Location:

REGIONAL TRANSPORTATION COMMISSION
1105 Terminal Way, 1st Floor Great Room, Reno, NV
Date/Time: 9:00 A.M. - Friday, November 20, 2026

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY
BOARD MEETING AGENDA

I. The Regional Transportation Commission Great Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to Michelle Kraus at 775-348-0400 and you will receive a response within five business days. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

II. This meeting will be televised live and replayed on RTC's YouTube channel at: bit/ly/RTCWashoeYouTube

III. Members of the public in attendance at the meeting may provide public comment (limited to three minutes) after filling out a request to speak form at the meeting. Members of the public that would like to provide presentation aids must bring eight (8) hard copies to be distributed to the Board members at the meeting. Alternatively, presentation aids may be emailed, in PDF format only, to mkraus@rtcwashoe.com prior to 4:00 p.m. on the day preceding the meeting to be distributed to the Board members in advance of the meeting. Members of the public may also provide public comment by one of the following methods: (1) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (2) leaving a voicemail (limited to three minutes) at (775) 335-0018. Comments received prior to 4:00 p.m. on the day preceding the meeting will be entered into the record.

IV. The Commission may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

V. The supporting materials for the meeting will be available at https://rtcwashoe.com/news/board-meeting-notes/. In addition, a member of the public may request supporting materials electronically from Michelle Kraus at the following email address: mkraus@rtcwashoe.com.

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1. Call to Order:
- 1.1. Roll Call
- 1.2. Pledge of Allegiance

2. Public Comment: *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*

3. Approval of Agenda (For Possible Action)

4. Consent Items (For Possible Action):
- 4.1. Minutes
  - 4.1.1 Approve the meeting minutes for the 09/29/2026 RTC and Storey County Special Joint Board meeting. (For Possible Action)
  - 4.1.2 Approve the meeting minutes for the 10/16/2026 RTC Board meeting. (For Possible Action)

4.2. Reports

4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.3 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations report for October. (For Possible Action)

4.2.5 Acknowledge receipt of the summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.2.6 Acknowledge receipt of the monthly Community Outreach and Media Activity Report. (For Possible Action)

4.3. Planning Department

4.3.1 Approve the Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans. (For Possible Action)

4.3.2 Approve the Rock Boulevard Corridor Study. (For Possible Action)

4.3.3 Approve the RTC staff recommended appointment of Richard Landon, Tashara Wilson, and Liam Zurline to the Citizens Multimodal Advisory Committee (CMAC), with a term through June 2027. (For Possible Action)

4.4. Engineering Department

4.4.1 Approve a contract with Diversified Consulting Services (DCS) for construction management services related to the Sierra Street Bridge Replacement Project, in an amount not-to-exceed $2,448,981. (For Possible Action)

4.4.2 Approve Amendment No. 2 to the contract with Jacobs Engineering Group, Inc., for engineering during construction services in connection with the Sierra Street Bridge Replacement Project, in the amount of $437,871, for a new total not-to-exceed amount of $4,589,489. (For Possible Action)

4.4.3 Approve a contract with HDR Engineering, Inc., to provide design and engineering during construction services in connection to the Red Rock Rehab project, in an amount not-to-exceed $476,631. (For Possible Action)

4.4.4 Approve a Local Public Agency Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the Lemmon Drive Traffic Improvements and Resiliency Project. (For Possible Action)

4.4.5 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire property and/or property interests on APN 011-521-06 from Palladio Condominium Association, which are needed to construct the Sierra Street Bridge Replacement Project. (For Possible Action)

4.5. Public Transportation/Operations Department

4.5.1 Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on November 4, 2026. (For Possible Action)

4.5.2 Approve a contract for the purchase of five (5) Senator II – Chevrolet gasoline Cutaway light duty buses from Model 1 Commercial Vehicles utilizing the State of Washington Transit Buses Master Contract No. 04824-02, in an amount not-to-exceed $745,061.25. (For Possible Action)

5. Discussion Items and Presentations:

5.1. Receive a presentation from Michael Hillerby of Kaempfer Crowell, Ltd., on the results of the 2026 election, including voter approval of the advisory question related to support for an annual road use fee on electric and hybrid vehicles in Washoe County (WC-1); authorize the Executive Director to work with stakeholders to pursue legislation during the 2027 Nevada Legislative Session that would authorize the Washoe County Board of Commissioners to impose and collect a fee on electric and hybrid vehicles for regional street and highway projects. (For Possible Action)

5.2. Receive a presentation on transportation improvements in the Verdi community. (Informational Only)

6. Reports (Information Only):

6.1. Monthly verbal update/messages from RTC Executive Director Dale Keller - no action taken.

6.2. Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

6.3. Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

7. Commissioner Announcements and Updates: *Announcements and updates to include requests for information or topics for future agendas. No deliberation or action will take place on this item.*

8. Public Comment: *Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the Board as a whole and not to individual commissioners.*

9. Adjournment (For Possible Action)

Posting locations: RTC, 1105 Terminal Way, Reno, NV, RTC website: www.rtcwashoe.com, State website: https://notice.nv.gov/

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.1.1**

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

SUBJECT: Draft Meeting Minutes for the Special Joint Board Meeting on 09/29/2026

RECOMMENDED ACTION

Approve the meeting minutes for the 09/29/2026 RTC and Storey County Special Joint Board meeting.

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

WASHOE COUNTY COMMISSION CHAMBERS
1001 E 9th Street, Building A, Reno, NV
Date/Time: September 29, 2026 - 6:00 P.M. – 9:00 P.M.

JOINT SPECIAL BOARD MEETING MINUTES

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
AND
STOREY COUNTY BOARD OF COUNTY COMMISSIONERS

PRESENT:

Regional Transportation Commission of Washoe County Board Members
Alexis Hill, Chair, Washoe County Commissioner
Devon Reese, Vice Chair, Reno City Council
Ed Lawson, Mayor of Sparks
Mariluz Garcia, Washoe County Commissioner (Via Phone)
Tracy Larkin Thomason, Director of NDOT
Bill Thomas, RTC Executive Director
Adam Spear, RTC Legal Counsel

Storey County Board of County Commissioners
Chair Carmona
Vice Chair Mitchell
Commissioner Gilman
Austin Osborne, County Manager
Clerk Treasurer Hindle
Assistant District Attorney Brown

ABSENT:
Hillary Schieve, Mayor of Reno, RTC Board

The Special Joint Meeting of the Regional Transportation Commission of Washoe County and the Storey County Board of County Commissioners was called to order by RTC Chair Hill at 6:00 p.m. A quorum was established for both governing bodies.

1. Welcome from RTC Chair

Chair Hill called the meeting to order at 6:00 p.m. She welcomed attendees and recognized the meeting as the first joint meeting of the RTC Board and the Storey County Board of County Commissioners.

2. Call to Order

2.1 Roll Call

2.2 Pledge of Allegiance

Roll calls were taken separately for each governing body, and a quorum was confirmed for both. Assembly members Dickman and Anderson led the Pledge of Allegiance.

3. Public Comment: ***Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the governing bodies as a whole and not to individual commissioners.***

J Uhart discussed a proposed 13.3-mile aerial gondola system to transport workers to and from the Tahoe-Reno Industrial Center (TRIC) and alleviate traffic congestion on I-80. He stated that the project has received preliminary support and that funding for a three-phase feasibility study is anticipated from Panasonic. The study would evaluate wind conditions, geography, and construction feasibility. Mr. Uhart emphasized that the fully electric gondola could transport approximately 5,500 workers per hour, operate around the clock to accommodate varying work shifts, and potentially reduce I-80 traffic by 63–70%. He highlighted the lengthy commutes experienced by Tesla and Panasonic employees and suggested the gondola as a more efficient and sustainable transportation alternative.

Gary Troyer opposed the La Posada alignment, citing potential traffic impacts to the Cimarron neighborhood. He questioned why the alignment remained under consideration, requested better public communication, and stated that any connector should provide four lanes to accommodate traffic during incidents.

Fred Krueger opposed the proposed connector, citing neighborhood quality of life, property values, and concerns that additional development would offset congestion relief. He disputed the report's characterization of stakeholder feedback and requested that the report reflect residents' opposition.

Chris Reilly spoke on behalf of Tesla in support of advancing both alignments into the National Environmental Policy Act (NEPA) process. He described employee commute and retention concerns, Tesla's shuttle and vanpool participation, and investment in the Patrick Interchange. He stated that environmental review would provide information needed to evaluate an additional route.

Don Tatro spoke on behalf of Redwood Materials in support of studying both alignments. He described traffic impacts on employee recruitment, retention, family time, suppliers, and company operations, and encouraged regional collaboration and consideration of multiple transportation alternatives.

Daryl D. Gardipe spoke as Chair of the Reno-Sparks Indian Colony (RSIC) and reiterated the Colony's opposition and concerns regarding the lack of early consultation. He requested correction of the report's description of the memorandum of understanding (MOU) between Sparks and RSIC, explaining that it reserves portions of Sections 31 and

32 for a potential transportation corridor without specifying a road. Michon R. Eben, the Colony's Tribal Historic Preservation Officer, also presented a confidential cultural resources map, described the area's cultural significance, and emphasized protection of cultural sites and early coordination with the Colony.

Jackie Pierrott spoke on behalf of Panasonic Energy in support of Item 5.1 and advancing both alignments into NEPA review. She emphasized regional connectivity, emergency access, workforce growth, and the need to evaluate transportation benefits and potential impacts.

James Shepherd stated that a two-lane connector would be insufficient and recommended a freeway connection between U.S. 395 and USA Parkway with capacity for future expansion. He also proposed regional electric rail and toll incentives to encourage carpooling and public transportation.

Mary Claire Landke supported a Northeast Connector and emphasized the importance of alternate routes for evacuations, emergency response, and access to medical care. She recommended at least two lanes in each direction and expressed a preference for the Vista area connection. She also raised concerns about access to pharmacies and DMV services.

Thomas Bagan supported the connector and further study but requested quantitative modeling of cut-through traffic and impacts on Vista Boulevard. He suggested that La Posada could have fewer adverse effects on Vista traffic, supported immediate I-80 traffic management measures, and encouraged clearer public communication about the study.

Kristen Geddes supported advancing only the Vista alignment, citing the report's comparisons of cost, private property impacts, environmental resources, travel time, and traffic performance. She expressed concern that La Posada would direct additional traffic onto an already congested Pyramid Highway.

Joe Mudd expressed opposition to both alignments but stated that the Golden Eagle connection and connections to Los Altos and Prater would be preferable if a route were selected. He cited potential neighborhood traffic, pollution, and development impacts and encouraged preservation of the area as a regional park.

Mike Clark supported additional transportation access to TRIC but recommended a broader freeway system rather than the proposed connector. He suggested widening I-80, improving interchanges, and planning a future northern freeway connection to U.S. 395.

Tracey Thomas expressed concern that the La Posada alignment would create traffic and safety problems, including truck turning movements and access to the Spanish Springs fire station. She requested evaluation of a connection farther north at Calle de la Plata to serve the Spanish Springs Business Center.

Terry Lennon opposed both proposed western termini, citing traffic volumes near homes and safety risks to residents, cyclists, and recreational users. He requested consideration of a connection farther north on Pyramid Highway in an area with lower population density.

Geoff Donahue spoke on behalf of My Ride to Work in support of further study and alternate road access to TRIC. He described the company's employee transportation experience and emphasized public-private partnerships to address regional growth and transportation needs.

Kristene Biglieri described the effects of growth and congestion on residents and TRIC employees. She encouraged feasibility studies, continued community involvement, and careful consideration of potential development impacts to Spanish Springs and Palomino Valley.

Josh Hebert opposed the connector, stating that additional roads would induce demand and provide limited congestion relief. He questioned the projected safety, reliability, and economic benefits and urged investment in alternatives to single-occupant vehicles.

Eddie Goenne opposed both alignments and recommended prioritizing a larger I-80 expansion. He expressed concern that new roads would encourage development of public land, increase neighborhood traffic, and harm wildlife.

Justin Haghighi urged the Board not to advance either alignment, citing limited projected traffic benefits, long-term maintenance and operating costs, and safety concerns. He questioned funding for NEPA review and impacts on other transportation priorities and emphasized the benefits of the planned I-80 widening.

Teddy Elwell opposed both alignments and encouraged rail service, employer incentives, and a wider I-80 with emergency travel lanes. He cited concerns about wildlife, hunting and recreational access, and development of public land.

Yevette Perdue opposed both alignments, citing neighborhood safety, existing Pyramid Highway congestion, wildlife impacts, project funding, and potential housing development. She encouraged consideration of alternatives, including the proposed gondola, rather than directing additional traffic through residential communities.

The Board Clerk reported that eight emailed public comments had been received, distributed to both governing bodies, and would be made part of the permanent record.

4. Joint Presentation and Discussion Item

4.1 Presentation from staff regarding the Northeast Connector Feasibility Study Final Report and joint discussion and deliberation regarding the report and next steps for advancing the Vista Boulevard and La Posada Drive alignments into the National Environmental Policy Act (NEPA) process for further evaluation. (No Action)

RTC Project Manager Bryan Byrne and Wood Rodgers Project Manager Bryan Gant presented the final feasibility study. They explained that the study evaluated a redundant east-west connection between eastern Sparks and Spanish Springs and TRIC to improve regional mobility, travel time reliability, safety, and economic development. The presentation noted substantial growth in I-80 traffic and the TRIC workforce and that approximately 85 percent of commute trips originate in the Truckee Meadows north of I-80.

They described screening of the corridor alternatives and public outreach, including approximately 1,000 comments and 705 survey responses. Public concerns included neighborhood traffic, trucks, noise, wildlife, cultural resources, funding, and other transportation modes. Approximately 85 percent of survey respondents identified I-80 congestion as a critical issue, approximately 60 percent supported moving forward, and approximately 31 percent favored exploring other options.

Staff reviewed revisions to the final report, including removal of the spur connecting Vista Boulevard and La Posada Drive, additional discussion of the Sparks-RSIC MOU, comparison of the remaining alignments, and incorporation of public outreach findings. Both alignments were identified as feasible for further evaluation, with estimated project costs of $275 million for Vista Boulevard and $450 million for La Posada Drive.

Executive Director Bill Thomas reviewed other transportation efforts. He described NDOT's South Meadows corridor study, with conceptual costs of approximately $870 million to $1.6 billion, and the decision to pursue I-80 widening. He also summarized the jointly funded rail feasibility study, including the need for state operating authority and Union Pacific approval, approximately $175 million in initial capital costs, approximately $1.2 billion at full buildout, and approximately $11 million in annual operating costs. He noted ongoing legislative consideration of rail authority and funding, private employee shuttles, and growth in RTC's vanpool program.

Storey County Manager Austin Osborne described the public-private partnership that completed the approximately $4.3 million Patrick Interchange improvement, potential routes within Storey County, participation in the rail study, and land use changes intended to reduce commuting on I-80. He stated that Storey County had planned for approximately 10,000 homes along the southern corridor and updated zoning and development requirements. He also discussed extended-stay, RV, and potential worker accommodations as parts of a broader transportation strategy.

Mr. Thomas reported that the I-80 East Widening Project completed NEPA review in September 2025 and was in preconstruction with Granite Construction. The project includes three general-purpose lanes in each direction, wider shoulders, and interchange and safety improvements. Construction was targeted for late 2027 or early 2028, with an approximately three-year construction period. Staff recommended advancing both connector alignments into NEPA review.

Vice Chair Reese reserved his comments for the later discussion. Commissioner Garcia asked about the feasibility study's cost and funding.

Deputy Executive Director Dale Keller reported an overall budget of approximately $1.3 million, expenditures to date of approximately $600,000, and local fuel tax funding.

Chair Hill asked about consultation with RSIC, the MOU, and protection of cultural resources.

Mr. Keller acknowledged that the Colony should have been engaged earlier and described subsequent discussions and the additional fieldwork and coordination required during environmental review. The consultant explained that NEPA review would include

formal tribal coordination, cultural resource and wildlife studies, and more detailed analysis of traffic and operational impacts at both termini. Chair Hill emphasized consultation before fieldwork and consideration of avoidance of cultural sites.

Storey County Vice Chair Mitchell asked whether funding evaluation could occur concurrently with environmental review and whether the study could accommodate two- and four-lane configurations.

Mr. Keller stated that funding options would be evaluated in parallel, that the project was currently identified as unfunded in RTC's Regional Transportation Plan, and that the feasibility study considered an ultimate four-lane corridor while projected traffic supported an initial two-lane facility.

Storey County Chair Carmona thanked attendees and acknowledged the public input.

No action was taken under this item.

5. RTC Board Action Item

5.1 Authorize staff to advance the Vista Boulevard and La Posada Drive alignments into the National Environmental Policy Act (NEPA) process for further evaluation. (For Possible Action by the RTC Board Only)

Chair Hill explained that only the RTC Board could take action at this meeting and that Storey County would consider any participation at a separate meeting.

Mayor Lawson stated that he could support a study of La Posada but could not support the Vista/Golden Eagle alignment because of cultural resources and the MOU between Sparks and RSIC. He also requested consideration of a Calle de la Plata extension.

Commissioner Garcia supported further environmental and cultural analysis of both corridors and emphasized respectful coordination with RSIC. She asked about cost sharing for the estimated $3 million to $5 million NEPA process. Mr. Thomas stated that funding partners had not been finalized and that staff would seek participation from Storey County, the State, and businesses and present a funding proposal to the RTC Board.

Vice Chair Reese supported studying both alignments, citing the need for regional cooperation and an alternate route during I-80 closures. He acknowledged concerns about neighborhoods, open space, wildlife, cultural resources, property, and quality of life. He emphasized that environmental review would provide information for a later route decision, encouraged continued pursuit of rail and other transit alternatives, and called for shared regional funding.

Chair Hill supported a more resilient road network for Sparks and Spanish Springs and continued advancement of rail. She identified obtaining legislative authority and developing a rail funding plan as priorities and emphasized engaging RSIC at the beginning of the connector's next phase.

Chair Hill moved to authorize staff to advance the Vista Boulevard and La Posada Drive alignments into the NEPA process for further evaluation, including early engagement with

the Reno-Sparks Indian Colony. Vice Chair Reese seconded the motion. The motion carried 3–1, with Chair Hill, Vice Chair Reese, and Commissioner Garcia voting in favor and Mayor Lawson opposed.

Mr. Thomas explained that Storey County's ability to take action outside its county was limited. Mr. Osborne stated that Storey County tentatively planned to consider the matter at its October 6, 2026 meeting. Vice Chair Mitchell thanked RTC for hosting and stated that Storey County would determine its participation through consultation with staff and its public process. Chairs Hill and Carmona acknowledged the importance of collaboration. The Storey County Board took no official action at this meeting.

6. Public Comment: ***Public comment taken under this item may pertain to matters both on and off the agenda. The Chair may take public comment on a particular item on the agenda at the time it is discussed. Comments are to be made to the governing bodies as a whole and not to individual commissioners.***

Eloisa Phelps expressed concern that the connector would shift congestion from I-80 onto local streets and impair emergency access. She encouraged commuter rail and I-80 widening instead of adding truck and vehicle traffic to residential roads.

George Forbush opposed both alignments on behalf of residents and wildlife organizations, citing effects on open space, wildlife, cultural sites, and neighborhood quality of life. He urged completion and evaluation of I-80 improvements before considering another corridor.

Trista Gomez questioned how residential and industrial growth had proceeded without adequate transportation infrastructure. She described the effects of congestion on residents' time and costs and called for stronger coordination of development, traffic capacity, safety, and emergency services.

Natha Anderson thanked the governing bodies for addressing the transportation problem and encouraged thoughtful evaluation. She noted ongoing legislative rail discussions and emphasized involving Nevada's congressional delegation because of the amount of federally managed land in the study area.

Fred Krueger expressed disappointment with the decision to advance both alignments and reiterated his opposition pending consideration of additional alternatives. He emphasized preservation of public land, open space, recreation, and neighborhood quality of life and stated that he intended to remain involved.

Matthew Setty supported moving forward and recommended a formal framework or MOU for consultation with RSIC. He emphasized early protection of cultural resources and respect for tribal sovereignty as critical to the environmental review process.

7. Adjournment

With no further public comment or Board comments, Chair Hill adjourned the meeting at 8:06 p.m.

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ALEXIS HILL, Chair
Regional Transportation Commission

Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.1.2**

To: Regional Transportation Commission

From: Michelle Kraus, Clerk of the Board

SUBJECT: Draft Meeting Minutes for 10/16/2026

RECOMMENDED ACTION

Approve the meeting minutes for the 10/16/2026 RTC Board meeting.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA

FRIDAY **9:04 A.M.** **October 16, 2026**

PRESENT:

Alexis Hill, Chair, Washoe County Commissioner
Devon Reese, Vice Chair, Reno City Council
Mariluz Garcia, Washoe County Commissioner
Hillary Schieve, Mayor of Reno (Arrived at 9:09 a.m.)
Bill Thomas, RTC Executive Director
Adam Spear, Legal Counsel
Sondra Rosenberg, NDOT Deputy Director

ABSENT:

Ed Lawson, Mayor of Sparks
Tracy Larkin Thomason, Director of NDOT

The regular monthly meeting, held in the 1st Floor Great Room at Regional Transportation Commission of Washoe County, Reno, Nevada, was called to order by Chair Hill. The Board conducted the following business:

Item 1 CALL TO ORDER

1.1 Roll Call
1.2 Pledge of Allegiance

Item 2 PUBLIC COMMENT

Tammy Holt-Still expressed concerns about emergency evacuation routes and preparedness in the North Valleys following recent wildfires and flooding. She described the closure of U.S. 395, limited alternative access for residents, and difficulties evacuating or obtaining supplies. She urged agencies to address roadway capacity, emergency access and infrastructure planning before additional development occurs, including concerns about Lemmon Drive and Cold Springs.

The Board Clerk reported that seven written public comments had been received, distributed to Board members the previous evening, and would be included in the permanent record. Chair Hill confirmed that staff and the project manager were preparing responses to comments concerning roadway projects.

1.3 Special Recognition
1.3.1 Proclamation Honoring the Service of Commissioner Hillary Schieve

Following Item 2, Chair Hill presented a proclamation recognizing Mayor Schieve's service on the RTC Board since 2022 and her advocacy for safer, accessible, and connected transportation. The

proclamation highlighted her support for the Arlington Avenue Bridges replacement, Biggest Little Bike Network, Truckee River multimodal connectivity, accessible transit and regional collaboration.

Chair Hill proclaimed October 16, 2026, as a day recognizing Mayor Schieve's service to the RTC Board.

Vice Chair Reese and Commissioner Garcia recognized her leadership, vision, commitment to innovation and equitable transportation access.

Mayor Schieve thanked the Board and RTC staff, particularly Executive Director Bill Thomas, and reflected on the importance of transportation access for the community.

Item 3 APPROVAL OF AGENDA

On motion of Vice Chair Reese, seconded by Commissioner Garcia, which motion unanimously carried, Chair Hill ordered the item be approved.

Item 4 CONSENT ITEMS

4.1 Minutes

4.1.1 Approve the meeting minutes for the 9/18/2026 RTC Board meeting. (For Possible Action)

4.2 Reports

4.2.1 Acknowledge receipt of the monthly Procurement Activity Report. (For Possible Action)

4.2.2 Acknowledge receipt of the monthly Planning Activity Report. (For Possible Action)

4.2.3 Acknowledge receipt of the monthly Engineering Activity Report. (For Possible Action)

4.2.4 Acknowledge receipt of the monthly Public Transportation and Operations Activity Report. (For Possible Action)

4.2.5 Acknowledge receipt of the monthly summary report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees. (For Possible Action)

4.2.6 Acknowledge receipt of the monthly Outreach Report from the Communications staff. (For Possible Action)

4.3 Planning Department

4.3.1 Approve a contract with The Langdon Group for planning services to complete the 2050 Regional Transportation Plan Community Engagement Effort, in an amount not-to-exceed $111,256. (For Possible Action)

4.4 Engineering Department

4.4.1 Approve a contract with Nichols Consulting Engineers, CHTD to provide design and optional construction management services related to the Mill Street Rehabilitation Project, in an amount not-to-exceed $1,232,269. (For Possible Action)

4.4.2 Approve a Regional Road Impact Fee (RRIF) offset agreement between RTC, Oakmont Properties-South Virginia, LLC, and City of Reno for offset-eligible

improvements and intersection signalization at Virginia Street and South Hills Drive for Elysium Apartments. (For Possible Action)

4.5 Executive, Administrative and Finance Departments

4.5.1 Acknowledge receipt of the Asset Donation Log for the second and third quarters of calendar year 2026. (For Possible Action)

4.5.2 Approve the Executive Director employment contract between RTC and Dale Keller. (For Possible Action)

On motion of Commissioner Garcia to approve, seconded by Vice Chair Reese, which motion unanimously carried, Chair Hill ordered that these items be approved.

Item 5 PUBLIC HEARING

5.1 Conduct a public hearing regarding approval of Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP); adopt a resolution approving Amendment No. 4 to the FFY 2025-2029 Regional Transportation Improvement Program (RTIP). (For Possible Action)

a. Staff Presentation
b. Public Hearing
c. Action

Graham Dollarhide, RTC Transportation Planning Manager, presented Amendment No. 4 to the FFY 2025-2029 RTIP. He explained that the RTIP identifies fiscally constrained, federally funded or regionally significant transportation projects and is a necessary step toward project implementation. The amendment increases the programmed cost of NDOT's existing Verdi Commercial Vehicle Inspection Station Upgrades Project based on updated estimates, without changing its scope, and adds an NDOT pavement preservation project on Interstate 80 between East McCarran Boulevard and Vista Boulevard. No new air quality conformity analysis or RTP amendment is required. The public comment period ran from September 23 through October 13, 2026, and no comments were received. The amendment was also presented to RTC advisory committees.

Sondra Rosenberg, NDOT Deputy Director, expressed NDOT's appreciation for RTC's support.

Chair Hill opened the public hearing; no public comment was received, and the hearing was closed.

On motion of Vice Chair Reese to approve Amendment No. 4 and adopt the corresponding resolution, seconded by Mayor Schieve, which motion unanimously carried, Chair Hill ordered the item approved.

Item 6 DISCUSSION ITEMS AND PRESENTATIONS

6.1 Receive a presentation on the draft Rock Boulevard Corridor Study. (Informational Only)

Shay League, RTC Senior Transportation Planner, presented the draft Rock Boulevard Corridor Study for the segment between North McCarran Boulevard and the Truckee River in Sparks.

Recommendations include a multi-use path connecting Victorian Avenue to the Truckee River trail at Rock Park, wider sidewalks and accessibility improvements, safer pedestrian crossings near Maxwell Elementary School and Sparks High School, bus stop upgrades, and targeted intersection and interchange improvements. Interim measures at Interstate 80 and Rock Boulevard would address congestion while NDOT advances longer-term interstate improvements. Public comments will be accepted through October 27, and staff anticipates returning to the Board in November for potential adoption.

Chair Hill requested continued outreach to Mayor Lawson to ensure his input is included, particularly regarding the river connection and student safety.

Vice Chair Reese asked about implementation timing and compared the study to the Oddie/Wells project. Staff explained that corridor projects must compete for prioritization in the Regional Transportation Plan and may take approximately five to twenty years to implement, depending on funding and regional priorities.

Commissioner Garcia commended coordination with the school district and asked how proposed interim improvements at the I-80 interchange align with NDOT's Spaghetti Bowl work.

Sondra Rosenberg, NDOT Deputy Director, explained that the agencies are coordinating closely, but major interchange reconstruction remains uncertain and potentially many years away.

Mayor Schieve emphasized the corridor's outdated pedestrian infrastructure and the need for improvements. Chair Hill suggested exploring public art and grant funding to improve the underpass environment.

Executive Director Thomas indicated staff would monitor applicable grant opportunities and that smaller safety improvements could proceed before major interchange reconstruction.

No action was taken.

6.2 Receive a presentation on the draft Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans. (Informational Only)

Marquis Williams, RTC Senior Transportation Planner, presented the third and fourth Neighborhood Network Plans under RTC's Active Transportation Program. Developed through community outreach, school coordination, field assessments and safety data, the plans focus on neighborhood-scale walking and bicycling connections, especially safe routes to schools, trails and local destinations. The proposed quick-build projects include curb extensions, pedestrian refuge islands, traffic calming, and buffered or protected bicycle lanes. The plans recommend approximately 4.6 miles of improvements in Sun Valley/Panther Valley and five miles in Meadowood/Hidden Valley, together with longer-term projects for future RTP consideration.

Mr. Williams explained that RTC has allocated $5 million annually for neighborhood quick-build implementation, generally targeting two neighborhoods each year. The two plans presented are targeted for summer 2028 construction, while Central Reno and Central Sparks projects are scheduled for summer 2027. Baseline counts have been completed to support future performance

evaluations. Public comment remains open through October, and the plans are expected to return for possible approval in November.

Commissioner Garcia emphasized the lack of continuous sidewalks, drainage ditches, speeding and school access hazards on Side Hill and Leon Drives. She asked about responsibilities for school-area improvements. Staff explained that RTC coordinates with the school district and Safe Routes to School partners, supplementing their work rather than replacing it.

Chair Hill supported additional coordination with the school district, including potential discussions with the superintendent regarding resources and school safety.

Vice Chair Reese requested clarification on the distinction between traditional corridor studies and quick-build neighborhood plans.

Mr. Williams and Mr. Dollarhide explained that corridor study recommendations require future RTP prioritization and funding, whereas neighborhood quick-build projects are implemented through an existing, funded Active Transportation Program already included in the RTP and RTIP.

Vice Chair Reese commended the program's responsiveness to neighborhood needs.

Chair Hill requested coordination with Commissioner Andriola to present the Hidden Valley recommendations at a neighborhood meeting. Mayor Schieve supported additional outreach to Hidden Valley residents.

No action was taken.

Item 7 REPORTS (Informational Only)

7.1 RTC Executive Director Report

Bill Thomas, RTC Executive Director, reported that the Storey County Board of Commissioners subsequently voted unanimously to support advancing the Northeast Connector into the NEPA process and to continue working toward funding the environmental study, consistent with RTC's direction at the joint meeting.

He reported that RTC's first Stuff a Bus diaper drive with Baby's Bounty collected more than 3,100 diapers and nearly 4,500 baby wipes, and that a food drive is planned for December.

Mr. Thomas congratulated Austin McCoy and his family on the birth of baby girl Parker Ellie McCoy.

Mr. Thomas also recognized several Finance Department personnel changes, including the promotions of Jennie Murray to Accountant I and Omar Casildo to Payroll Specialist, and welcomed Anna Jimenez, Senior Accountant, and Eduardo Silva-Lucas, Accounting Specialist.

7.2 RTC Federal Report

Josh MacEachern, RTC Public Information Officer, delivered the federal report on behalf of Government Affairs Officer Paul Nelson. He discussed congressional recess and the need for federal spending and surface transportation authorization action before the December 11 continuing resolution deadline; proposed federal permitting reforms; the proposed Safe Transit Act; potential changes to the 2030 Census affecting allocation of federal resources; and federal consideration of the Union Pacific Norfolk Southern merger application, which RTC is monitoring in connection with regional passenger rail discussions.

7.3 NDOT Director Report

Sondra Rosenberg, NDOT Deputy Director, reported that preliminary figures through September showed 261 roadway fatalities statewide and 34 in Washoe County, compared with 45 in Washoe County during the comparable period the prior year. Although total fatalities declined, pedestrian and bicyclist fatalities increased. Speeding and impairment remain leading contributing factors.

Mayor Schieve requested a jurisdiction-level breakdown of safety trends, and Ms. Rosenberg explained that more detailed geographic analysis is available but takes additional time to compile.

Ms. Rosenberg highlighted the annual Nevada Traffic Safety Summit, hosted in Reno, and thanked Chair Hill for participating. She reported that major paving and striping on Pyramid Way in downtown Sparks were completed ahead of schedule, with utility and signage work continuing into early 2027. She also announced the October 18 Trunk or Treat event at the South Reno DMV.

Vice Chair Reese commended NDOT's roadway and safety improvements in northwest Reno.

Item 8 COMMISSIONER ANNOUNCEMENTS AND UPDATES

Chair Hill requested future Board presentations evaluating the costs and potential funding sources for commuter rail, including a possible pilot project and state or local funding opportunities, and options to increase service frequency on RTC's highest-ridership fixed routes, including local funding strategies.

Vice Chair Reese discussed lessons from the American Public Transportation Association conference and expressed interest in exploring transit ambassador and service-provider outreach programs for riders and individuals experiencing homelessness.

Mayor Schieve commended RTC's public-facing social media outreach and its efforts to connect with younger riders.

Chair Hill and Board members recognized Executive Director Bill Thomas at his final Board meeting, acknowledging his six years at RTC and 27 years of local government service.

Vice Chair Reese and Mayor Schieve highlighted his leadership, public service, regional infrastructure contributions and mentorship, and recognized his family's support. A commemorative gift from the City of Reno and a tribute video were presented.

Item 9 PUBLIC COMMENT

Chair Hill opened the public comment period. There was no public comment.

Item 10 ADJOURNMENT

The meeting was adjourned at 10:54 a.m.

_____

ALEXIS HILL, Chair
Regional Transportation Commission

Copies of all presentations are available by contacting Michelle Kraus at mkraus@rtcwashoe.com.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.1**

To: Regional Transportation Commission

From: Amber Bowsmith, Organizational Effectiveness Manager

SUBJECT: Procurement Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Procurement Activity Report.

BACKGROUND AND DISCUSSION

See attached for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

ATTACHMENT A

PROJECTS CURRENTLY ADVERTISED

Invitations for Bids (IFB)	
Project	**Due Date**
2027 Corrective Maintenance Project	November 24, 2026
Keystone Avenue Rehabilitation Project	December 10, 2026

Request for Proposals (RFP)	
Project	**Due Date**
Replace Compressed Natural Gas Dispensers -Design	November 19, 2026
University Gateway Transportation Design	November 25, 2026
Lemmon Drive Construction Management	December 15, 2026
Enterprise Resource Planning (ERP) Software Selection	December 16, 2026

REPORT ON INVITATION FOR BID (IFB) AWARDS

Per NRS 332, NRS 338 and RTC's Management Policy P-13 "Purchasing," the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.

Project	**Contractor**	**Award Date**	**Contract Amount**
White Fir Street Rehabilitation	Granite Construction Company	9/28/2026	$1,994,994

PROFESSIONAL SERVICES/CONSULTING AGREEMENTS

Per RTC's Management Policy P-13 Executive Director has authority to approve contracts greater than $25,000 and less than (or equal to) $100,000.

Project	**Contractor**	**Contract Amount**
Swiftly Rider Alerts Module	Swiftly, Inc.	$28,459.32

CHANGE ORDERS AND CONTRACT AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S RTC's P-13 PURCHASING POLICY AUTHORITY

Project	**Contractor**	**Approval Date**	**CO / Amend. Number**	**CO / Amend. Amount**	**Revised Total Contract Amount**
LLM Knowledge Domain for Public Trans	M3 Planning Madison AI	9/25/2026	Amend. 2	$4,000	$34,000
Prater Way Rehab	Sierra NV Construction	10/28/2026	CO 1	$265,982	$7,962,989

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.2**

To: Regional Transportation Commission

From: Vanessa Lacer, Director of Planning

SUBJECT: Planning Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Planning Activity Report.

BACKGROUND AND DISCUSSION

See attachment for background and discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY
ENGINEERING • PLANNING • PUBLIC TRANSPORTATION

PLANNING ACTIVITY REPORT- November 2026

SS4A Comprehensive Safety Action Plan

Project Manager: Graham Dollarhide
Website: https://rtcwashoe.com/truckee-meadows-safety/

Status: RTC was awarded $1.2 million in federal dollars through the FHWA Safe Streets and Roads for All grant program to develop a regional Safety Action Plan. A contract with FHWA has been executed and a vendor contract was approved by the RTC Board in February 2026. Planning activities began in March 2026. The project team is currently in the data collection phase. A final plan is expected in fall of 2028. More project information can be accessed at the web address above.

Truckee River Path Implementation Plan

Project Manager: Vanessa Lacer

Status: Planning activities began in December 2025. Stakeholder engagement has concluded and the working group is now reviewing the draft plan. A final plan is expected in January 2027.

2050 RTP Engagement Effort

Project Manager: Vanessa Lacer

Status: Procurement activities have concluded and a vendor contract approved in October 2026. Planning activities are expected to begin in late 2026, and a final report is expected in summer of 2027.

Rock Blvd Corridor Study

Project Manager: Shay League
Website: https://rtcwashoe.com/planning/corridor-studies/rock-boulevard-corridor-study/

Status: Planning activities for the Rock Blvd Corridor/Area Study began in October 2025. Data collection and public engagement have concluded. The draft plan was presented to the RTC TAC, CMAC, and Board in October 2026. The final plan will go to the RTC Board for approval in November 2026. More project information can be accessed at the web address above.

4th St Corridor Study

Project Manager: Shay League

Status: Procurement activities have concluded and a vendor contract was approved in September 2026. Planning activities will begin in November 2026, and a final plan is expected in December 2027.

Sparks Industrial Area Study

Project Manager: Shay League

Status: Procurement activities have begun and approval will be sought for a vendor contract in December 2026. Planning activities will begin in early 2027 and a final plan is expected in March 2028.

Kirman/Locust/Wells/Taylor Corridor Study

Project Manager: Xuan Wang
Website: https://rtcwashoe.com/planning/corridor-studies/locust-taylor-kirman-wells-corridor-study/

Status: Planning activities for the Kirman/Locust/Wells/Taylor Corridor/Area Study began in October 2025. Data collection and public engagement have concluded. A plan development update was provided to the RTC TAC, CMAC and Board in July 2026. A final plan is expected in January 2027. More project information can be accessed at the web address above.

Congestion Management Process

Project Manager: Xuan Wang

Status: Planning activities began in December 2025, and a final report is expected in February 2027.

Silverada/Wedekind/Clear Acre/Sutro Corridor Study

Project Manager: Xuan Wang

Status: Procurement activities have concluded and a vendor contract was approved in September 2026. Planning activities began in October 2026, and a final plan is expected in December 2027.

W. 7th/Kings Row/Keystone Corridor Study

Project Manager: Xuan Wang

Status: Procurement activities have concluded and a vendor contract was approved in September 2026. Planning activities began in October 2026, and a final plan is expected in December 2027.

Neighborhood Network Plans 3 & 4

Project Manager: Marquis Williams
Website: https://rtcwashoe.com/planning/neighborhood-network-plan/

Status: Planning activities for Neighborhood Network Plans (NNPs) 3 & 4, Meadowood/Hidden Valley and Sun Valley/Panther Valley, began in October 2025. The project team has concluded public outreach and data collection for both plans. Draft plans were presented to the RTC TAC, CMAC, and Board in October 2026. Final plans will go to the RTC Board for approval in November 2026. More project information can be accessed at the web address above.

Neighborhood Network Plans 5 & 6

Project Manager: Marquis Williams

Status: Procurement activities have concluded and a vendor contract was approved in September 2026 for Neighborhood Network Plans (NNPs) 5 & 6, West Reno and South Meadows. A kickoff meeting was also held in September 2026. Final plans are expected in November 2027.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.3**

To: Regional Transportation Commission

From: Jeff Wilbrecht, Interim Director of Engineering

SUBJECT: Engineering Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Engineering Activity Report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Engineering Monthly Report

Active Transportation Projects

2026 Active Transportation Program	
Sara Going, Project Manager	https://rtcwashoe.com/project/2026-active-transportation-program/
Status: The project is currently under final design.	

Biggest Little Bike Network	
Sara Going, Project Manager	https://rtcwashoe.com/projects/biggest-little-bike-network/
Status: New green bike lanes are open on Virginia Street from 6th to Mill! Construction on the project will continue through the summer of 2027. For weekly construction updates, sign up for the project email list at BiggestLittleBikeNetwork.com.	

Sixth Street - Safety for All	
Alex Wolfson, Project Manager	https://rtcwashoe.com/project/sixth-street-safety-for-all/
Status: The project design has reached the 60% milestone! For additional information on this project, please visit https://www.SixthStreetForAll.com	

Wedekind Road Pedestrian Improvements	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/project/wedekind-road-pedestrian-improvements/
Status: AtkinsRealis is advancing 100% design. Construction is anticipated Summer 2027.	

Capacity/Congestion Relief Projects

Buck Drive Circulation	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/buck-drive-circulation/
Status: Construction is substantially complete. Traffic signal at Buck Dr and North Hills will look to be installed in October 2026.	

Geiger Grade Road Realignment	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/geiger-grade-road-realignment/
Status: The feasibility study is finalized including traffic analysis and environmental review of the study area. RTC is currently considering next steps based on the results of this study.	

Highland Ranch Capacity and Safety	
Austin McCoy, Project Manager	https://rtcwashoe.com/project/highland-ranch-capacity-and-safety/
Status: The RTC, in coordination with Washoe County, has begun preliminary design.	

Military Road Capacity & Safety	
Austin McCoy, Project Manager	https://rtcwashoe.com/projects/military-road-capacity-safety/
Status: Construction has begun and is anticipated to be completed in Fall 2027.	

Pyramid Highway Operations Improvements	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/pyramid-highway-operations-improvements/
Status: Work will continue on the west side of Pyramid south of Calle De La Plata to construct the barrier rail and replace the multi-use path. Roadway excavation will continue into early November.	

Pyramid Wy, Sparks Blvd, Highland Ranch Pkwy Intersection	
Austin McCoy, Project Manager	https://rtcwashoe.com/projects/pyramid-way-sparks-boulevard-highland-ranch-intersection/
Status: Preliminary design and data collection has begun. This project involves providing 60% level design for the Pyramid/Sparks Interchange as well as preliminary (30%) design of the Connector (the new roadway from Pyramid Highway to US 395), identified as Phase 3 in the draft phasing plan of the FEIS. A packaging plan and phasing evaluation will be conducted for the overall Pyramid Highway/US 395 Connector project to better address potential funding availability for construction implementation. Traffic modeling and analysis will be utilized in a scenario approach to support the packaging and phasing effort alongside public involvement and a National Environmental Policy Act (NEPA) compatibility review.	

Sparks Boulevard Capacity Improvement	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/sparks-boulevard-capacity-improvement-greg-street-to-baring-boulevard/
Status: Roadway widening and paving operations are being actively advanced. Crews continue to install landscape, concrete, signs, striping, and complete signal improvements. The community is encouraged to stay informed of the project. More information is available at SparksBlvdProject.com. Construction is complete for the southern segment (Phase 1) of the project, between Greg St and I-80.	

Steamboat / Rio Wrangler Roundabout	
LaShonn Ford, Project Manager	https://rtcwashoe.com/project/steamboat-rio-wrangler-roundabout/
Status: Preliminary engineering design is complete and under review. The project team will review the initial layout of the intersection and look for opportunities to refine the design. The next design milestone is scheduled for Fall 2026, at which point the layout and resulting land impacts should be known. Construction of the project has been moved back to begin in early 2028.	

Corridor Improvement Projects

Butch Cassidy Drive Extension	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/butch-cassidy-drive-extension/
Status: 90% design is complete. The right of way process is underway.	

Keystone Ave Bridge Replacement	
Sara Going, Project Manager	https://rtcwashoe.com/projects/keystone-avenue-bridge-replacement/
Status: The project is advancing on 90% design.	

Keystone Ave Safety and Traffic	
Austin McCoy, Project Manager	https://rtcwashoe.com/project/keystone_safety/
Status: The RTC, in cooperation with the City of Reno, are in the initial scoping phase for the project.	

Lemmon Drive Traffic Improvements and Resiliency	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/lemmon-drive-traffic-improvements-and-resiliency/
Status: The project team has completed the 90% design and working on 100% design package. All NEPA studies have been finalized, and the project has received a Finding of No Significant Impact (FONSI), representing a major milestone toward project delivery and advancement into the final design phase. More information can be found on the projects website at https://northvalleysimprovements.com/	

McCarran Boulevard Safety and Operational Improvements	
Jessica Dover, Project Manager	https://rtcwashoe.com/projects/mccarran-boulevard-safety-and-operational-improvements/
Status: Task Order No. 1 of the MSA is complete. Task Order No. 2 is underway to advance the Plumas to Lakeside segment of McCarran Blvd to final design. The 60% plans and a public outreach meeting is scheduled to occur in Spring 2027.	

Moya Blvd	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/project/moya-boulevard-capacity/
Status: Design is 60% complete. The project team is working on setting the project right-of-way. The Regional Transportation Commission of Washoe County (RTC) will host a public meeting November 12th to present planned safety, mobility, and capacity improvements on Moya Boulevard between Red Rock Road and Echo Avenue. The meeting will take place from 5 to 7 p.m. at Silver Lake Elementary School, 8719 Red Baron Blvd. in Reno. RTC staff will present an overview of the Moya Boulevard Capacity and Safety Project at 5:30 p.m. and remain available throughout the meeting to answer questions and collect public input. During the meeting, attendees can review project plans and exhibits, speak with the project team, and provide feedback. Construction is expected to start in 2028 or 2029.	

North Valleys North Virginia Street Capacity	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/projects/north-valleys-north-virginia-street-capacity/
Status: Currently performing survey, geotechnical investigations, hydrology/hydraulics analysis, traffic modeling, utility coordination, and preliminary engineering. Preliminary engineering is advancing from 60% design to 90% design.	

O'Brien Pass Safety Project	
Scott Gibson, Project Manager	https://rtcwashoe.com/project/obrien-pass-safety/
Status: CA Group has been selected as the design consultant for this project.	

Pembroke Drive Capacity & Safety	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/projects/pembroke-drive-capacity-safety/

Status: Construction started September 14th. Normal working hours are 7:00 AM - 5:00 PM, Monday through Friday.

The first phase of construction will include earthwork on the north side of Pembroke and the installation of underground utilities and storm drain infrastructure.

The north-side roadway shoulder will be closed 24 hours a day.

Intermittent lane closures will occur while crews install underground infrastructure across Pembroke Drive.
Eastbound travel on Pembroke Dr will be closed intermittently between McCarran Blvd and Veterans Pkwy between 9:00 am and 4:00 pm. Posted detours will be in place.
One-way westbound travel on Pembroke Dr will be implemented from Veterans Pkwy to McCarran Blvd.

Drivers should allow extra travel time and follow posted detours and traffic-control devices.

Sierra Street Bridge Replacement	
Bryan Byrne, Project Manager	https://rtcwashoe.com/projects/sierra-street-bridge-replacement/

Status: The project team has successfully completed the 100% design milestone. Work is now shifting towards the Final submittal. Construction is expected to begin spring 2027.

For more details, visit the project website at [www.sierrastreetbridge.com].

Sun Valley Boulevard Corridor Improvements - Phase 2	
Jessica Dover, Project Manager	https://rtc2023.wpengine.com/construction-projects/sun-valley-boulevard-corridor-improvements-phase-2/

Status: The Team is progressing to 90% design, anticipated Winter 2026.

West Fourth Street Downtown	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-downtown/
Status: Project is substantially complete.	

West Fourth Street Safety	
Scott Gibson, Project Manager	https://rtcwashoe.com/projects/west-fourth-street-safety/
Status: RTC has awarded the construction contract to SNC and the construction management contract to CME, Inc. Construction is underway with significant traffic control systems in place. One way configurations will implemented in the following weeks as roadwork nears completion. Slow down for workers!	

Pavement Preservation Projects

2026 Preventative Maintenance	
Jessica Dover, Project Manager	https://rtcwashoe.com/project/2026-preventative-maintenance-program/
Status: The Contractor is completing remaining utility adjustments and punch list items. This Project is anticipated to reach Substantial Completion October 2026.	

7th, 6th & West	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/project/7th-street-6th-street-arlington-to-west-west-street-5th-to-6th-pavement-rehab/
Status: Project is complete.	

Corrective Maintenance 2027	
Garrett Rodgers, Project Manager	https://rtcwashoe.com/project/corrective-maintenance-2027/
Status: Project will advertise for bidding in October/November 2026.	

Galletti Way Rehabilitation	
Scott Gibson, Project Manager	https://rtcwashoe.com/project/galletti-way-rehabilitation/
Status: A full road closure will be in place for two week starting October 26. Detours on 21st and Battle Born Way.	

Keystone Rehabilitation	
Austin McCoy, Project Manager	https://rtcwashoe.com/project/keystone-rehabilitation/
Status: RTC's consultant, Lumos and Associates, has begun final design.	

PCC Preventive Maintenance	
Scott Gibson, Project Manager	https://rtcwashoe.com/project/pcc-preventative-maintenance/
Status: This project is expected to start in early 2027.	

Prater Way Rehabilitation	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/prater-way-rehabilitation/
Status: Sierra Nevada Construction began work on June 8, 2026 and is scheduled to be complete in November 2026. The Road Diet configuration will be implemented with this project.	

Smithridge Rehabilitation	
Bryan Byrne, Project Manager	https://rtcwashoe.com/project/smithridge-rehabilitation/
Status: The project has completed the 50% design package, and working on 90% design package.	

White Fir Rehabilitation	
Austin McCoy, Project Manager	https://rtcwashoe.com/project/white-fir-rehabilitation/
Status: Granite Construction began work on October 19. Crews are currently locating existing utilities and plan to begin roadway construction during the week of October 26. We know there have been frustrations for the public and we apologize and are working to minimize impacts. RTC Project Managers will continue to provide updates to the public as the project moves forward.	

Traffic Engineering/ITS

Eagle Canyon Safety and Operations	
LaShonn Ford	https://rtcwashoe.com/projects/eagle-canyon-safety-and-operations/
Status: The project is fully complete. On behalf of RTC, thank you for your patience throughout the course of construction.	

Traffic Signal Improvements 2028	
Alex Wolfson	https://rtcwashoe.com/project/traffic-signal-improvements-2028/
Status: Initial project scoping and design is underway.	

Rock & Hymer Intersection	
Sara Going	https://rtcwashoe.com/project/rock-boulevard-hymer-avenue-intersection-improvement-project/
Status: The project is in the final design phase.	

Traffic Signal Modifications (TSM) 25-01	
LaShonn Ford	https://rtcwashoe.com/projects/traffic-signal-modifications-25-01/
Status: The project is substantially complete.	

S. Verdi Safety Project	
Austin McCoy	https://rtcwashoe.com/project/s-verdi-road-safety-project/
Status: The RTC, in cooperation with the City of Reno and Washoe County, are in the initial design phase for the project.	

Sparks/Ion Traffic Signal	
LaShonn Ford	https://rtcwashoe.com/projects/sparks-boulevard-ion-drive-traffic-signal/
Status: The construction of roadway improvements is complete at the intersection. Work is now paused while we wait for signal equipment to be delivered. The project is anticipated to be completed sometime in early Fall. Drivers can anticipate minimal lane closures while work is paused, though crews may have intermittent lane closures during the day as they address outstanding items.	

Traffic Signal Fiber 26-01	
LaShonn Ford	https://rtcwashoe.com/project/traffic-signal-fiber-26-01/
Status: Construction is underway for the project. Most remaining work is subsurface, and will require minimal traffic disruptions. Anticipated completion of construction is November 2026.	

TE Spot 26-01	
Ashley Hurlbut	https://rtcwashoe.com/project/te-spot-improvements-26-01/
Status: CA Group, Inc. is advancing 100% design for the project. Construction is expected to start in spring 2027.	

Stead Signal Improvements	
Alex Wolfson	https://rtcwashoe.com/project/stead-signal-improvements/
Status: Construction contract has been awarded to Titan Electrical Contracting. Initial exploratory work is expected to begin in October or November with larger scale work occurring in the first half of 2027.	

Sierra St / 9th St Intersection Improvement Project	
LaShonn Ford	https://rtcwashoe.com/project/sierra-st-9th-st-intersection-improvement-project/
Status: The project has reached 90% design. RTC will begin right-of-way acquisition and preparation of final design plans. The project is anticipated to advertise and begin construction by Spring 2027.	

Traffic Signal Modifications 26-01	
Alex Wolfson	https://rtcwashoe.com/project/traffic-signal-modifications-26-01/
Status: Large scale construction on this project will occur in the first half of 2027 with some smaller sections of work occurring earlier.	

Other Projects

Bus Stop Improvement Project 26-01	
Ashley Hurlbut, Project Manager	https://rtcwashoe.com/project/bus-stop-improvement-26-01/
Status: Sierra Nevada Construction , Inc (SNC) has been awarded construction of the project. Construction of the bus stop on Robb Dr. at McQueen High School is complete. Construction of the remaining bus stops is anticipated to start in early November and be complete in December.	

Northeast Connector	
Bryan Byrne, Project Manager	https://rtcwashoe.com/project/northeast-connector/
Status: The Northeast Connector Feasibility Study has been completed and is available for review. On September 29, 2026, the RTC Washoe Board approved advancing the Northeast Connector Project into the National Environmental Policy Act (NEPA) process.	

Virginia Line BRT Improvements	
Kimberly Diegle, Project Manager	https://rtcwashoe.com/projects/virginia-line-brt-improvements/
Status: Q&D Construction commenced work on the project on June 1, 2026. Crews have completed waterline relocation work, and will continue with other various underground utility work and concrete replacement through fall and winter. Modifications to existing Virginia Line BRT stations is ongoing.	

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Corrective Maintenance 2027	Bess's Trust (Timothy Chen)	$1,000.00	$937.50
Keystone Rehabilitation	Lenz Joint Living Trust	$1,526.50	$0

CONTRACTS UP TO $100,000

None this month.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.4**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Public Transportation and Operations Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Public Transportation and Operations report.

BACKGROUND AND DISCUSSION

See attachment for Background and Discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

BACKGROUND AND DISCUSSION **ATTACHMENT A**

Highlights -

RTC Provided Free Transit Services on Veterans Day – On Wednesday, November 11, in honor of Veterans who served and made sacrifices for our freedom, the RTC offered free rides on all RTC transit services including RTC RIDE, RTC ACCESS and RTC FlexRIDE.





RTC Offers Free Transit Services on Election Day – Residents of Washoe County who were not able to vote early, were able to utilize RTC transit services free on Tuesday, November 3, allowing everyone the opportunity to reach their polling locations.



RTC RIDE Key Highlights – October

- 5 trainees released to Operations for revenue service.
- 99.54% of service hours and trips were completed.
- Bus Request: Peavine Elementary Career Day
- Bus Request: Bud Beasley Trunk or Treat
- Washoe County Career Fair
- Employee Engagement: Baseball Jersey Fridays and BBQ
- 0 new Grievances filed; 0 Grievances settled, and 0 open unfair labor charges.



Keolis represented staffing headcount as of October 29, 2026:

Position	Total Employed	#Needed
Coach Operator Trainees	3	1
Coach Operators	162	8
Dispatchers	6	0
Road Supervisors	6	0
Mechanic A	6	0
Mechanic B	3	0
Mechanic C	3	0
Facilities Technician	2	0
EV Technician	1	0
Utility Worker	13	0
Electronics Tech	2	0
Body Technician	1	0

RTC ACCESS Key



Highlights – October

Classes: October 12, with 6 drivers hired, 5 in training. Estimated time to revenue service is between October 29th and November 4th. October 26, 5 drivers hired, 5 in training.

Safety:

- **Accidents:**
  - 0 Preventable
  - 3 Non-Preventable
- **Incidents**
  - 4
- **Injuries:**
  - 2
- **YTD Preventable Accident Count:** 15
- **YTD Injury Count:** 8

October Safety Blitzes:

- 30 Day Challenge / Distracted Driving

October Safety Meeting – Wheelchair Securement and ADA Sensitivity

MTM represented staffing headcount as of October 29, 2026:

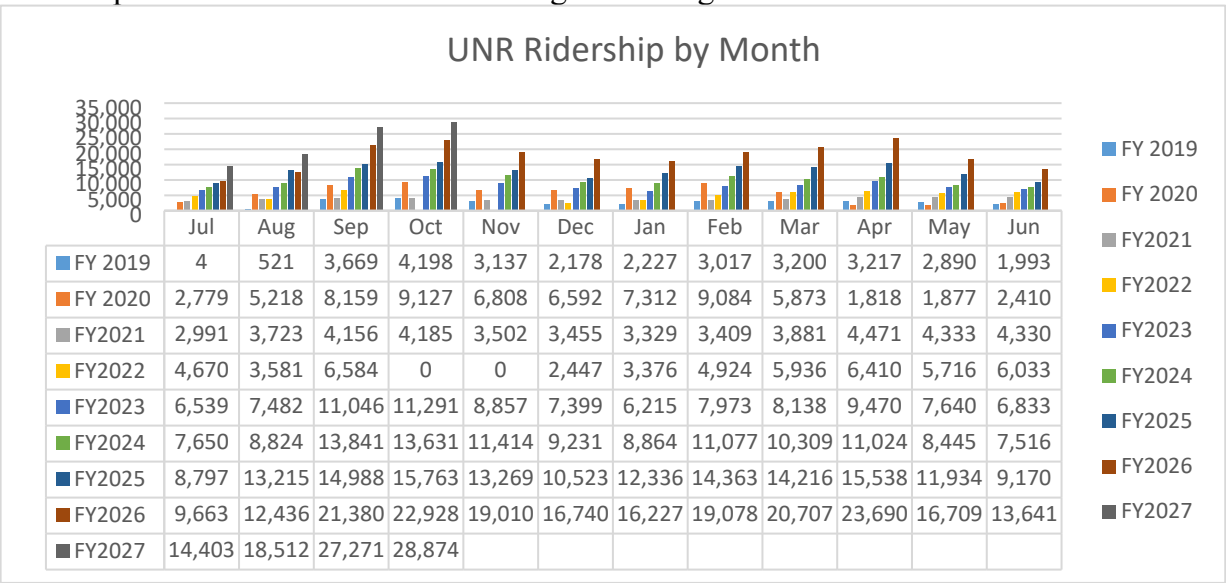
Position	Total Employed	#Needed
Drivers	57 FT – 1PT	5 FT – 0 PT
Dispatchers	4 FT	0
Reservationists	4 FTE's	.5
Mechanic A	1.5 FT	2
Utility Worker	1	0
Facility/Maintenance Technician	1	0

TRANSIT DEMAND MANAGEMENT (TDM) Update

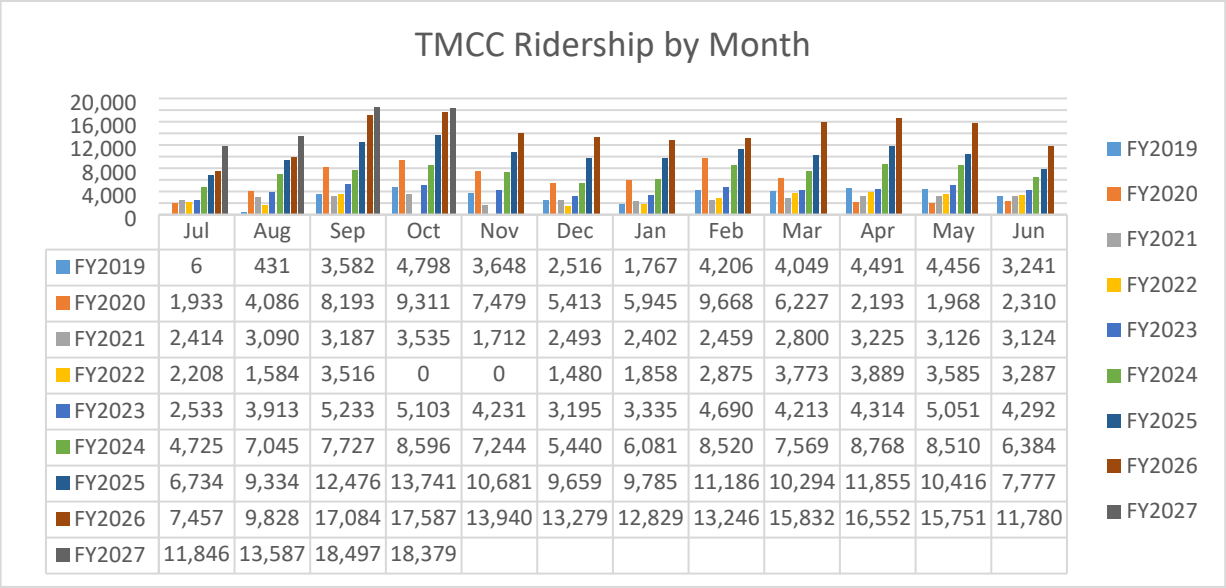
- Vanpools remained steady at 298.
- The program reduced 1,664,638 miles from being driven in September.
- Tabled the *Wellness Fair* at Peppermill on October 15th.



Ridership numbers from the ED Pass Program through the month of October 2026:



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2019	4	521	3,669	4,198	3,137	2,178	2,227	3,017	3,200	3,217	2,890	1,993
FY 2020	2,779	5,218	8,159	9,127	6,808	6,592	7,312	9,084	5,873	1,818	1,877	2,410
FY2021	2,991	3,723	4,156	4,185	3,502	3,455	3,329	3,409	3,881	4,471	4,333	4,330
FY2022	4,670	3,581	6,584	0	0	2,447	3,376	4,924	5,936	6,410	5,716	6,033
FY2023	6,539	7,482	11,046	11,291	8,857	7,399	6,215	7,973	8,138	9,470	7,640	6,833
FY2024	7,650	8,824	13,841	13,631	11,414	9,231	8,864	11,077	10,309	11,024	8,445	7,516
FY2025	8,797	13,215	14,988	15,763	13,269	10,523	12,336	14,363	14,216	15,538	11,934	9,170
FY2026	9,663	12,436	21,380	22,928	19,010	16,740	16,227	19,078	20,707	23,690	16,709	13,641
FY2027	14,403	18,512	27,271	28,874								

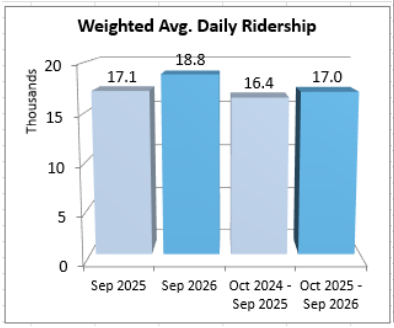


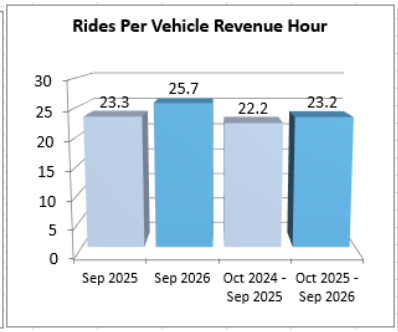
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY2019	6	431	3,582	4,798	3,648	2,516	1,767	4,206	4,049	4,491	4,456	3,241
FY2020	1,933	4,086	8,193	9,311	7,479	5,413	5,945	9,668	6,227	2,193	1,968	2,310
FY2021	2,414	3,090	3,187	3,535	1,712	2,493	2,402	2,459	2,800	3,225	3,126	3,124
FY2022	2,208	1,584	3,516	0	0	1,480	1,858	2,875	3,773	3,889	3,585	3,287
FY2023	2,533	3,913	5,233	5,103	4,231	3,195	3,335	4,690	4,213	4,314	5,051	4,292
FY2024	4,725	7,045	7,727	8,596	7,244	5,440	6,081	8,520	7,569	8,768	8,510	6,384
FY2025	6,734	9,334	12,476	13,741	10,681	9,659	9,785	11,186	10,294	11,855	10,416	7,777
FY2026	7,457	9,828	17,084	17,587	13,940	13,279	12,829	13,246	15,832	16,552	15,751	11,780
FY2027	11,846	13,587	18,497	18,379								

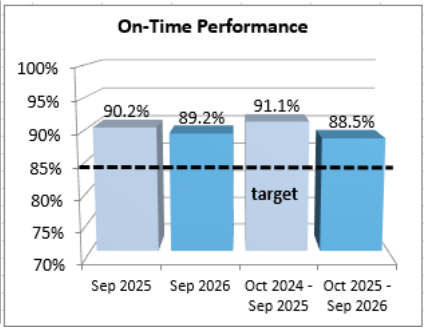
Monthly records for both schools have been set for at least the past 19 months. UNR hit an all-time record in September and then broke that record in October with 28,874 rides. TMCC had the highest ridership for September, decreasing slightly in October with 18,379 trips. For the year, UNR's ridership increased from the previous year by 71%. TMCC increased 33%.

SEPTEMBER 2026 TRANSIT PERFORMANCE

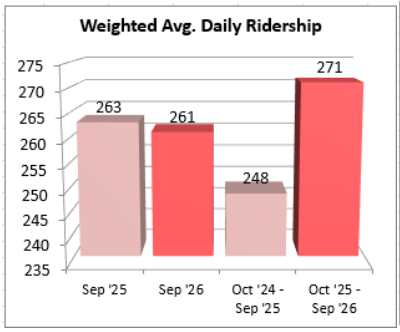
RTC RIDE

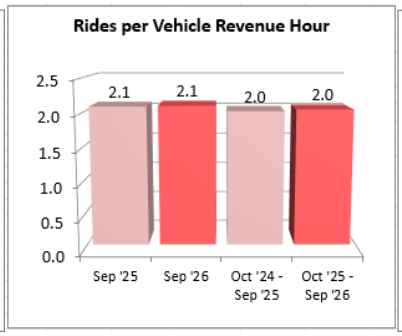


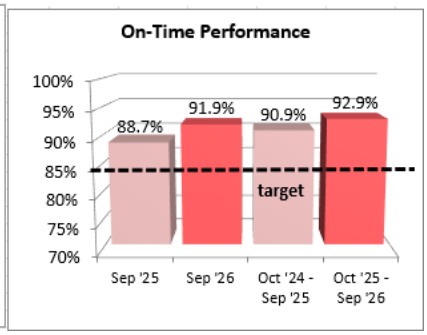




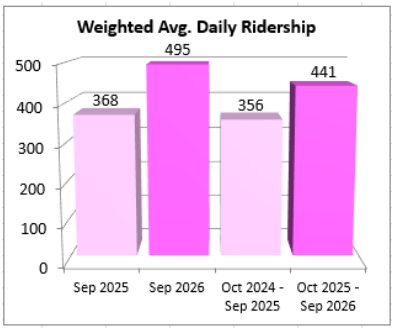
RTC ACCESS

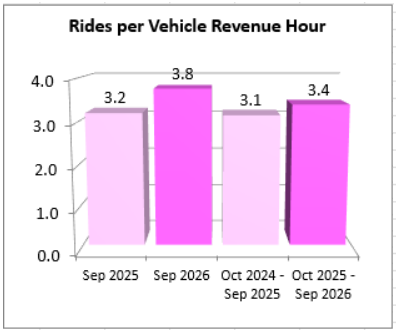


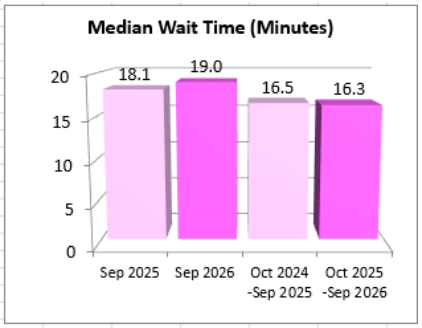




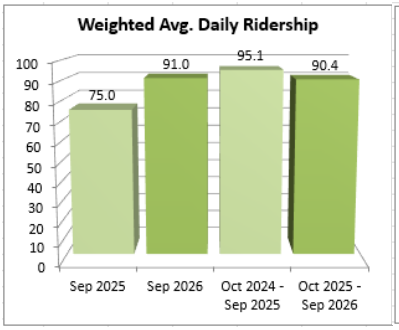
RTC FlexRIDE

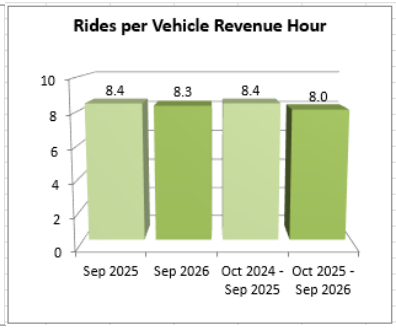




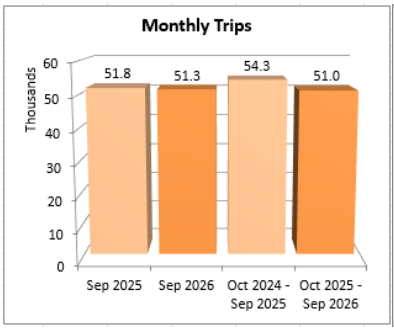


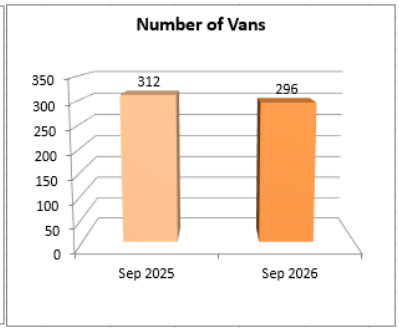
TART





RTC VANPOOL


Monthly Trips
Thousands
60
50
40
30
20
10
0
51.8
51.3
54.3
51.0
Sep 2025
Sep 2026
Oct 2024 - Sep 2025
Oct 2025 - Sep 2026


Number of Vans
350
300
250
200
150
100
50
0
312
296
Sep 2025
Sep 2026

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.5**

To: Regional Transportation Commission

From: Xuan Wang, PHD, PE, PTP, RSP2, Transportation Planning Manager

SUBJECT: Advisory Committee Report

RECOMMENDED ACTION

Acknowledge receipt of the summary Report for the Technical, Citizens Multimodal, and Regional Road Impact Fee Advisory Committees.

BACKGROUND AND DISCUSSION

The RTC has three advisory committees that provide input on a wide range of policy and planning issues as well as key planning documents and the RTC Budget. The committees include:

- The Citizens Multimodal Advisory Committee (CMAC), which includes members from the community. The RTC Board approves appointments to this advisory committee.
- The Technical Advisory Committee (TAC), which includes local public works directors, community development directors, and staff from other key agencies.
- The Regional Road Impact Fee Technical Advisory Committee (RRIF TAC), which was created to oversee and advise the local governments regarding land use classification assumptions and the Capital Improvements Plan (CIP) used in the impact fee program. The RRIF TAC consists of three representatives from each local entity, two RTC representatives, and four private sector members who are appointed by the RTC Board.

The CMAC met on 11/04/2026 and received one presentation on transit stop upgrades and service changes. One member asked a question about the process to select the stops considered for upgrading, and RTC staff responded that prioritization, design, and construction of the stops are a joint effort between Transit and Engineering staff.

The TAC met on 11/05/2026 and received a presentation on upcoming regional planning efforts, including the Unified Planning Work Program, Regional Transportation Improvement Program, Regional Transportation Plan, and ongoing and upcoming planning studies. The committee received updates on school board decisions regarding changes at three elementary schools and the temporary closure of Trainer Middle School.

There has not been a RRIF TAC meeting since the Board previously met.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board Action.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.2.6**

To: Regional Transportation Commission

From: Josh MacEachern, Public Information Officer

SUBJECT: Community Outreach and Media Activity Report

RECOMMENDED ACTION

Acknowledge receipt of the monthly Community Outreach and Media Activity Report.

BACKGROUND AND DISCUSSION

See attached for background and discussion.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RTC Communications & Outreach Report

October 2026

www.rtcwashoe.com

Outreach Activities

Josh MacEachern, Project Manager

October Overview:

RTC earned **102 media mentions with an estimated 655,455 local views, and an earned media value of $33,182.** Coverage focused largely on:

- Free RTC transit on Election Day
- Keystone Avenue Bridge project public meeting
- Sparks Boulevard paving and closures
- Galletti Way rehabilitation and closures
- WC-1 ballot question
- Sierra Street Bridge impacts

October Highlights:

- **102 media mentions**
- **Estimated local views: 655,455**
- **Earned media value: $33,182**
- **Radio audience reach: 698,400**
- **Featured coverage of the Keystone Avenue Bridge public meeting and Sparks Boulevard paving operations**

Outreach Activities

October Public Outreach:

- 10.1.26 – South Truckee Meadows/Washoe Valley CAB (Paul)
- 10.1.26 – RTC TAC Meeting (RTC Staff)
- 10.1.26 – Regional PIO Meeting (Josh)
- 10.5.26 – KRNV Interview on WC-1 and NE Connector (Paul)
- 10.7.26 – KUNR Interview on WC-1 and EV Education (Paul)
- 10.7.26 – Spanish Springs CAB (Paul)
- 10.7.26 – RTC CMAC Meeting (RTC Staff)
- 10.8.26 – Green Bike Lanes Event (Josh, Paul, Sara, RTC Staff)
- 10.9.26 – Ferrari Lund, EV Education and Projects (Paul)
- 10.15.26 – Peppermill Wellness Fair (Scott M.)
- 10.16.26 – IRWA Conference (Bryan)
- 10.16.26 – Reno Chamber (Josh)
- 10.22.26 – Keystone Avenue Bridge Project Public Meeting (Sara, Josh, RTC Staff)
- 10.22.26 – American Planning Association (Bryan)
- 10.22.26 – American Planning Association (Christian)
- 10.28.26 – KTVN Face the State: WC-1 (Paul)
- 10.28.26 – NICC Conference (Bryan)
- 10.29.26 – Hidden Valley Community Meeting (Paul)
- 10.30.26 – ARC Reno: Fourth Street Safety Project (Scott G.)

Outreach Activities

Josh MacEachern, Project Manager

Highlights:







Outreach Activities

Josh MacEachern, Project Manager

Highlights:







Outreach Activities

Josh MacEachern, Project Manager

Highlights:







Social Media October

Josh MacEachern, Project Manager

Facebook

- Viewers: 143.8k
- Content Interactions: 708
- Link Clicks: 3.2k
- Visits: 1.9k
- New Follows: 63
- Followers: 5,884

Instagram

- Views: 188.5k
- Content Interactions: 917
- Followers: 3,041

Email Marketing

- Subscribers: 3k

X

- Impressions: 595
- Engagements: 6
- Likes: 2
- Followers: 2,248

YouTube

- Views: 92.9k
- Watch Time (Hours): 268
- Subscribers: 603

RTC Graphics Dept. October

October Graphics Project Requests:

- 28 Completed
- 4 In Progress

October Graphics Project Highlights:

- RTP Branding Kit and Logo Design

Video Production

Paul Nelson, Project Manager

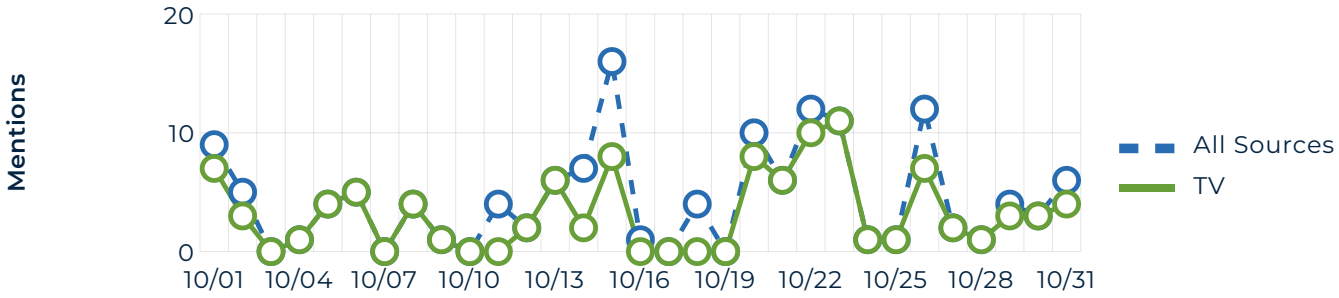
The Road Ahead:

- Eagle Canyon Safety & Operations
- Bus Stop Improvement Program
- Free Public Transit on Election Day

Other:

- October Board Meeting

Addendum



Syndicated Viewership

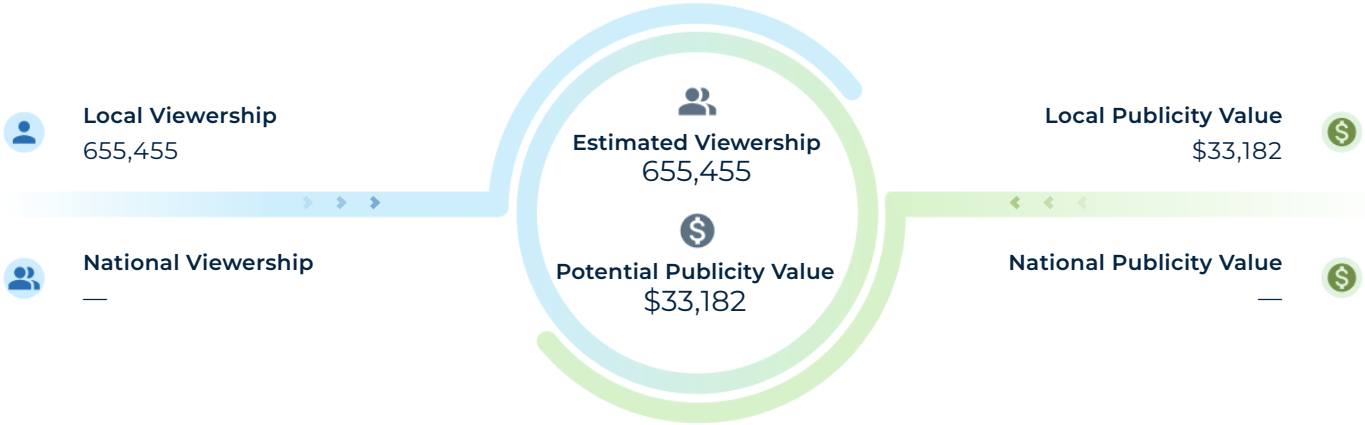
National Viewership	Local Viewership	# of Distinct Airings
—	**655,455**	**5**

Syndicated Publicity Value

National Publicity Value	Local Publicity Value
—	**$33,182**

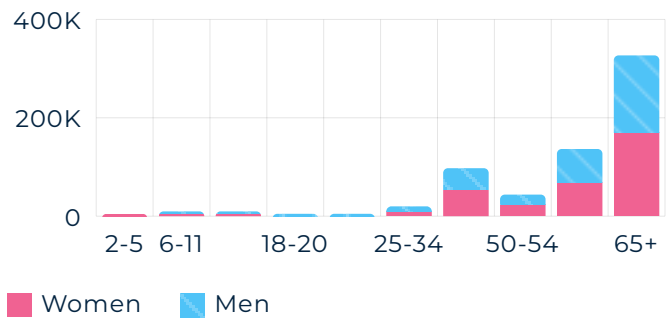
Gender Breakdown

48% **52%**

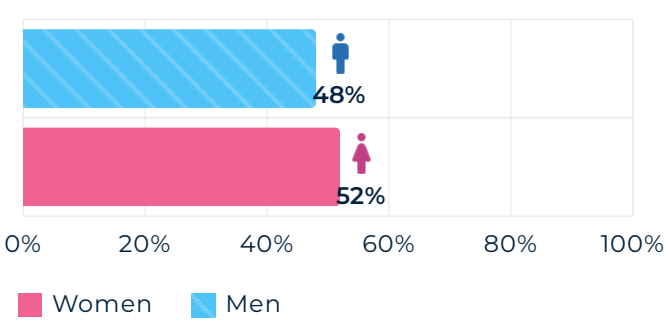


* Broadcast audience measurement only

Age Distribution



Gender Breakdown



Some events may lack audience data due to their type or region.
Totals reflect only events with available viewership or demographic information.



Good Morning Reno 6am

Event Type: **TV**
Oct 27, 2026 6:18:26 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **20,931**
Category: **News**
Country: **US**

I'm Makenzie Morgan for The Road Ahead with **rtc**. We're building a better community through quality transportation. Well& Let's go vote! Are you "maxxing?" if not, you may want to learn what it means. Dictionary-dot-com has named "maxxing" its word of the year for 20-26.



Good Morning Reno 6am

Event Type: **TV**
Oct 27, 2026 6:13:24 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **19,020**
Category: **News**
Country: **US**

Intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. Election Day is next week and once again, **rtc** is providing free public transit to help voters get to their voting centers. Vo: The goal is to make sure a ride to the polls isn't what stands between voters and having their voices heard.



Mornings on Fox 11

Event Type: **TV**
Oct 26, 2026 7:05:12 AM
Source: **KRXI (FOX)**
Market: **Reno, NV**
Audience: **11,634**
Category: **News**
Country: **US**

RTC says crews are scheduled to begin paving today between Lincoln Way and Baring Boulevard, with work continuing through Thursday. One lane will remain open in each direction during daytime construction. Drivers are encouraged to use Vista Boulevard or Pyramid Way in McCarran Boulevard as alternate routes.



2 News Nevada at 6:00am

Event Type: **TV**
Oct 26, 2026 6:40:26 AM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **17,557**
Category: **Other**
Country: **US**

The closure is estimated to last for the next three weeks, and **rtc** is saying that this full road closure will give them time to finish the project before winter weather starts to settle in.



2 News Nevada at 6:30pm

Event Type: **TV**

Oct 23, 2026 6:30:02 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **13,845**

Category: **News**

Country: **US**

Gas users in washoe county pay a fuel-index tax, that goes to the **regional transportation commission of washoe county** for projects. Churchill county residents will vote on a new property tax and douglas county will vote to possibly separate one county office into two.



Noon News on FOX 11

Event Type: **TV**

Oct 23, 2026 12:05:03 PM

Source: **KRXI (FOX)**

Market: **Reno, NV**

Audience: **10,033**

Category: **News**

Country: **US**

You can see the **RTC** is paving Sparks Boulevard with closures starting tomorrow morning at six. Sparks Boulevard will be closed between Prater Way and Disc Drive, while Baring Boulevard will close between Spring Drive and Goldy Way. Both closures are going to last through Sunday at 6 p.m.



2 News Nevada at 7:00pm

Event Type: **TV**

Oct 22, 2026 7:24:40 PM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **17,394**

Category: **News**

Country: **US**

rtc: So, we're going to go ahead and improve that and add a multi-use path on the east side of the bridge, and that's really going to help people connect from the California avenue area down to downtown, and to our new biggest little bike network that we are building in downtown right now



2 News Nevada at 6:30pm

Event Type: **TV**

Oct 22, 2026 6:30:02 PM

Source: **KTVN (CBS)**

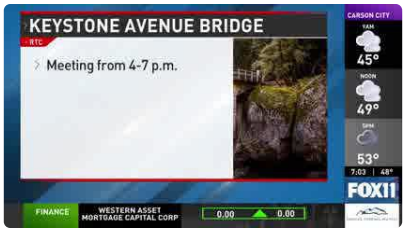
Market: **Reno, NV**

Audience: **17,081**

Category: **News**

Country: **US**

Rtc is holding a meeting to discuss the future of the keystone bridge. The bridge has connected west reno neighborhoods to downtown over the truckee river for the last 60 years. The agency plans to replace the aging bridge-- and tonight they are inviting the community



Mornings on Fox 11

Event Type: **TV**
Oct 22, 2026 7:00:11 AM
Source: **KRXI (FOX)**
Market: **Reno, NV**
Audience: **11,923**
Category: **News**
Country: **US**

And you've got a chance to share your thoughts on this **RTC** planning to replace the Keystone Avenue Bridge. It has carried drivers over the Truckee River now for about 60 years. Tonight you can get a look at the updated plans, ask questions and share what you think.



Good Morning Reno 6am

Event Type: **TV**
Oct 21, 2026 6:06:06 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **13,332**
Category: **News**
Country: **US**

The reno police department says on october 12-th -- officers responded to the fourth street **rtc** bus station... They say 18-year-old robert ruiz ramos -- allegedly flashed a handgun when security officers tried to remove the pair. And that footage shows ramos passing the gun to 19-year-old jake phillip...



2 News Nevada at 6:30pm

Event Type: **TV**
Oct 20, 2026 6:54:46 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **12,966**
Category: **News**
Country: **US**

music in recent weeks, **rtc** has been wrapping up improvements on eagle canyon drive in spanish springs. The project includes better lighting, signage and a new shared-use path.



2 News Nevada at 6:30pm

Event Type: **TV**
Oct 20, 2026 6:47:39 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **12,966**
Category: **News**
Country: **US**

THE REMINDER **RTC** HAS FOR



2 News Nevada at 4:00pm

Event Type: **TV**
Oct 20, 2026 4:25:07 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **12,447**
Category: **News**
Country: **US**

I sent your concern to **rtc** who responded saying the new shared-use path on eagle canyon drive gives people of all ages a separated place to walk, run and ride between alena drive and calle de la plata.



2 News Nevada at 4:00pm

Event Type: **TV**
Oct 20, 2026 4:20:06 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **12,447**
Category: **News**
Country: **US**

The reminder **rtc** has for bike riders--next in your 2 cents. In recent weeks, **rtc** has been wrapping up improvements on eagle canyon drive in spanish springs. The project includes better lighting, signage and a new shared-use path.



Good Morning Reno 6am

Event Type: **TV**
Oct 20, 2026 6:18:31 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **14,147**
Category: **News**
Country: **US**

I'm Makenzie Morgan for The Road Ahead with **RTC**. We're building a better community through quality transportation." MANY OF US KNOW HOW GREAT IT IS TO HEAD UP TO SOUTH LAKE -- BUT NOW THE REST OF THE WORLD If you wanna be



Good Morning Reno 6am

Event Type: **TV**
Oct 20, 2026 6:13:31 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **12,458**
Category: **News**
Country: **US**

Intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. Halloween is next week and **rtc** alongside Vision Zero Truckee Meadows are urging drivers to be on the lookout when kids are trick-or-treating. Vo: Halloween brings a lot of excitement, which means a lot of children moving through neighborhoods in the dark.



KOLO 8 News Now @ 5PM

Event Type: **TV**
Oct 14, 2026 5:21:24 PM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **14,283**
Category: **News**
Country: **US**

Intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. All existing bus stops. This is part of an annual rotc program to bring them up to compliance with federal and state standards, while adding safety and comfort before riders step on to a bus. The trip starts at the bus stop.



Good Morning Reno 6am

Event Type: **TV**
Oct 13, 2026 6:17:38 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **14,147**
Category: **News**
Country: **US**

some of it we do through our **rtc** access program, some of it we do through our FlexRide programs, but we also look at the physical infrastructure of the buses.



Good Morning Reno 6am

Event Type: **TV**
Oct 13, 2026 6:12:37 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **12,458**
Category: **News**
Country: **US**

Davis faces up to a life sentence without the possibility of parole -- he says he plans to appeal the conviction intro: I'm Makenzie Morgan for The Road Ahead with **rtc**. There are upgrades happening to several existing bus stops.



2 News Nevada at 5:30pm

Event Type: **TV**
Oct 08, 2026 5:35:41 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **13,749**
Category: **News**
Country: **US**

Rtc says the bike lanes have safety in mind.



2 News Nevada at 4:30pm

Event Type: **TV**
Oct 08, 2026 4:39:49 PM
Source: **KTVN (CBS)**
Market: **Reno, NV**
Audience: **10,220**
Category: **News**
Country: **US**

rtc: "It's more than just putting paint on the roadways, we're making improvements for overall safety so the hardened services and other improvements that make it safe for people who are walking.



Good Morning Reno 6am

Event Type: **TV**
Oct 06, 2026 6:18:09 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **14,147**
Category: **News**
Country: **US**

For more information, head to **RTC Washoe** Dot Com. I'm Makenzie Morgan for The Road Ahead with **RTC**. We're building a better community through quality transportation.



Good Morning Reno 6am

Event Type: **TV**
Oct 06, 2026 6:12:58 AM
Source: **KOLO (ABC)**
Market: **Reno, NV**
Audience: **12,458**
Category: **News**
Country: **US**

Intro I'm Makenzie Morgan for The Road Ahead with **rtc**. The Eagle Canyon Safety and Operations Project is substantially complete. The work aims to make the roadway



Kolo 8 News Now @ 6pm

Event Type: **TV**

Oct 04, 2026 6:23:16 PM

Source: **KOLO (ABC)**

Market: **Reno, NV**

Audience: **14,777**

Category: **News**

Country: **US**

((SOT)) ELECTRIC CAR PKG Alexis HIll/**RTC** Commissioner: We are hoping this advisory question really shows them hey, Washoe County residents are ready to go. We W

2 News Nevada at 6:00am

Event Type: **TV**

Oct 01, 2026 6:28:59 AM

Source: **KTVN (CBS)**

Market: **Reno, NV**

Audience: **20,198**

Category: **Other**

Country: **US**

Rtc says these closures will help speed up progress.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.3.1**

To: Regional Transportation Commission

From: Marquis Williams, Senior Transportation Planner

SUBJECT: Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans

RECOMMENDED ACTION

Approve the Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans.

BACKGROUND AND DISCUSSION

The Sun Valley/Panther Valley & Meadowood/Hidden Valley Neighborhood Network Plans (NNPs) kicked off in September 2025 based on a recommendation from the Active Transportation Plan (ATP), approved in September 2024, and the Active Transportation Technical Advisory Committee. The NNPs are meant to increase the number of walking and biking trips within the two neighborhood areas by improving safety and comfort along key corridors. The Plans recommend traditional bicycle and pedestrian infrastructure improvements as well as low-cost, quick-build improvements. The 2024 ATP recommended, and these NNPs support, before and after data collection to measure the effectiveness of the improvements in the creation of a comprehensive and responsive active transportation network accessible to a broader cross-section of our community.

The two NNPs recommend both traditional and quick-build style transportation improvements. In total, 9.6 miles of roadways are recommended for improvements across the neighborhoods, including 4.6 miles in Sun Valley/Panther Valley and 5 miles in Meadowood/Hidden Valley. The NNPs include cutsheets for each quick-build corridor project recommendation, detailing the project extents, approximate cost, potential intersection enhancements, and a conceptual cross-section. Based on funding availability and construction feasibility, many recommended quick-build projects are expected to be implemented using funds from the RTC Active Transportation Program.

The public comment period for these final documents was open from October 7, 2026 to November 1, 2026. No comments were received. One change was made to each of the final NNPs, in 5.4 of the respective documents. The change provides further detail in describing the corridor cutsheets. The final Plans are attached.

This item supports Strategic Roadmap Goal #2, "Promote neighborhood mobility" and FY2027 RTC Goal, "Initiate: Neighborhood Network Plans #3 & #4".

FISCAL IMPACT

Funding for this item has been budgeted for in the FY2026-FY2027 Unified Planning Work Program (UPWP).

PREVIOUS BOARD ACTION

9/19/2025 - Approved a contract with Parametrix, Inc., for planning services to complete Neighborhood Network Plans 3 & 4.

NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

RTC

Meadowood & Hidden Valley

Neighborhood Network Plan

October 2026



Acknowledgements

The Meadowood and Hidden Valley Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. The agencies and individuals listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations.

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Contents

1. Introduction 1
1.1 Planning Context 2
1.2 Vision and Goals 4
1.3 Plan Process 4

2. Neighborhood Profile 6
2.1 Key Destinations 6
2.2 Safety 9
2.3 Transportation Network, Conditions, and Trends 11

3. Understanding Community Experiences 14
3.1 In-Person Engagement 16
3.2 Digital Engagement 18

4. Developing and Evaluating Alternatives 21
4.1 Prioritization Process 23
4.2 Low-Cost Near-Term Improvements Considered 23
4.3 Larger-Scale Improvements Considered 26

5. Neighborhood Network Recommendations and Implementation Strategy 31
5.1 Quick-Build Recommendations 31
5.2 Implementation 35
5.3 Monitoring Progress 38
5.4 Quick-Build Projects 38

List of Tables

Table 1. RTP Projects Located in or Adjacent to the NNP Area 3
Table 2. Engagement Tools 15
Table 3. Low-Cost Near-Term Improvements Considered 24
Table 4. Larger-Scale Improvements Considered 26
Table 5. Potential Shared Use Path Connections Considered 29
Table 6. Hidden Valley Area Improvements 33
Table 7. Meadowood Area Improvements 35

Contents (continued)

List of Figures

Figure 1. Meadowood and Hidden Valley Neighborhood Network Area 5
Figure 2. Major Destinations 8
Figure 3. Active Transportation Crashes 10
Figure 4. Existing and Planned Bike Facilities 12
Figure 5. Location of NNP Public Comments 20
Figure 6. Project Development and Evaluation Process 22
Figure 7. Low-Cost Near-Term Improvements Considered 25
Figure 8. Larger-Scale Improvements Considered 27
Figure 9. Potential Shared Use Path Connections 30
Figure 10. Hidden Valley Area Improvements 32
Figure 11. Meadowood Area Improvements 34

Appendices

A Suplemental Existing Conditions Information
B Outreach Documentation
C Walk Audit Documentation
D Concept Development and Prioritization Process



1. Introduction

The Meadowood and Hidden Valley Neighborhood Network Plan (NNP) was developed as part of the Active Transportation (AT) Program to make walking, biking, and rolling safer and more comfortable for community members. The NNP helps address the following concerns highlighted in the 2024 RTC AT Plan:

- People feel unsafe getting around without a car due to aggressive/speeding vehicles.
- Crossing major roadways is challenging, unsafe, and uncomfortable for many pedestrians and bicyclists.
- Many roads lack adequate pedestrian and bicycle infrastructure.

The NNPs address these concerns by developing specific project concepts tailored to the needs of each neighborhood with the goal of improving safety and creating a comfortable experience for everyone. These plans seek to identify quick-build and pilot active transportation projects that can be implemented in a cost-effective and time-efficient manner.

Active transportation is a way of getting around that relies on human physical power. This includes walking, bicycling, rolling (skateboarding, scooters), and using a wheelchair. By investing in active transportation, RTC and partner agencies can take direct steps toward creating a healthier, more sustainable, and more vibrant place to live, work, and play.



1.1 Planning Context

This section describes relevant plans and studies for the Meadowood and Hidden Valley neighborhood planning area.

2050 Regional Transportation Plan

The most recent update to the 2050 Regional Transportation Plan (RTP) was adopted by RTC in 2025. RTC collaborated with partner agencies and community stakeholders to develop a vision for the future of transportation within the Truckee Meadows. Through this process, RTC established nine goals for transportation:

- Improve Safety
- Maintain Infrastructure Condition
- Reduce Congestion
- Improve System Reliability and Resiliency
- Ensure Efficient Freight Movement and Economic Vitality
- Promote Equity and Environmental Sustainability
- Reduce Project Delivery Delays
- Expand Accessibility and Mobility
- Integrate Land Use and Economic Development

In addition, the RTP identifies projects in this study area that will enhance safety, mobility, and connectivity. A summary of RTP projects is provided in Table 1. Projects in this plan are also compatible with projects in the RTP.

Table 1. RTP Projects Located in or Adjacent to the NNP Area

Project	Description	Time Period
Pembroke Dr. Capacity	McCarran Blvd. to Veterans Pkwy.	2025-2034
Mira Loma Dr. Capacity	McCarran Blvd. to Veterans Pkwy.	2025-2034
McCarran Blvd., Longley Ln. to Airway Dr. Capacity	Add lanes and Eastbound shared use path	2025-2034
McCarran Blvd., Neil Rd. to South Virginia St. Capacity	Remove Lanes and Provide Protected Shared Use Path	2025-2034
McCarran Blvd./Mira Loma Dr.	Add westbound and northbound improvements	2035-2050
Peckham Ln. Multimodal	Lakeside Dr. to Airway Dr.	2025-2034
S. Virginia St. Multimodal and ADA South	Longley Ln. to Meadowood Mall Cr.	2025-2034
S. Virginia St. Multimodal and ADA North	Meadowood Mall Cr. To Moana Ln.	2025-2034
Rock Blvd. Sidewalks and Bike Lanes	Greg St. to McCarran Blvd.	2035-2050
Gateway Dr. Pedestrian Facility	S. Meadows Pkwy. to Offenhauser Dr.	2035-2050
McCarran Blvd. Rio Encantado Ln. to Longley Ln. Multimodal	Add Southbound Sidewalk	Unfunded
McCarran Blvd. Rock Blvd. to Perro Ln. Multimodal	Add Southbound Sidewalk	Unfunded

Active Transportation Plan

The AT Plan presents the vision and goals for active transportation throughout the Truckee Meadows and a planning process to apply across the region. The AT Plan established the NNP process and produced resources such as regional findings from public engagement, regional data analysis results, and the RTC Street Typology guide, which identifies suitable facilities for people walking, biking, and rolling across ten different types of roads. The comprehensive outreach and data collection in the AT Plan serves as a starting point for the more localized NNP process.

Other RTC Initiatives

RTC implements the following initiatives that support AT mobility:

- **RTC Smart Trips Program** – This travel demand management program provides information and resources regarding route planning, trip matching, a bus pass subsidy program, and a guaranteed ride home.

- **Safe Routes to School** – RTC has funded implementation of the Safe Routes to School program, in partnership with the Washoe County School District. Through this program, the Washoe County School District staffs Safe Routes to School coordinator positions that are dedicated to providing transportation safety education resources to students across the county.

1.2 Vision and Goals

The following is the vision statement for the Meadowood and Hidden Valley NNP as developed and refined for the neighborhood by community stakeholders:

Vision Statement

We envision a connected network of comfortable, convenient, and consistent transportation facilities for people of all ages and abilities walking, bicycling, riding transit, and rolling on a mobility device which prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails.

The AT Plan identified four goals to achieve the vision statement. These four goals were adopted for this NNP, and are as follows:

- **Improve Safety:** Create a safe environment for all users by reducing the risk of death or serious injury on the transportation network.
- **Expand Mode Share:** Increase the percentage of trips made by walking, bicycling, and rolling, by making these modes a viable and attractive alternative to driving.
- **Maintain the System Sustainably**: Identify long-term maintenance and repair strategies to ensure the network remains functional and appealing for years to come.
- **Enhance the Community:** Foster a healthier, more sustainable, and more vibrant community by promoting active transportation as a way to connect with neighbors and enjoy the outdoors and integrate physical activity into daily life.

1.3 Plan Process

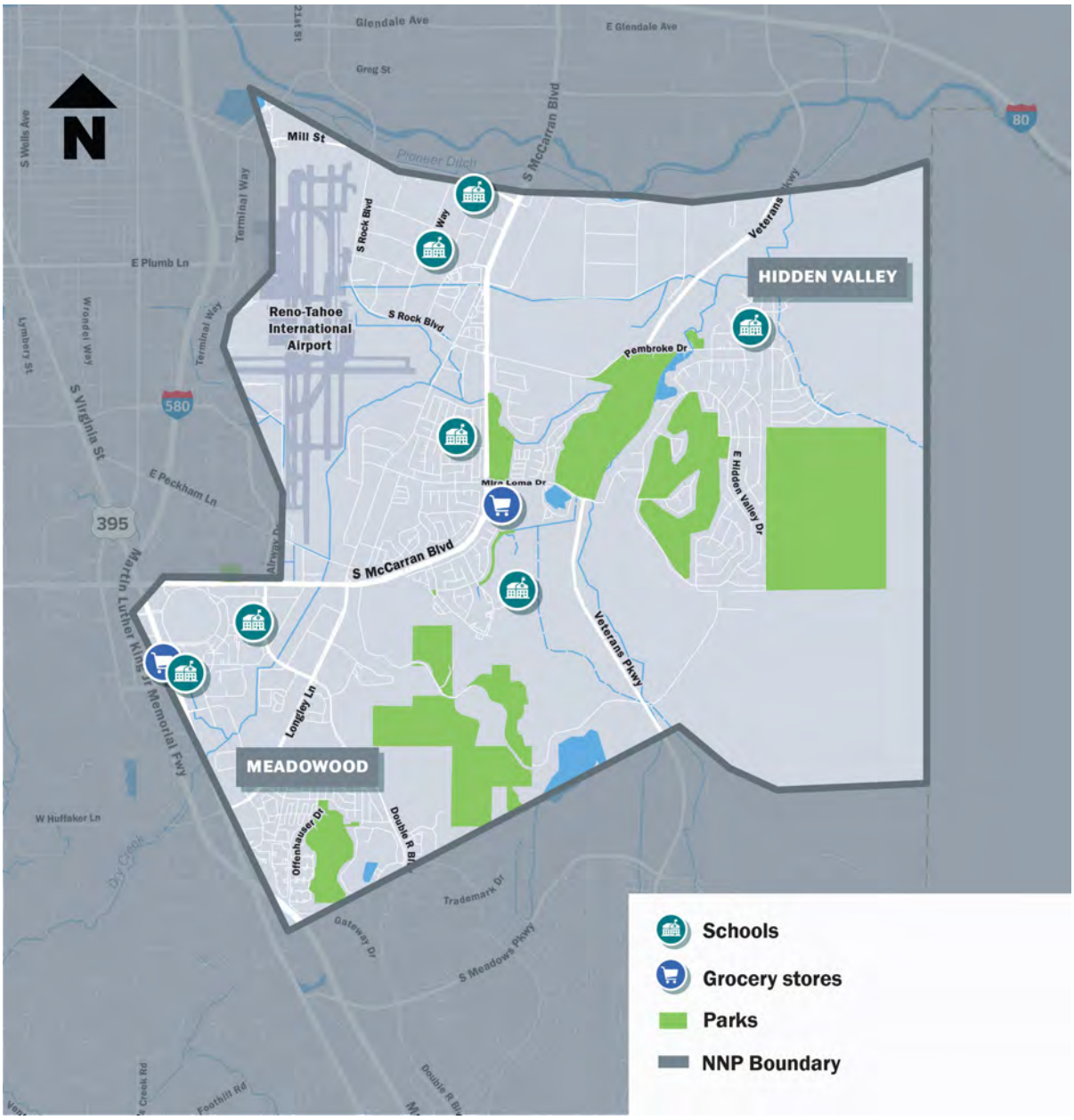
The Meadowood and Hidden Valley NNP was developed using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public. The planning area is shown in Figure 1. The development process included public engagement featuring multiple in-person events and online elements.

In addition to public engagement, RTC used regional data analysis to identify neighborhood issues and areas of need based on demographics, roadway context, and crash history. By integrating community insights with data findings, the plan highlights and addresses the most pressing challenges for people walking and biking. The result is a quick-build implementation strategy designed to rapidly enhance connectivity and comfort throughout the neighborhood.

Improvements identified in this plan focus on high-priority corridors for quick-build projects. Larger-scale improvements are identified for consideration in future planning and implementation efforts,

such as the RTP, individual corridor studies, or the pavement preservation program. The plan also identifies improvements that may be completed by partner agencies such as the Nevada Department of Transportation or local jurisdictions.

Figure 1. Meadowood and Hidden Valley Neighborhood Network Area





2. Neighborhood Profile

The Meadowood and Hidden Valley neighborhood is located south of the Truckee River and east of I-580 in Reno and unincorporated Washoe County. The area contains a mix of suburban and rural development patterns and contains undeveloped land that is zoned for agriculture, parks and recreation, or open space uses. This chapter describes neighborhood demographics, land use, transportation safety needs, and the transportation network.

The Meadowood and Hidden Valley neighborhood has a population of almost 23,000 residents. While the neighborhood demographics are generally similar to Washoe County as a whole, the lower median income, higher senior population, and higher proportion of households with a single vehicle indicate a need for active transportation options. A summary of population demographics and other information that contributed to the existing conditions analysis and needs assessment is provided in Appendix A.

The housing density, employment centers, and outdoor recreation destinations in the Meadowood and Hidden Valley neighborhood create strong potential for active transportation trips.

2.1 Key Destinations

This section describes key community resources and other destinations in the NNP area, which are shown in Figure 2. The network plan seeks to identify improvements that allow residents to access these destinations more safely and comfortably using active transportation.

Schools and Colleges

There are four elementary schools, two high schools, and a community college within the neighborhood area. Providing safer options to walk and bicycle to neighborhood schools is a priority of this plan. The Dodson, Donner Springs, and Hidden Valley Elementary Schools are located in

residential areas and therefore experience higher levels of active transportation activity than the other schools. The Washoe County School District has plans to repurpose the Dodson Springs Elementary School, which will result in students being rezoned to Donner Springs or Hidden Valley Elementary School. While the specific boundaries for school attendance and busing have not yet been determined, there is the potential that more students will be bicycling to Donner Spring Elementary. The Coral Academy of Science High School and Elementary School are both located on Neil Road near South Virginia Street. The Academy of Arts, Careers, and Technology High School is located in a primarily industrial area in the northern portion of the NNP area. The area is also home to the Truckee Meadows Community College Meadowood Center campus on Neil Road, which is accessible by transit and active transportation modes.

Parks

There are several major parks and open space areas within the Meadowood and Hidden Valley neighborhood. These include Hidden Valley Regional Park, Mira Loma Park, Huffaker Hills Open Space, Rosewood Nature Study Area, and many smaller community parks. The Veterans Parkway shared use path is used for commuting and is also a major destination for recreational walking and bicycling. These parks and trails offer a variety of recreational opportunities such as playgrounds, sports fields, hiking trails, dog parks, and skate parks. They are popular resources for area residents of all ages, many of whom walk or bike to the parks from the surrounding neighborhood. This makes providing safe multimodal access a priority in this plan.



Playground at Hidden Valley Regional Park



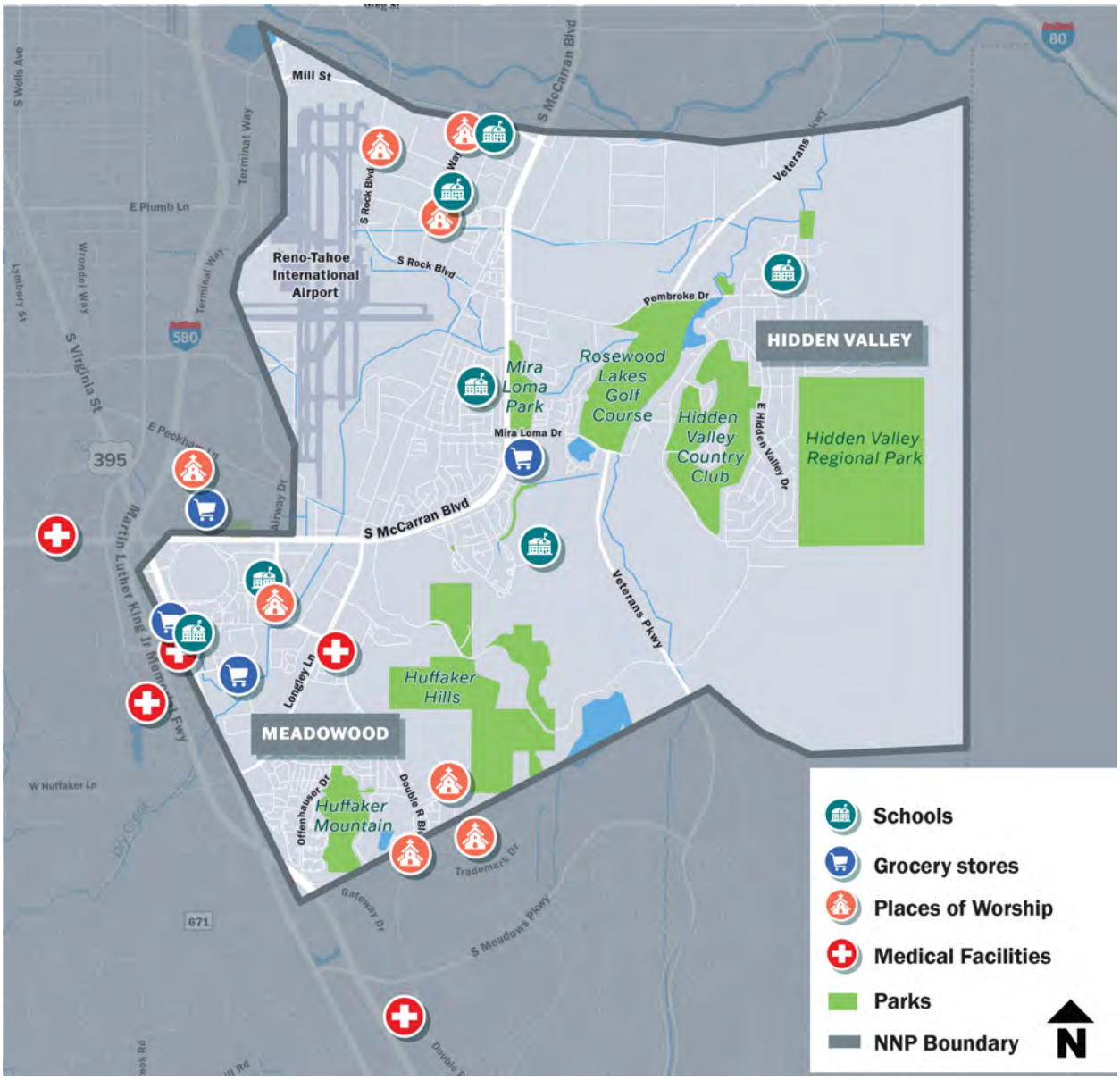
People walking on a trail toward Huffaker Park

Services

The neighborhood includes multiple major grocery retailers. The Meadowood Mall area provides access to many retail shops and restaurants, but there are similar establishments along most major arterials within the community.

The Sierra Medical Center is a full-service hospital located on Longley Lane in the southern end of the neighborhood. There are also several urgent care centers and specialty medical clinics throughout the community. In addition, there are multiple places of worship within the area.

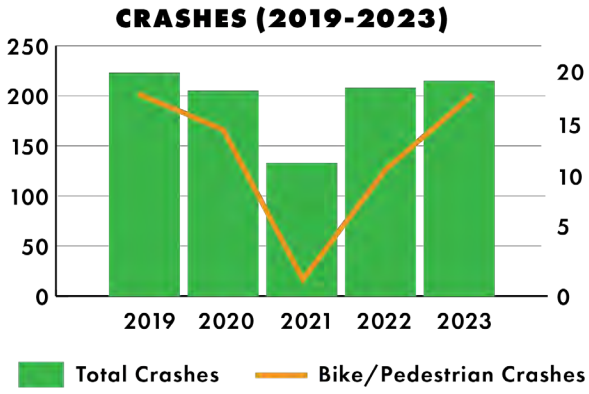
Figure 2. Major Destinations



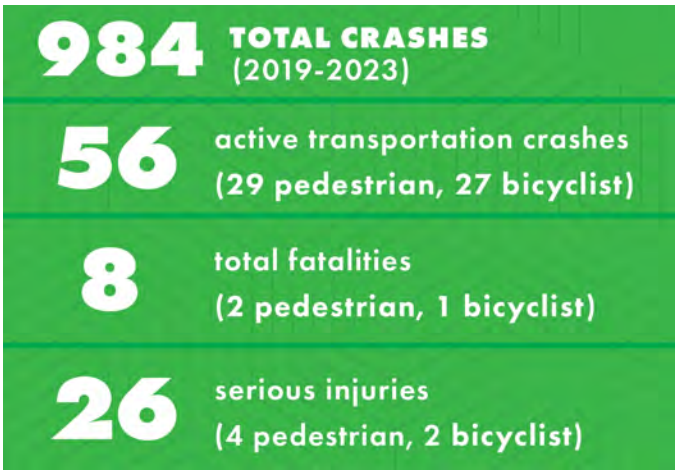
2.2 Safety

To better understand trends and identify opportunities to increase active transportation, RTC analyzed crash history and safety conditions for people walking and biking. This analysis builds on the regional work completed for the AT Plan, with a focus on the Meadowood and Hidden Valley neighborhood to identify priority areas for improvement.

The safety analysis reviewed crashes within the Meadowood and Hidden Valley neighborhood over the 2019–2023 period, which was the most current data available at the time of this study.

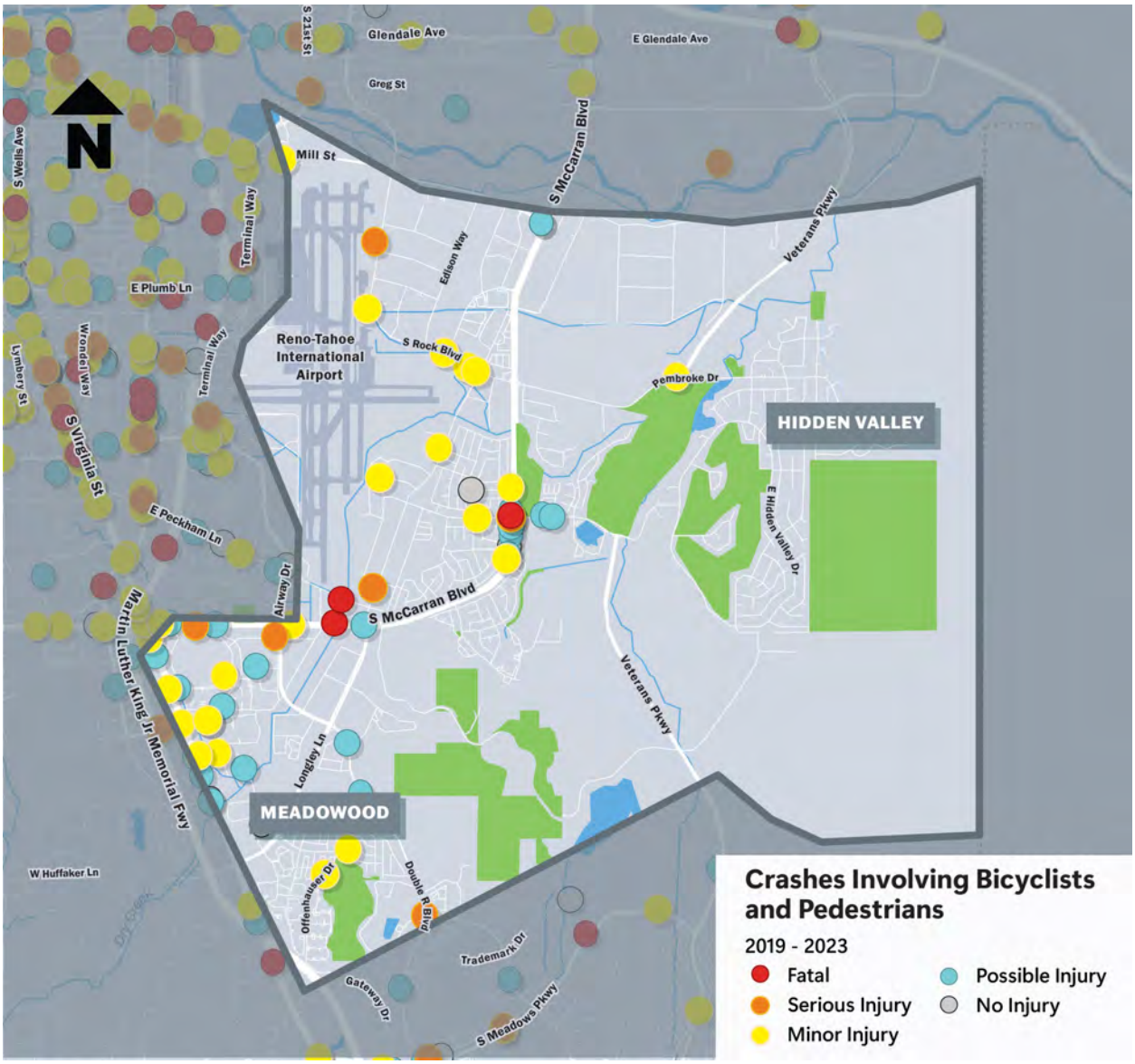


There were 29 crashes involving pedestrians, resulting in two pedestrian fatalities and four serious pedestrian injuries. During the same period, 27 crashes involved bicyclists, including one bicyclist fatality and two serious injuries. Active transportation crashes were concentrated at specific locations, with a significant hotspot near the intersection of South McCarran Boulevard and Mira Loma Drive, and a notable number of bicycle crashes occurring along South Rock Boulevard. While detailed contributing factors are limited, available data shows that drivers failed to obey traffic rules in about 14% of these crashes. Five crashes involving active transportation users were hit-and-run incidents. Figure 3 shows active transportation crash locations.



Nearly 1,000 crashes occurred in the area during this five-year timeframe, with crash totals dipping in 2021. Angle crashes accounted for nearly half of all reported crashes, making them the most prevalent crash type, followed by rear-end crashes and non-collision crashes. Non-collision crashes typically involved vehicles veering off the roadway or losing control due to excessive speed, highlighting ongoing concerns related to intersection conflicts and driving behavior.

Figure 3. Active Transportation Crashes



2.3 Transportation Network, Conditions, and Trends

To better understand trends and identify opportunities to increase active transportation, RTC analyzed datasets related to safety, multimodal, and roadway conditions. This analysis identifies priority areas for improvement, particularly where data insights align with community feedback.

Pedestrian Infrastructure

The Meadowood and Hidden Valley neighborhood includes a mix of pedestrian infrastructure that supports both daily travel and recreational use. Sidewalks line many residential streets, providing local connectivity, though some gaps remain that limit continuous pedestrian access. A 10-foot-wide paved shared use path runs along Veterans Parkway as well as a section of South McCarran Boulevard, accommodating pedestrians and bicyclists and offering a higher level of comfort along these high-traffic roadways. Parks and nearby open space feature informal and formal trails that support walking and recreation, helping connect neighborhoods to open space and community amenities.

Bicycle Infrastructure

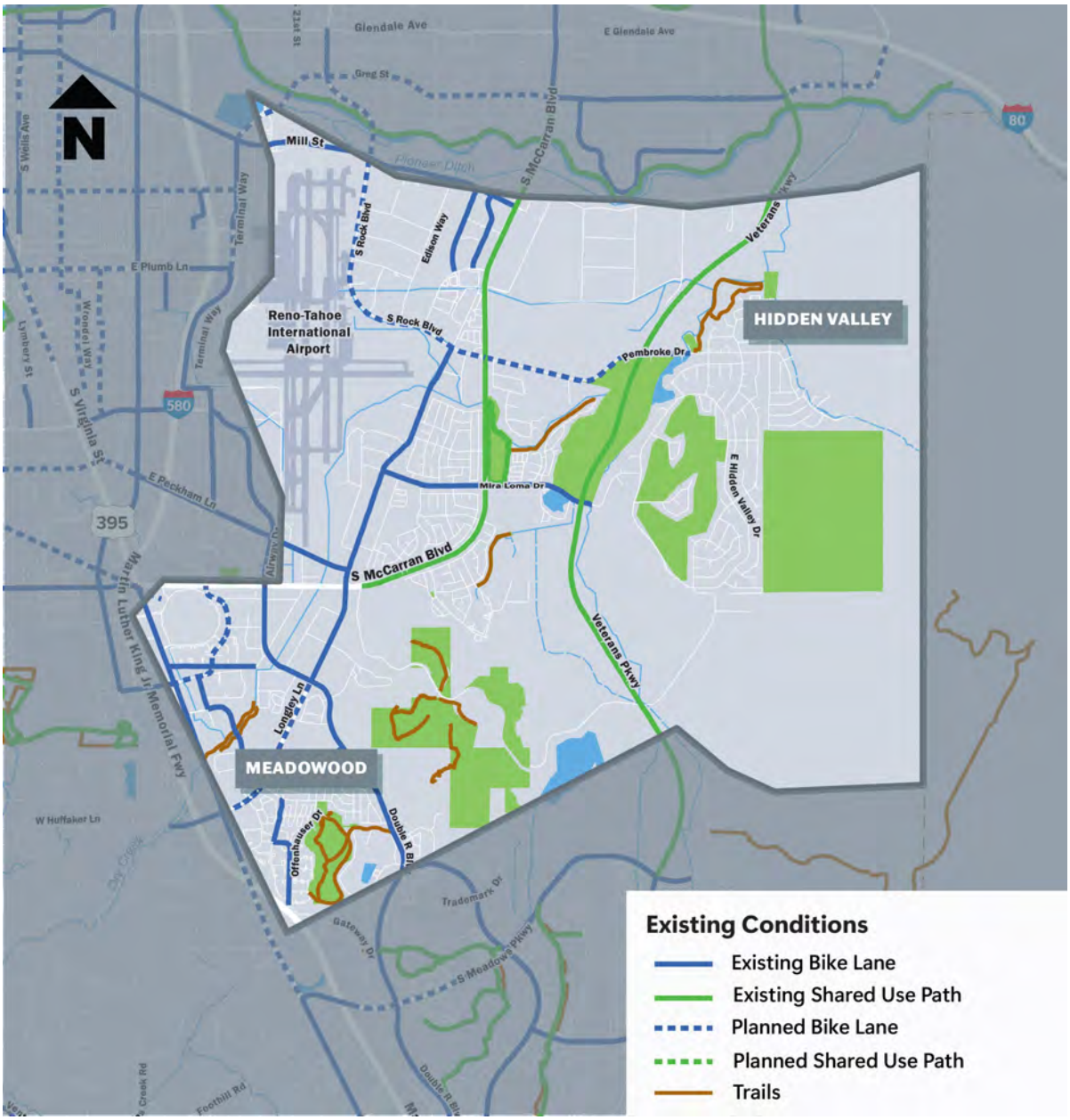
EXISTING FACILITIES (in miles)	
Bike Lane:	17
Shared-Use Path:	9
Sharrow:	0.4
Signed Bike Route:	0.2

Bicycle facilities in the Meadowood and Hidden Valley neighborhood range from on-street accommodations to fully separated paths. Standard 5-foot bike lanes run along Longley Lane and Double R Boulevard, placing bicyclists adjacent to moving traffic and primarily serving only the most confident riders. Additional on-street bike lanes appear on several streets in the southwest portion of the neighborhood near Meadowood Mall, improving access to shopping and employment. In lower-volume areas, shared street facilities such as signed bike routes and sharrows support bicycle travel by alerting drivers to expect bicyclists in the roadway. For riders of all ages and abilities, 10-foot-wide shared use paths along segments of McCarran Boulevard and Veterans Parkway provide a separated, high-comfort option that supports both bicycling and walking along these major corridors. Existing and planned bicycle facilities are shown in Figure 4.



Bicyclist on McCarran Boulevard shared use path near the Mira Loma Drive intersection

Figure 4. Existing and Planned Bike Facilities





Transit

Transit service in the study area includes four fixed bus routes operated by RTC. Transit provides access to major destinations throughout the neighborhood and surrounding areas, including shopping, the airport, grocery stores, and the Meadowood Transit Station. The Meadowood Transit Station offers connections to routes travelling throughout the RTC regional system, including the Regional Connector that provides service to Carson City. There are 82 bus stops in the neighborhood for these four routes, with Route 54 accounting for nearly half of all stops. Amenities at bus stops vary throughout the area, ranging from signs to covered shelters.



3. Understanding Community Experiences

RTC engaged with community members and organizations within the Meadowood and Hidden Valley neighborhood throughout the development of this NNP. A variety of strategies and outreach tools were used, including in-person meetings, pop-up events, stakeholder meetings, an interactive map and online survey, and a steering committee. This section summarizes the engagement efforts and findings.

During the planning process, RTC reached more than 80 community members through a combination of online and in-person activities. People were invited to learn about the plan and share feedback about specific locations and other transportation issues. Table 2 summarizes engagement activities.

Table 2. Engagement Tools

Engagement Tool	Description	Date(s)
Agency Collaboration	Partner agencies met with RTC monthly to collaboratively develop the NNP. Agency staff participated in a neighborhood site visit/walk audit. One-on-one meetings were also held with each jurisdiction.	Agency meetings held monthly. Site visit held on April 29, 2026. Meeting held with Reno on April 24, 2026 and with Washoe County on April 29, 2026.
Steering Committee	This group of stakeholders helped to define the vision and goals for the NNP and identify key issues.	Meetings were held on November 6, 2025, and July 23, 2026.
Community Workshop	A public workshop was held at the Truckee Meadows Community College Meadowood Campus to gather input about concerns and ideas for the planning area.	December 10, 2025
Pop-up Event	Mira Loma Shopping Center	November 12, 2025
Stakeholder Meeting	Northern Nevada Center for Independent Living	November 12, 2025
Project Website	RTC published a project web page at www.rtcwashoe.com/neighborhood.	The site was launched in November 2025 and maintained throughout the study.
Survey	A brief text-based survey was developed in English and Spanish to gather input on transportation needs in the study area.	The survey launched on November 12, 2025, and continued through February 12, 2026.
Online Comment Map	An online map invited participants to identify specific locations of transportation needs in the study area.	The comment map launched on November 12, 2025, and continued through February 12, 2026.
Advisory Committees	RTC Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) and the South Valleys Citizens Advisory Board (CAB) were provided with information about the study and community survey.	CMAC was held on December 3, 2025; TAC and South Valleys CAB were held on December 4, 2025.

3.1 In-Person Engagement

Agency Collaboration

RTC partnered with the City of Reno and Washoe County to develop the NNP, using monthly meetings to ensure communication and collaboration throughout the process. Staff representing both planning and engineering disciplines were involved. The agency partners supported the identification of needs, priorities, and potential solutions. Coordination also included one-on-one meetings, and a site visit of the neighborhood area (see Appendix C).



Agency site visit

Neighborhood Network Plan Steering Committee

The NNP process strives to collaboratively develop solutions with regional partners. One key element of this process is the Steering Committee, which includes representatives from the City of Reno, Washoe County, Nevada Department of Transportation, Washoe County School District, and Truckee Meadows Community College. The initial meeting, held on November 6, 2025, focused on establishing the vision and goals for the study. Participants also reviewed existing conditions data and shared input on needs and priorities. Safe mobility options to reach both K-12 public schools and the Truckee Meadows Community College were identified as key issues. Speeding on neighborhood roads was also discussed as a concern. Proposed recommendations were reviewed on July 23, 2026. The group indicated support for the proposed concepts.



Steering Committee Meeting

Community Workshop

A community workshop was held to gather input from local residents. The meeting was held at the Truckee Meadows Community College Meadowood Campus on December 10, 2025, with about ten people in attendance. A presentation was provided about existing conditions and a group discussion followed, which allowed participants to share and document their experiences and ideas. Key themes expressed included the following:

- There is a perceived lack of bicycle connectivity on safe corridors across the planning area.
- Protected bicycle facilities are preferred, with Mira Loma Drive identified as an example that would benefit from enhancements.
- Pedestrian crossings at major roadways are a concern, with the Neil Road and McCarran Boulevard intersection identified as an example.
- Bicycle crossings at intersections are a concern, with Mira Loma Drive and Pembroke Drive at McCarran Boulevard identified as examples.

Pop-Up Event

A pop-up event was held to make providing input convenient for area residents. Located at the Mira Loma Shopping Center, over 15 area residents spoke with project team members about the study. They were invited to take the online survey and add comments to a project map. Key concerns were centered around the Mira Loma Drive corridor. Residents from surrounding residential areas and Hidden Valley rely on this shopping center for groceries and other services. The popular Mira Loma Park is right across the street, contributing to high levels of pedestrian and bicycle activity. Crossing both McCarran Boulevard and Mira Loma Drive is challenging for active transportation users.



Community workshop



Pop-up event at Mira Loma Shopping Center



Bicyclists at the McCarran Boulevard and Mira Loma Drive intersection

Stakeholder Meetings

The project team met with the Northern Nevada Center for Independent Living early in the project process. This organization advocates for area residents with mobility limitations. Key issues identified were the need for audible push button traffic signals for visually impaired residents at intersections across the region, the need for continuous sidewalk networks, and the need to maintain sidewalks and prevent overgrown vegetation from becoming an obstacle in the path of travel. Providing ADA accessible digital materials is also important for the study.

Advisory Committees

RTC made presentations to the RTC Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) on December 3 and December 4, respectively. The project team attended the South Valleys Citizens Advisory Board (CAB) to provide information about the study and invite participation in the public meeting and online survey on December 4, 2025.

3.2 Digital Engagement

Online outreach supplemented in-person opportunities to participate, adding convenient ways to learn about the plan and provide input. Virtual opportunities included a project web page, social media, online survey questionnaire, and online map survey. Surveys and flyers were developed in English and Spanish.

Web Page

RTC hosted a project web page at www.rtcwashoe.com/neighborhood. This page included a summary of the planning process, details on how to participate, and links to surveys and public meeting materials.

Social Media

RTC used its social media channels, including Facebook, Instagram, and X, to promote engagement opportunities, including the survey and public meeting.



Survey Questionnaire

RTC published a brief online questionnaire to seek additional input from area residents. The questions asked about safety and mobility concerns. It also invited participants to add details about specific concerns or ideas. Key findings from the nine surveys received are summarized below:

1. No respondents indicated that they feel “very safe” walking or riding a bicycle in their neighborhood.
2. Challenges to a comfortable walking experience include a lack of sidewalks, a lack of safe places to cross the street, and high traffic volumes.
3. A lack of safe facilities and high traffic volumes were the most commonly cited barriers to riding a bike.
4. There is a desire for improvements to existing pedestrian facilities.
5. There is a strong desire for new and expanded bicycle and transit facilities.
6. Destinations residents are interested in accessing via active transportation include work, grocery stores, and parks/recreation areas.

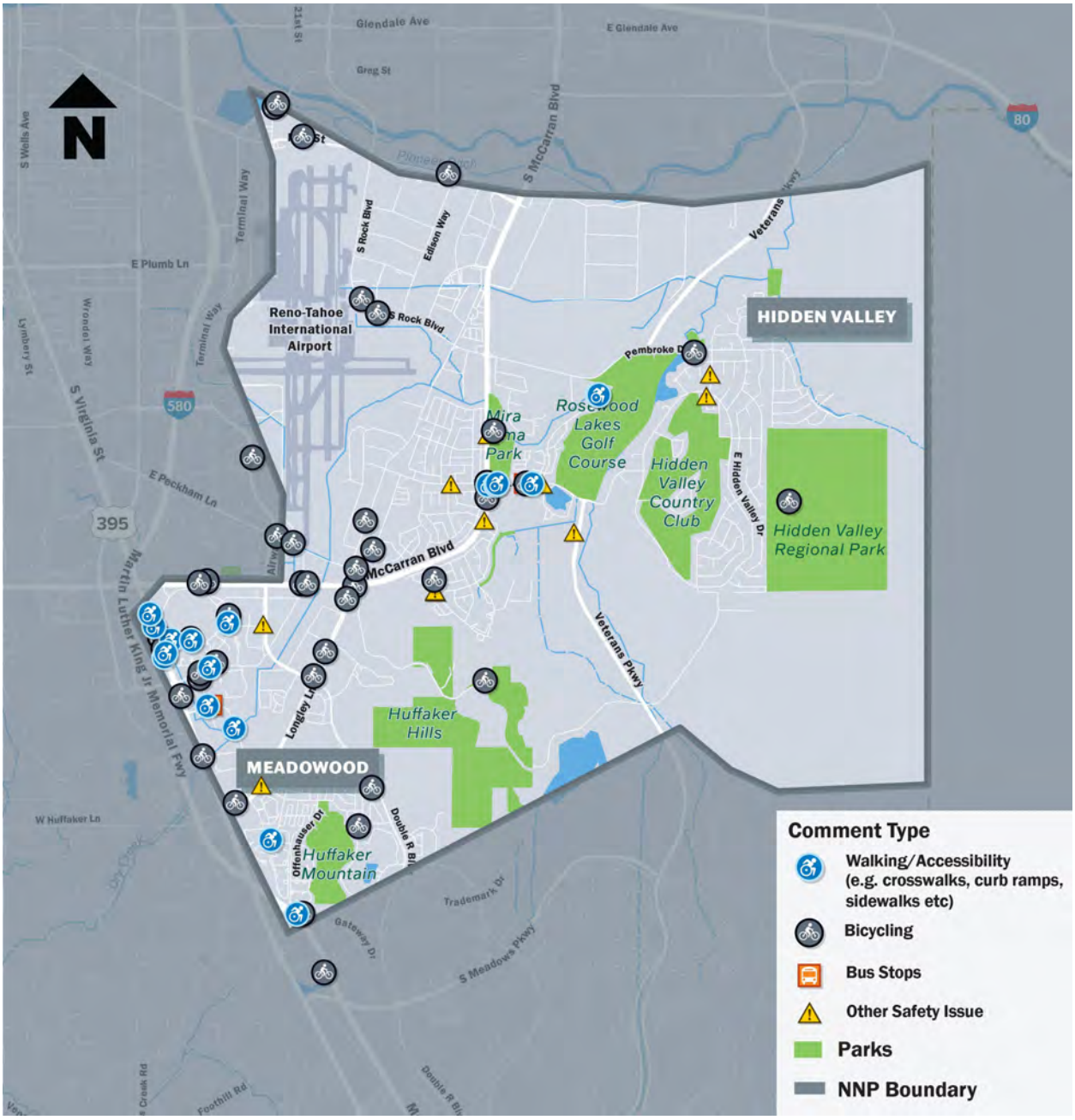
Map Survey

An online interactive map survey was published to invite residents to add specific location-based comments. A total of 79 map comments were received for the Meadowood and Hidden Valley neighborhood. A summary of key findings is provided below:

1. The bicycle network is perceived as incomplete, uncomfortable, and unsafe.
2. Intersections and turning conflicts with vehicles are viewed as a major issue.
3. Walking and biking are stressful along high-speed roads.
4. There is a lack of active transportation connections to key destinations.
5. There are major gaps in the active transportation network.
6. School-area traffic and circulation create recurring safety conflicts.
7. There is a strong desire for protected bike lanes and other separated facilities.
8. There is also a desire for improvements along corridors and at intersections with high injury rates.

The location of comments by type is illustrated in Figure 5.

Figure 5. Location of NNP Public Comments



The active transportation safety and connectivity needs identified by community members informed the development of alternatives. Safe connections to key destinations such as schools and parks are a priority for the NNP. Many of the public comments, including those on Mira Loma Drive, Rock Boulevard, McCarran Boulevard, and Virginia Street relate to other planned major projects and were shared with the relevant agency staff.



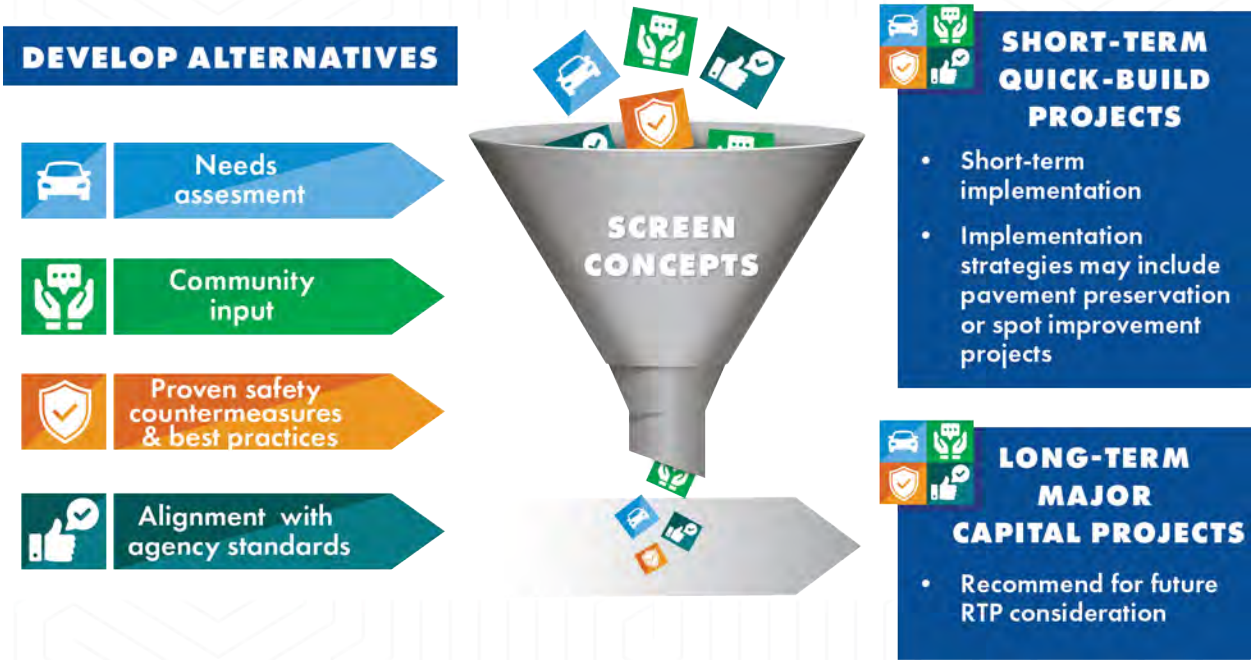
4. Developing and Evaluating Alternatives

This study developed and evaluated alternative concepts using a collaborative and data-driven process. Key elements included existing conditions analysis, incorporation of community input, identification of appropriate best practice solutions, and alignment with agency input.

While the NNP program is primarily focused on lower cost improvements that can deliver benefits to the public within a short timeframe, this effort also identified projects consistent with a longer-term vision for a safe and connected regional network. Many of these improvements would involve substantial roadway reconstruction or new construction of shared use paths and would not be eligible for the NNP quick-build program, but could potentially be incorporated into future RTP updates or other future pavement or safety projects. Once the range of potential improvements was developed, the concepts were assessed using a two-tier process that is illustrated in Figure 6 and summarized below:

- **Screen potential improvements according to whether they are short-term quick-build projects or longer-term major capital projects.** Quick-build projects generally include pavement striping, signage, and smaller-scale installations such as speed tables. Projects that would involve impacts to right-of-way or larger-scale construction activities were considered to be major capital projects for purposes of this study.
- **Evaluate short-term quick-build projects to identify the highest priority projects for implementation funding.** Funding for the next phase of project design and construction is limited to $2.5 million. Criteria considered in the prioritization included safety, infrastructure condition, access to community resources, connectivity to the regional multimodal network, and community input.

Figure 6. Project Development and Evaluation Process



4.1 Prioritization Process

The AT Program allocated $2.5 million for design and construction in the neighborhood. As a result, the quick-build projects were ranked to determine which improvements would be advanced for near-term implementation. Projects not funded through the AT Program will be considered for funding through other RTC programs, such as the preventive maintenance and intersection improvement programs.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input. The projects considered are listed in Table 3.

- **Safety** – The greater the safety need, the higher the concept scores.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher.
- **Access** – Corridors that improve access to community resources received a higher score.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher.
- **Community Input** – Concepts that received positive public and agency comments were scored higher.



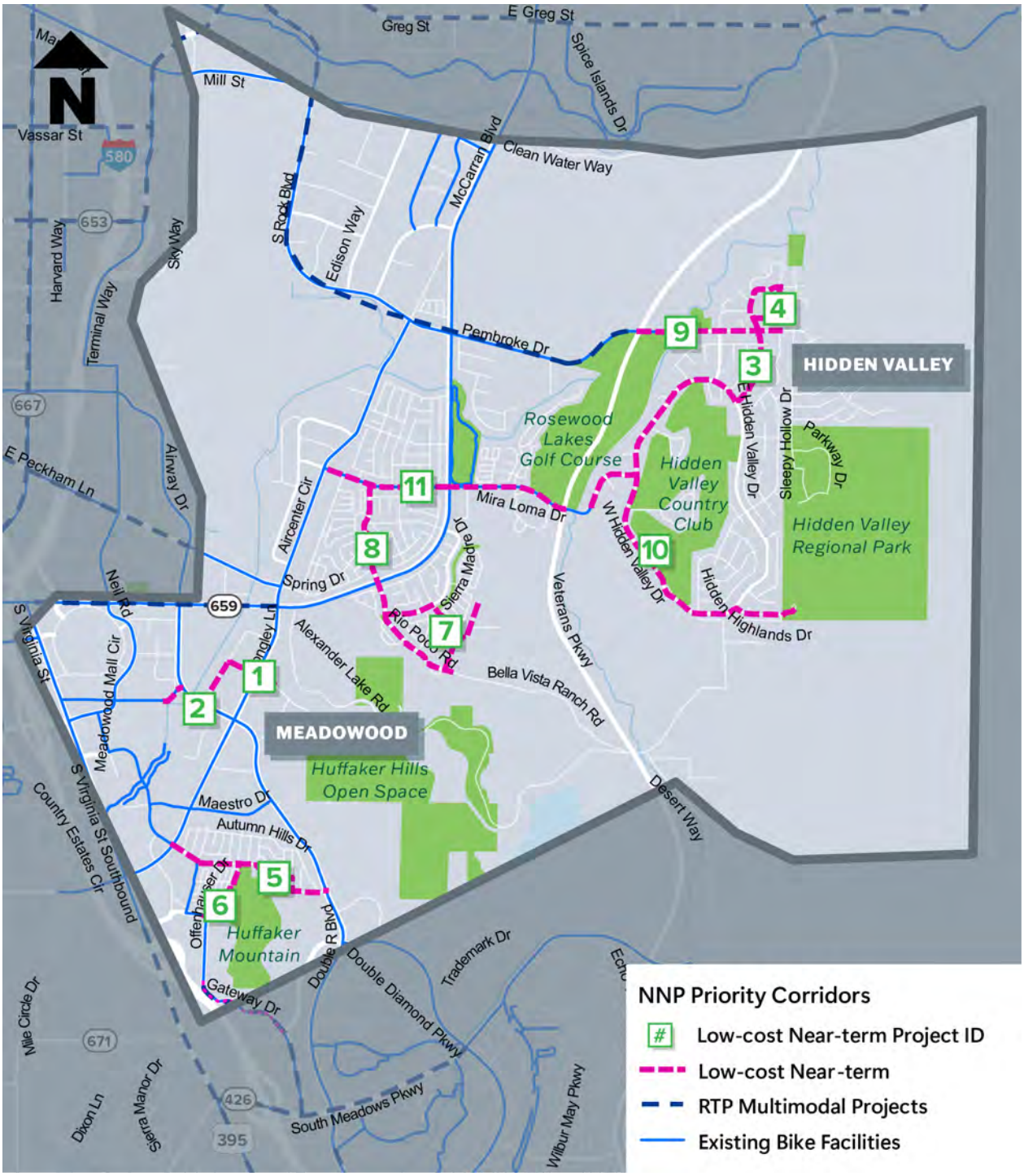
4.2 Low-Cost Near-Term Improvements Considered

The following improvements were considered for short-term implementation (Table 3 and Figure 7). While all of the proposed concepts would provide benefits for active transportation, only higher-scoring projects are recommended for quick-build implementation due to limited funding. The scoring results are provided in Appendix D.

Table 3. Low-Cost Near-Term Improvements Considered

Location	Description
1. Barron Way	Bike lanes and traffic calming measures were considered on Barron Way to provide access to Longley Town Center and an active transportation alternative to the busy Airway Drive and Longley Lane intersection in combination with Louie Lane.
2. Louie Lane	Bike lanes and traffic calming were considered on Louie Lane as an alternative to Longley Lane in combination with Barron Way.
3. Tamarisk Drive	Traffic calming measures were considered on Tamarisk Drive from Hidden Valley Drive to Pembroke Drive to support active transportation circulation.
4. Tamarisk Drive / Alphabet Drive / History Drive	Traffic calming and crosswalk improvements are proposed on the roads surrounding Hidden Valley Elementary School to improve safe school access. This concept is recommended for quick-build implementation.
5. Huffaker Lane / Celeste Drive / Amston Road	Traffic calming and crosswalk improvements are proposed on this connection between Double R Boulevard and Longley Lane, which provides access to Huffaker Park. This concept is recommended for quick-build implementation.
6. Offenhauser Drive	Traffic calming and crosswalk improvements are proposed on this neighborhood corridor that provides access to Huffaker Park. This concept is recommended for quick-build implementation and will be compatible with and in support of City of Reno traffic calming currently under development.
7. Sierra Madre Drive / Reggie Road	Traffic calming and crosswalk improvements are proposed to provides access to Donner Springs Elementary School and a shared use path that traverses the neighborhood. This concept is recommended for quick-build implementation.
8. Rio Poco Road	Bicycle lanes are proposed on Rio Poco Road between Reggie Road and Mira Loma Road, improving access to Donner Springs Elementary School and other community destinations. This concept is recommended for quick-build implementation.
9. Pembroke Drive	Bicycle lanes and pedestrian improvements are proposed on Pembroke Drive between Veterans Parkway and Parkway Drive, improving access to Hidden Valley Elementary School and the Veterans Parkway shared use path. This concept is recommended for quick-build implementation.
10. West Hidden Valley Drive	Traffic calming and bike lanes were considered on Hidden Valley Drive to improve access to Hidden Valley Regional Park.
11. Mira Loma Drive	Improvements to existing bicycle lanes and crosswalks are proposed on Mira Loma Drive between Longley Lane and McCarran Boulevard. This concept would add a striped buffer and delineators to the existing bike lanes. This concept is recommended for quick-build implementation. This will be compatible with improvements underway at the McCarran Boulevard intersection.
12. Campus Way	Reconfigure this segment to include both a parking lane and bike lane. This would improve bike access during school pick-up and drop-off periods.

Figure 7. Low-Cost Near-Term Improvements Considered



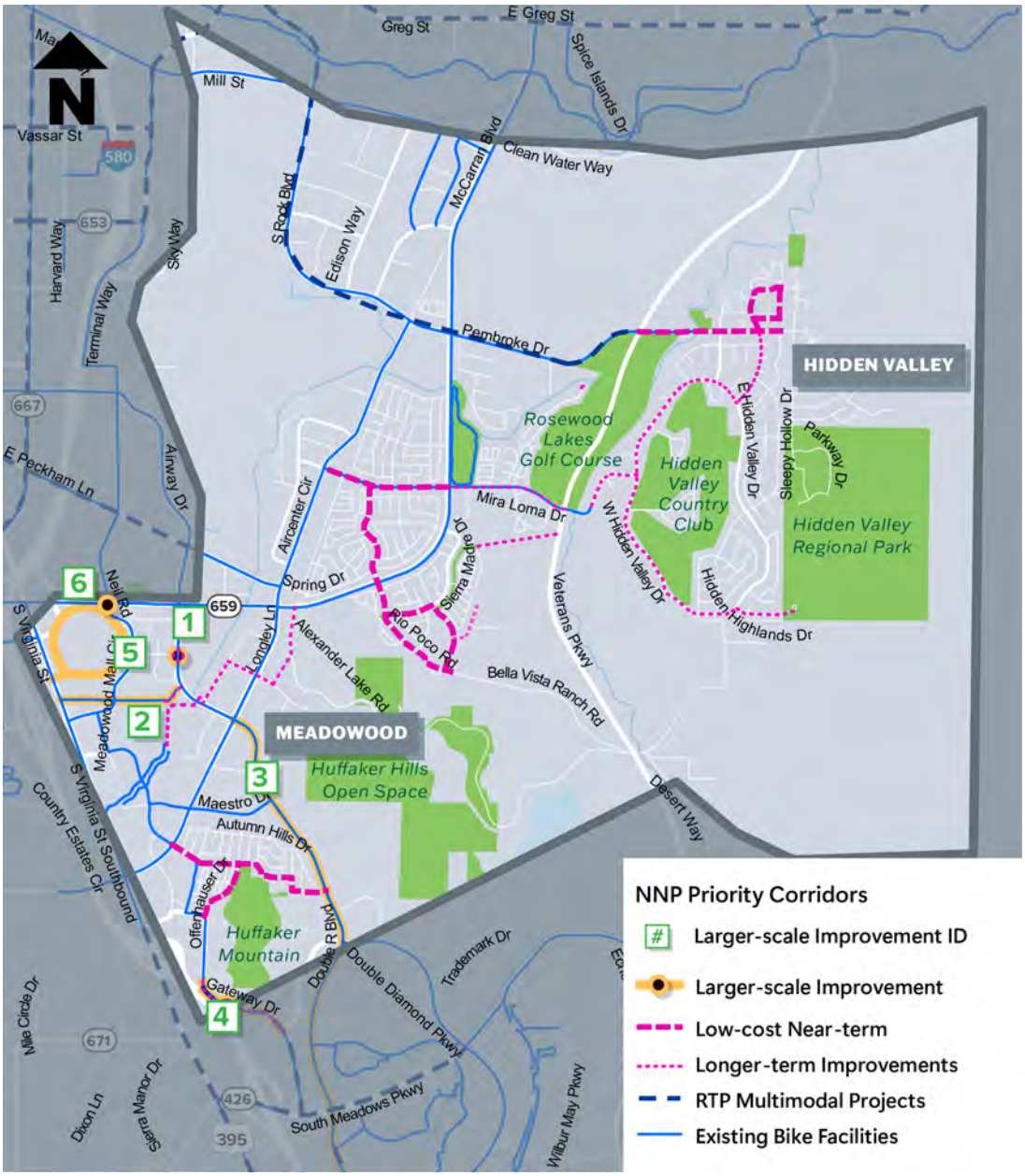
4.3 Larger-Scale Improvements Considered

Several improvements were identified that are important for safe multimodal connectivity, but would involve more substantial construction activities. These projects will be considered for inclusion in a future RTP update but exceed the resources available for quick-build implementation. A listing of these longer-term proposed improvements is provided in Table 4 and illustrated in Figure 8.

Table 4. Larger-Scale Improvements Considered

Location	Description
1. Airway Drive pedestrian crossing at Meadowood Lane	Large-scale industrial development is underway on the east side of Airway Drive at McCarran Boulevard. A pedestrian crossing is recommended at Meadowood Lane to improve connectivity for employees and customers between the industrial center and Meadowood Mall. It is recommended that this be evaluated after construction of adjacent development for possible pedestrian improvements.
2. Delucchi Lane	The bike lane on Delucchi Lane comes to an abrupt end as the road transitions to Home Gardens Drive and approaches Airway Drive. An extension of this bike lane to Airway Drive and Tyrone Road would fill a gap in the network.
3. Double R Boulevard	Double R Boulevard is a high-speed corridor that is a barrier to regional bicycle connectivity. It is recommended that a separated bike facility be developed in this corridor to provide a multimodal link between South Meadows and the Meadowood and Hidden Valley neighborhoods.
4. Gateway Drive	Offenhauser Drive bike lane ends as the road transitions to Gateway Drive. An extension of bicycle and pedestrian infrastructure here would connect high density residential to a major employment district.
5. Meadowood Mall Circle	Pedestrian and bicycle access to Meadowood Mall is limited on Meadowood Mall Circle, the primary access road. Bike lanes or pedestrian facilities would improve safety and access. This road is privately owned.
6. McCarran Boulevard	There are longer term plans to extend the McCarran Boulevard shared use path to Virginia Street. This would improve access to the Smithridge Shopping Center. The intersection of Neil Road and McCarran Boulevard is challenging for pedestrians to safely navigate due to a driveway located very close to the intersection. Improvements for pedestrian access should be incorporated into the shared use path improvement project.

Figure 8. Larger-Scale Improvements Considered



Major improvements on multiple key corridors are already included in the RTP. This includes multimodal improvements on Pembroke Drive and Mira Loma Road between McCarran Boulevard and Veterans Parkway, as well as multimodal improvements on Rock Boulevard. Safety and active transportation improvements are also planned on McCarran Boulevard.



McCarran Boulevard and Neil Road intersection.





Double R Boulevard (above), Meadowood Mall Cr (below)

Additionally, areas where shared use paths between residential areas could provide off-street connection options were identified. Some of these corridors follow paths that have been worn by people walking or biking, even when there is no formal trail. Additional analysis is recommended to identify public land ownership and public access easements in relationship to existing and proposed shared used paths. Proposed trail connections are shown in Table 5 and Figure 9.

Table 5. Potential Shared Use Path Connections Considered

Location	Description
1. Alexander Lake Road	There is an unpaved area between the back of the Longely Town Center and Alexander Lake Road. This area connects to the McCarran Boulevard shared use path. **Development of a shared use path in this area could provide an off-street connection between the Meadowood area and the Donner Springs area.**
2. Dry Creek Path Extension	There is an existing paved shared use path that extends from Virginia Street behind the Sierra Town Center shopping center that connects to employment centers along Dry Creek. **An extension of this shared use path to Delucchi Lane/Airway Drive would provide an important network connection and an alternate to Longley Lane.**
3. Fairwood Drive	There is an existing paved path along Dry Creek near the intersection of Pembroke Drive and Veterans Parkway. **Connecting the shared use path to Fairwood Drive would improve access to the multimodal network.**
4. Veterans Parkway Path Connection	The Donner Springs neighborhood area has an unpaved path that traverses the community parallel to Sierra Madre Drive. Future development provides an opportunity to connect this path to the Veterans Parkway shared use path, enhancing shared modal connectivity. Improved access from this path to Sierra Madre Drive could also enhance bicycle and pedestrian access to the Mira Loma Shopping Center. **A future connection from Rio Poco Road to the Veterans Parkway shared use path would also provide an important regional link.**

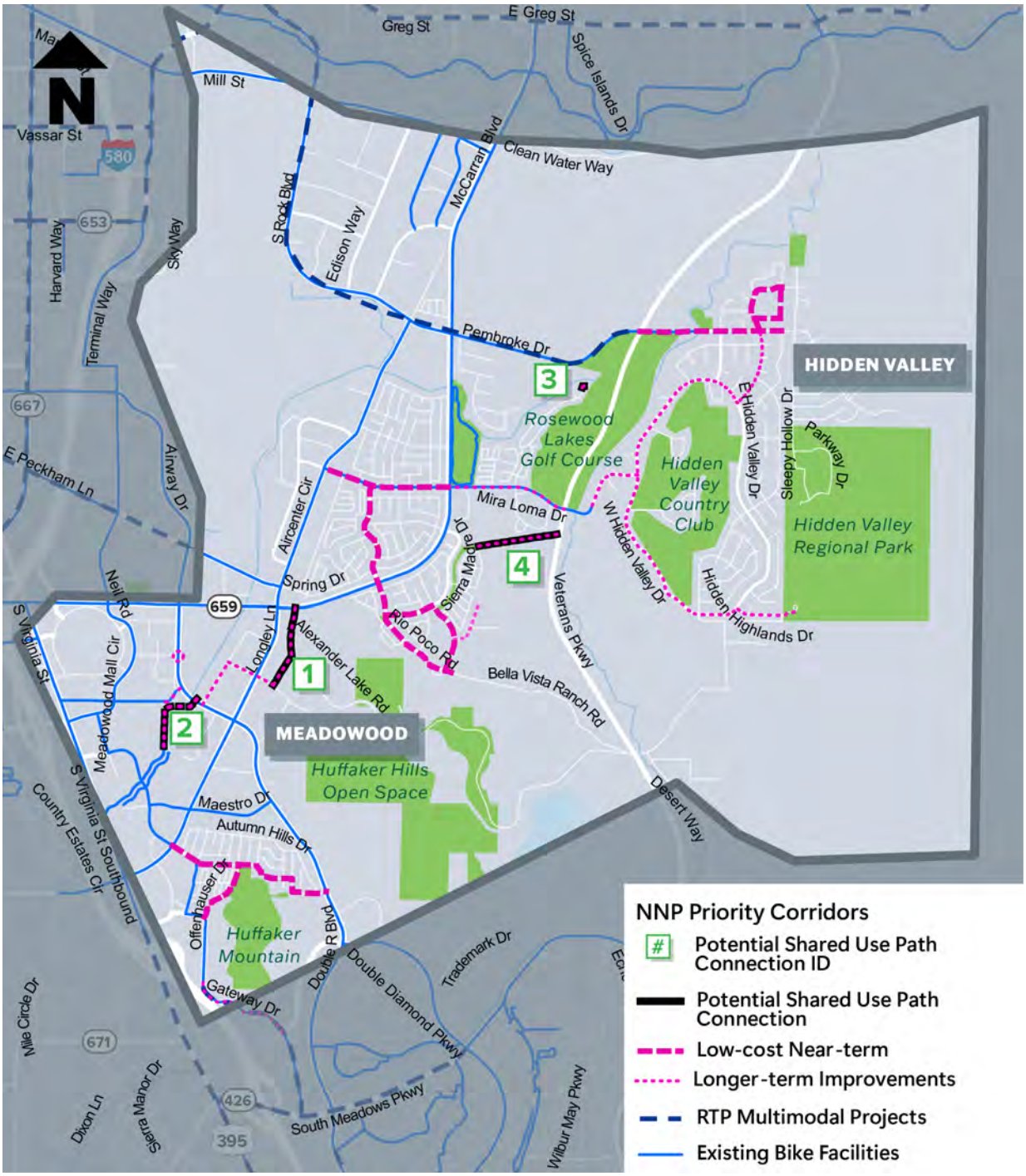


Unpaved corridor along Alexander Lake Road



Existing Dry Creek Trail near Virginia Street that could be extended to Delucchi Lane

Figure 9. Potential Shared Use Path Connections



Note: Locations are preliminary and subject to change



5. Neighborhood Network Recommendations and Implementation Strategy

The NNP is a short-term plan that identifies transportation improvements to increase walking and biking in the neighborhood. This approach provides improvements to the existing network, while also providing policies and programs that encourage, educate, and engage with the community about active transportation. This chapter describes the recommended short-term improvements within the Meadowood and Hidden Valley neighborhood. The recommendations in this study may be modified through the project development process as development occurs and community priorities change.

5.1 Quick-Build Recommendations

This section summarizes the recommended short-term quick-build improvements for the NNP. These concepts were developed to improve safe multimodal access to key neighborhood destinations such as schools, parks, transit stops, and grocery stores. The evaluation of concepts is summarized in Appendix D. The recommended low-cost, near-term improvements are a step toward implementing a connected neighborhood AT network.

Figure 10 illustrates the quick-build projects to be advanced toward near-term implementation as well as recommended longer-term improvements that help expand the network. Table 6 includes a description of the quick-build projects as well as a planning-level cost estimate for recommendations in the Hidden Valley area. Thermoplastic crosswalks and striping should be installed on a milled surface so that the striping is flush with the street. Figure 11 and Table 7 show recommendations in the Meadowood area. Cost estimates are based on recent construction costs in the region and include a 30% contingency.

Figure 10. Hidden Valley Area Improvements

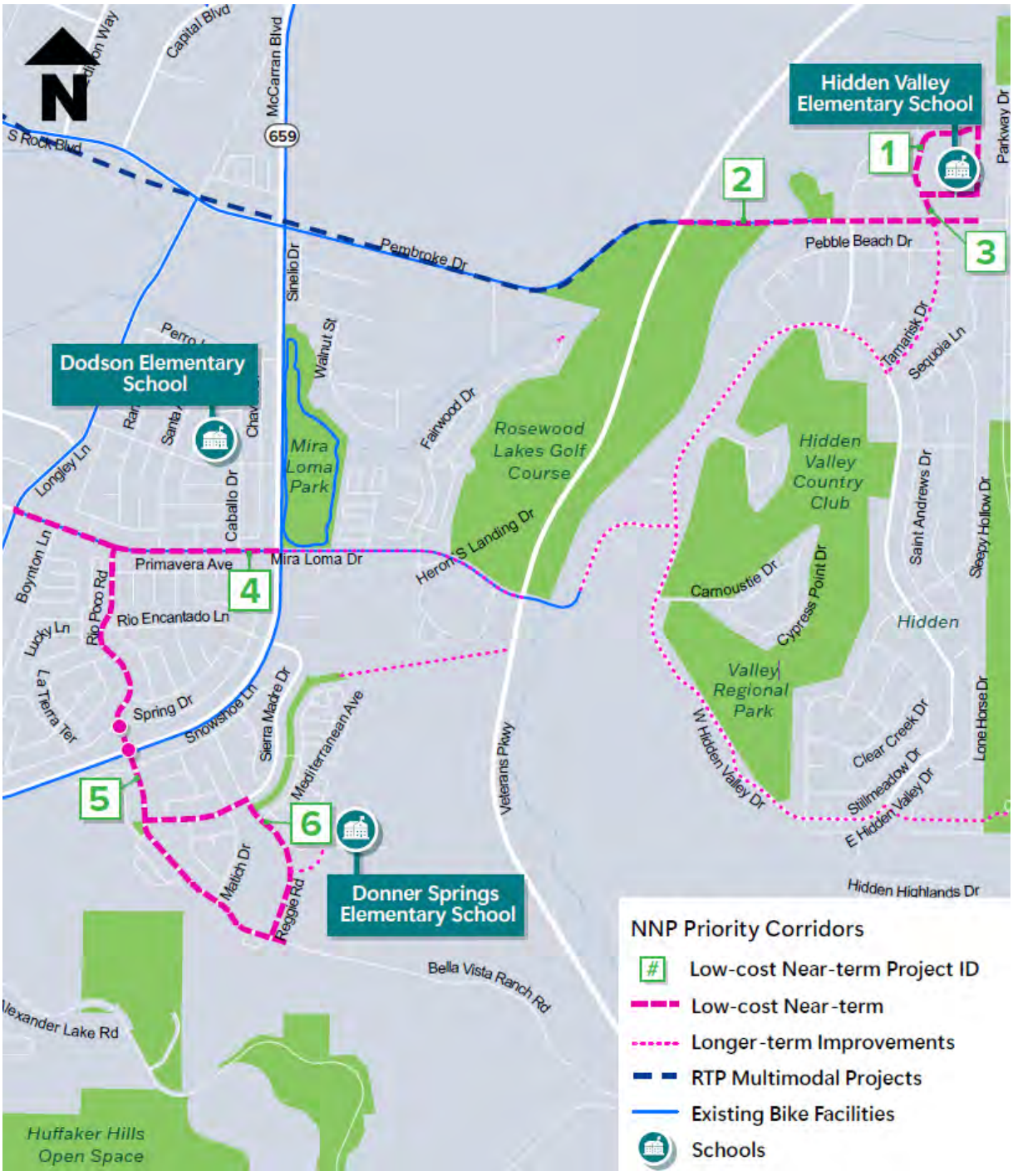


Table 6. Hidden Valley Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
1. Tamarisk Drive/Alphabet Drive/ History Drive Hidden Valley Elementary Loop	0.4	Neighborhood Byway	High-visibility crosswalks at existing crosswalks around the school with painted bulbouts. New high-visibility crosswalk at Alphabet Drive and Native Dancer Drive.	$130,000
2. Pembroke Drive Veterans Parkway to Sequoia Lane	0.4	Striped Bike Lanes (Both Sides)	Extend existing bike lanes to Sequoia Drive. Painted bulbouts at intersections, conflict striping at Veterans Parkway.	$430,000
3. Tamarisk Drive Pembroke Drive to History Drive	0.1	Neighborhood Byway	Painted bulbouts mainline at Pembroke Drive plus additional throughout the corridor, and high-visibility crosswalks at History Drive, Pembroke Drive.	$100,000
4. Mira Loma Drive McCarran Boulevard to Longley Lane	0.7	Protected Bike Lanes (Both Sides)	Upgrade existing bike lanes to a protected facility. High-visibility crosswalk at Boynton Lane, painted bulbouts at existing crossings.	$230,000
5. Rio Poco Drive Mira Loma Drive to Reggie Road	1.4	Neighborhood Byway	Install striped bike lanes from Mira Loma Drive to McCarran Boulevard, with intersection improvements at Spring Drive. Install buffered bike lanes from McCarran to Reggie Road. Concrete speed tables and painted bulbouts with delineators.	$1,060,000
6. Sierra Madre Drive/Reggie Road Sierra Madre Drive (Rio Poco Road to Reggie Road); Reggie Road (Sierra Madre Drive to Hombre Way)	0.7	Neighborhood Byway	Painted bulbouts, wayfinding, and a high-visibility crosswalk at Hombre Way & Reggie Road and Sierra Madre Drive and Rio Poco Road.	$140,000

Figure 11. Meadowood Area Improvements

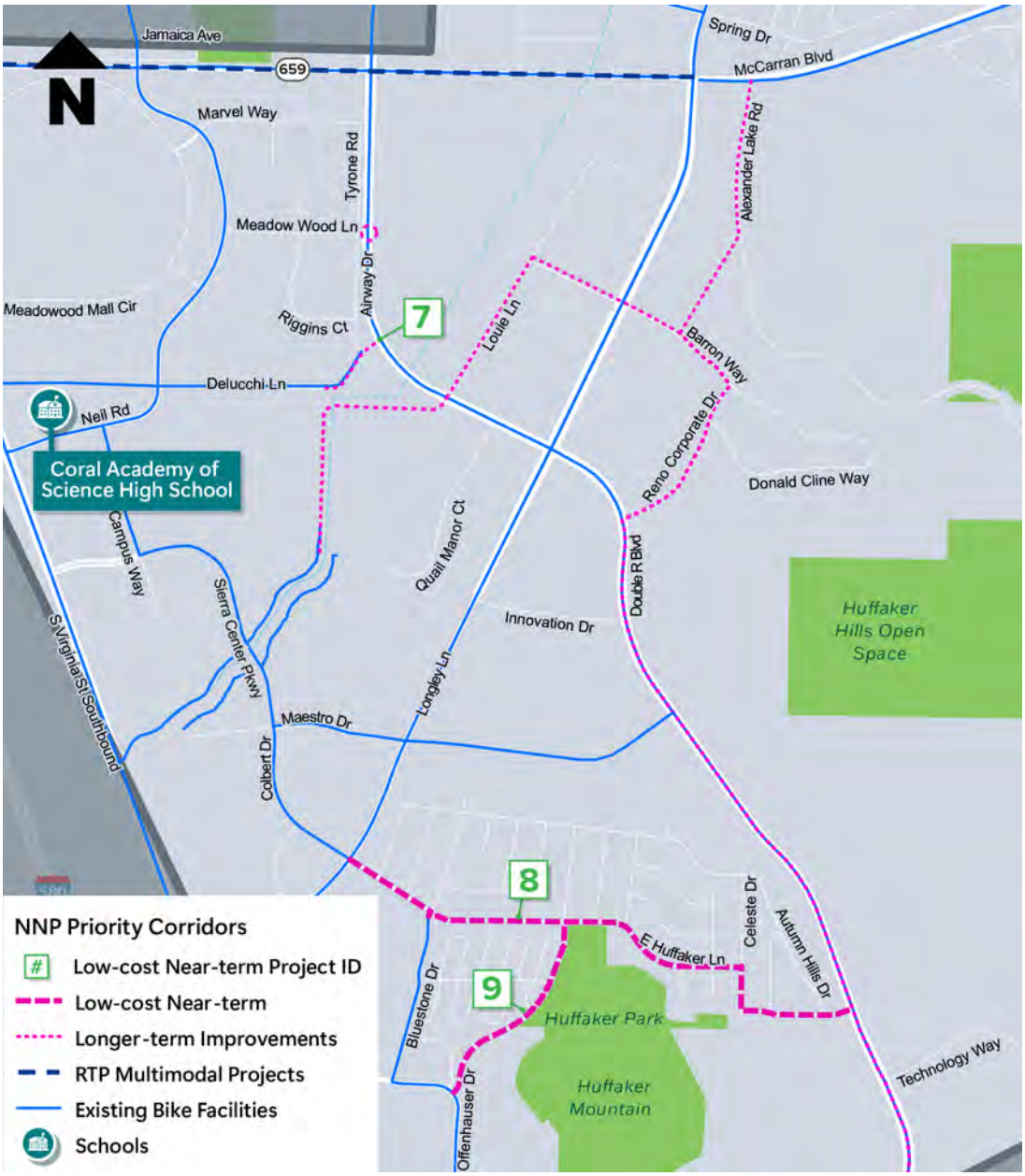


Table 7. Meadowood Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
7. Airway Drive & Delucchi Lane Intersection	N/A	N/A	Upgrade the existing pedestrian crossing to improve visibility with a flashing pedestrian beacon in the center median.	$35,000
8. Huffaker Lane/ Celeste Drive/Amston Road Huffaker Lane (Longley Lane to Celeste Drive); Celeste Drive (Huffaker Lane to Amston Road); Amston Road (Celeste Drive to Double R Boulevard)	0.9	Neighborhood Byway	Traffic calming improvements via painted bulbout at intersections and additional mid-block locations. Consider speed tables if updated vehicle volumes become available during design.	$140,000
9. Offenhauser Drive Portman Avenue to Huffaker Lane	0.39	Neighborhood Byway	Painted bulbouts to be included at the beginning and end of the corridor, with additional painted bulbouts for potential mid-block opportunities. High visibility crosswalks at intersections. Bike lane will extend west on Portman Avenue and operational improvements will be evaluated and implemented at the intersection with Offenhauser Drive.	$230,000

5.2 Implementation

The projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. RTC will conduct project design for identified quick-build improvements in 2026 and 2027, with a goal to begin construction in 2028. Projects will be constructed based on AT Program fund availability.

Other potential funding opportunities are available for projects not implemented through the AT Program, as described in the following sections.

Federal Funding (Formula and Discretionary Grant Programs)

The Bipartisan Infrastructure Law (BIL), signed in November of 2021, allocated $550 billion to transportation, broadband, and utility investments across the United States. This funding will be

distributed over the five-year period between fiscal years 2022 and 2026 via both formula funding and competitive grant application processes.

As this funding program comes to a close, transportation reauthorization is in the proposal stages, preliminarily named Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act. This funding program would authorize funds to be appropriated from the Highway Trust Fund and General Fund for fiscal years 2027 through 2031, at an estimated total amount of $580 billion. While not all funding elements are yet known, the following provides a listing of the most likely relevant funding sources for implementation of the proposed improvements.

Surface Transportation Block Grant Program (STBG): STBG is a flexible federal formula program that provides for allocations to both RTC, as the MPO, and the Nevada Department of Transportation. RTC incorporates these funds into a regional call for projects dedicated to the MPO planning area. The Nevada Department of Transportation manages STBG funds that are available for allocation on a statewide basis. Use of STBG funds must be managed in accordance with federal and state processes.

Transportation Alternatives Set-Aside: The Transportation Alternatives Set-Aside (also known as TA Set-Aside) from the STBG Program provides federal funds for community-based projects that expand travel choices and enhance the transportation experience. These projects are intended to integrate modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure. Local governments, regional transportation authorities, transit agencies, MPOs, and school districts, among others, are eligible to apply for TA Set-Aside funding. Federal guidelines specify that projects must be selected based on a competitive process.

Eligible project types include planning, design, and construction of a variety of facilities, programs, and other efforts. More specific examples of eligible projects include:

- Bicycle, pedestrian, and other nonmotorized transportation facilities
- Traffic calming, lighting, and other safety-related infrastructure
- ADA improvements
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions
- Vulnerable road user safety assessment
- Vegetation management
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Micromobility projects, including bike and scooter share (construction and non-construction projects that facilitate safe access for pedestrians and bicyclists)
- Removal of outdoor advertising

Better Utilizing Investments to Leverage Development (BUILD) / Surface Transportation Accelerator Grants (STAG): The BUILD grant program is designed to help urban and rural communities advance projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. Competitive projects will emphasize safety, environmental sustainability, quality

of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.

The program was last allocated $9.7 billion over a five-year period for individual projects of up to $25 million. Projects may be for capital investments or planning activities.

The Surface Transportation Accelerator Grant (STAG) program is a proposed new discretionary grant program proposed under the BUILD America 250 Act that consolidates several prior grant programs, including BUILD. It is intended to be a hyper-flexible competitive program that allocates more than $2 billion a year to the program. It is anticipated that STAG will allocate at least 50% of annual funds to local projects. The program will aim to fund major construction projects, having a much higher cap on the grant award that the current BUILD program (maximum of $25 million).

Safe Streets and Roads for All (SS4A): The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible applicants include MPOs, counties, cities, towns, transit agencies, and Tribal governments. The program has been allocated $5 billion over the next five years.

Grant awards are divided into two categories: Action Plan Grants and Implementation Grants. An Action Plan Grant is used to develop an Action Plan – a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality (i.e., a safety plan). Implementation Grants are used to fund and implement specific projects previously identified in the Action Plan. To receive an implementation grant, the local entity applying must have an adopted Safety Plan that adheres to the program.

State Funding

The Nevada Department of Transportation receives fuel tax revenues that are available for use statewide. These funds are prioritized using the One Nevada process and programmed over a four-year time period in the STIP.

Regional/Local Funding

The RTC receives fuel and sales taxes that are available for use on facilities throughout Washoe County. Voters approved indexing the fuel tax to inflation in 2008, which now provides a reliable source of revenue for improvements on regional roads. A sales tax was also approved by Washoe County voters to fund both transit and roadway improvements. RTC allocates funding through the RTP process for major projects. The RTC pavement preservation program and intersection improvement program are also used to deliver smaller scale improvements across the region using a needs-based assessment framework. As an example, on roadway segments with sufficient width, RTC may consider adding striped buffers to improve separation between vehicles and cyclists.

The City of Reno and Washoe County both manage traffic calming programs that can implement improvements to slow traffic and improve safety. The City of Reno Public Works Design Manual includes details about this program, including the process to request traffic calming measures and the types of eligible uses. The Washoe County Traffic Calming and Traffic Engineering Request Policy describes the process for implementing neighborhood improvements.

Private funding can also support community improvements. RTC coordinates with the City of Reno and Washoe County on the review of proposed projects. There are opportunities to integrate improvements into new development.

5.3 Monitoring Progress

Part of RTC's planning program involves performance monitoring. This includes a range of safety and operational metrics that RTC tracks on an ongoing basis as the MPO. In addition to regional performance monitoring, there is a benefit to tracking the impacts of individual corridor improvements. This is relevant for the AT Program, as RTC seeks to deliver projects that are of the greatest value and benefit for the community. Potential performance monitoring for this NNP may include safety, maintenance needs, active transportation usage, and community input.

5.4 Quick-Build Projects

The recommended short-term quick-build projects provide a safer active transportation network that improves access to key community destinations. These projects will advance through the RTC design and construction process using funding previously allocated by RTC. The summary information about these projects in Section 5.1 is expanded in the following cut sheets. These project information pages describe the goals and benefits of each project as well as a more detailed description. Location maps and illustrations or examples of similar improvements that have been implemented in other locations provide additional background about the proposed improvements. RTC will continue to collaborate with partner agencies and community residents through the implementation of these quick-build projects.

NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Rio Poco Drive & Sierra Madre Dive | Reggie Road

RTC

AT A GLANCE

Location: Rio Poco Drive from Mira Loma Drive to Hombre Way; Sierra Madre Drive and Reggie Road connecting between Rio Poco Road; Hombre Way between Reggie Road and Escuela Way

Improvement Type: Bike lane improvements, intersection safety improvements, speed tables

Cost: $2,100,000

Length: 2.1 miles

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE TRAIL ACCESS

PROJECT DESCRIPTION

Rio Poco Drive connects neighborhoods from Mira Loma Drive to Reggie Road. The segments on Sierra Madre Drive and Reggie Road provide a loop that connects to Donner Springs Elementary School, the McCarran Boulevard multi-use path, Donner Party Park, and unpaved trails.

Recommendations include bike lanes on Rio Poco Drive and intersection enhancements to improve pedestrian and bicycle safety, including at Spring Drive, McCarran Boulevard, and Hombre Way/Escuela Way. Traffic calming measures such at painted bulbouts are planned for Sierra Madre Drive and Reggie Road.



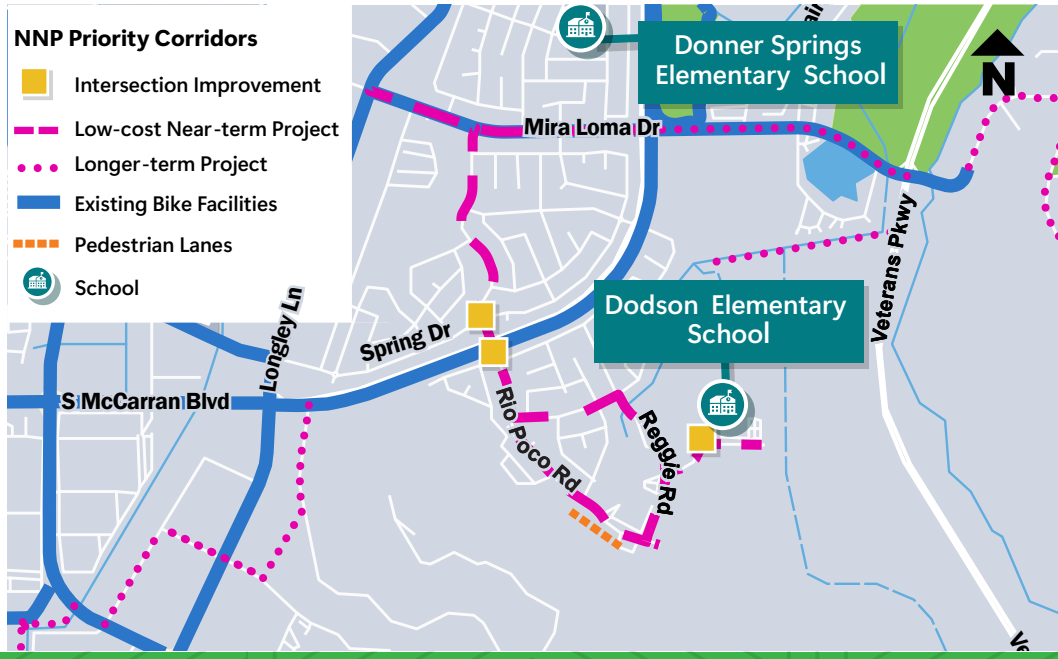
Proposed view toward the east on Rio Poco Drive near Sierra Madre Drive

PROJECT DETAILS



Existing view toward the east on Rio Poco Road near Sierra Madre Drive

PROJECT MAP



MEADOWOOD & HIDDEN VALLEY
Mira Loma Drive

AT A GLANCE

Location: Mira Loma Drive from Longley Lane to S. McCarran Boulevard

Improvement Type: Bike lane improvements, high-visibility crosswalks, painted bulbouts with delineators

Cost: $230,000

Length: 0.7 mile

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE BUS STOP ACCESS

PROJECT DESCRIPTION

Mira Loma Drive is important for multimodal access between residential neighborhoods, shopping, and employment centers. It serves RTC RIDE Route 54. Dodson Elementary School is a few blocks to the north of Mira Loma Drive, which contains a school zone.

Recommendations include upgrading the existing bike lanes to protected facilities, installing high-visibility crosswalks at Boynton Lane, and painted bulbouts with delineators at existing crosswalks.



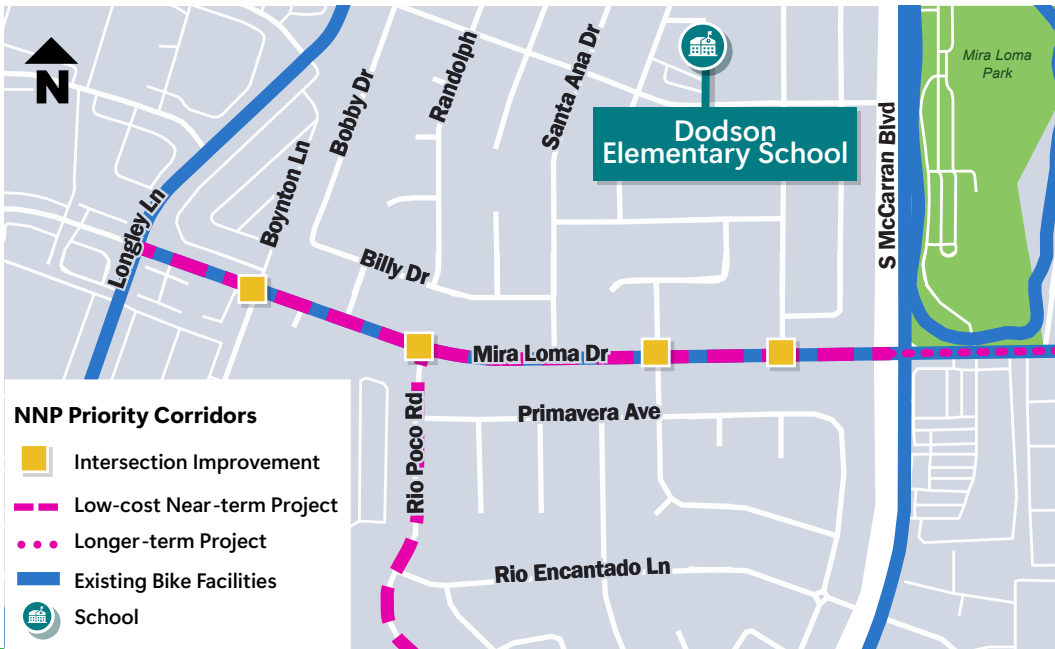
Proposed view toward the east from Mira Loma Drive

PROJECT DETAILS



Existing view toward the east from Mira Loma Drive

PROJECT MAP



NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

E Huffaker Lane | Celeste Drive | Amston Road and Offenhauser Drive

RTC

AT A GLANCE

Location: The connection between Longley Lane and Double R Boulevard along E Huffaker Lane, Celeste Drive, and Amston Road; Offenhauser Drive between E Huffaker Lane and Portman Aveune

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, bike lane improvements

Cost: $140,000

Length: 0.9 mile

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE PARK ACCESS
- IMPROVE TRAIL ACCESS

PROJECT DESCRIPTION

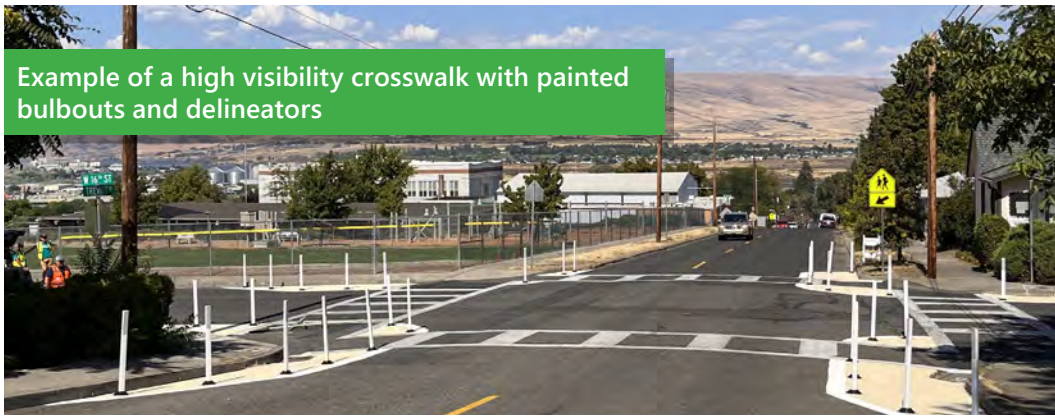
The combination of E Huffaker Lane, Celeste Drive, and Amston Road traverses a residential neighborhood and connects Longley Lane to Double R Boulevard. It provides access to the trails, playgrounds, and ballfields at Huffaker Park at the center of this neighborhood. A new traffic signal is planned at Amston Road and Double R Boulevard.

Recommendations include traffic calming improvements such as painted bulbouts at intersections and high visibility crosswalks.



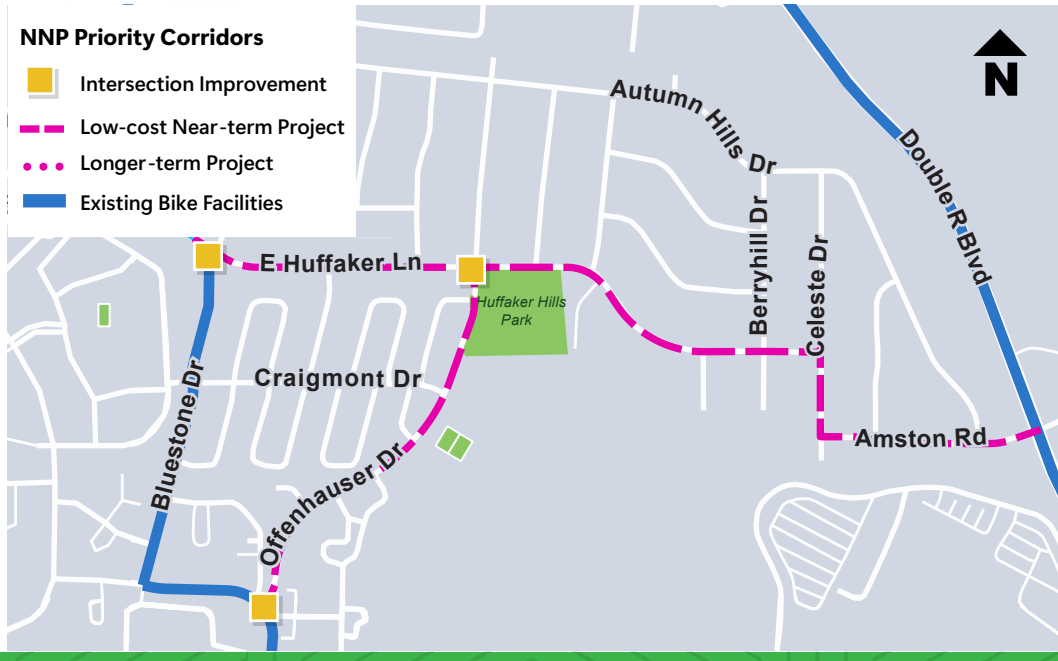
View toward the south from Huffaker Lane and Offenhauser Drive

PROJECT DETAILS



Example of a high visibility crosswalk with painted bulbouts and delineators

PROJECT MAP



NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Pembroke Drive

RTC

AT A GLANCE

Location: Pembroke Drive from Veterans Parkway to Sequoia Lane

Improvement Type: Bike lanes and intersection traffic calming

Cost: $430,000

Length: 0.4 mile

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE BIKE CONNECTIVITY
- IMPROVE SCHOOL ACCESS

PROJECT DESCRIPTION

Pembroke Drive is an access point to Hidden Valley, the Veterans Parkway shared use path, and Hidden Valley Elementary School. A shared use path is being developed on Pembroke Drive between Veterans Parkway and McCarran Boulevard.

Proposed improvements include bike boxes and conflict striping at the Pembroke Drive and Veterans Parkway intersection to improve safety. Bike lanes and traffic calming. on Pembroke Drive east of Veterans Parkway are recommended, including painted bulbouts with delineators at 4-way intersections and speed tables. A pedestrian lane is also proposed.



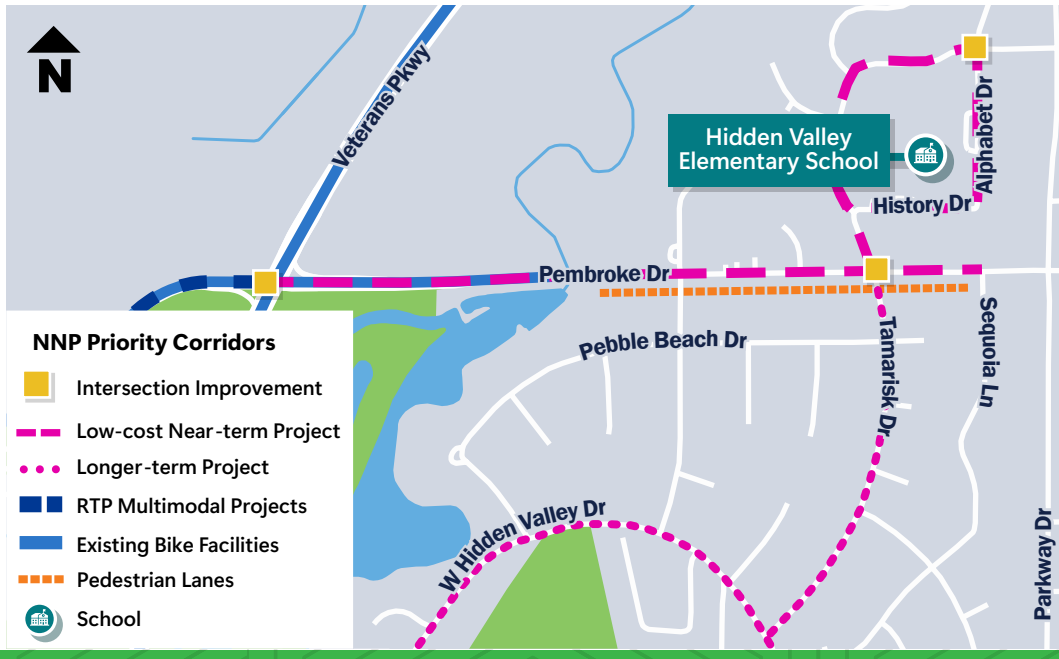
Proposed view to the east from Pembroke Drive

PROJECT DETAILS



Existing view to the east from Pembroke Drive

PROJECT MAP



NEIGHBORHOOD NETWORK PLAN

MEADOWOOD & HIDDEN VALLEY

Tamarisk Drive | Alphabet Drive | History Drive

RTC

AT A GLANCE

Location: Tamarisk Drive from Pembroke Drive to and around Hidden Valley Elementary School

Improvement Type: High-visibility crosswalks and neighborhood byway traffic calming

Cost: $230,000

Length: 0.5 mile

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE BIKE CONNECTIVITY
- IMPROVE SCHOOL ACCESS

PROJECT DESCRIPTION

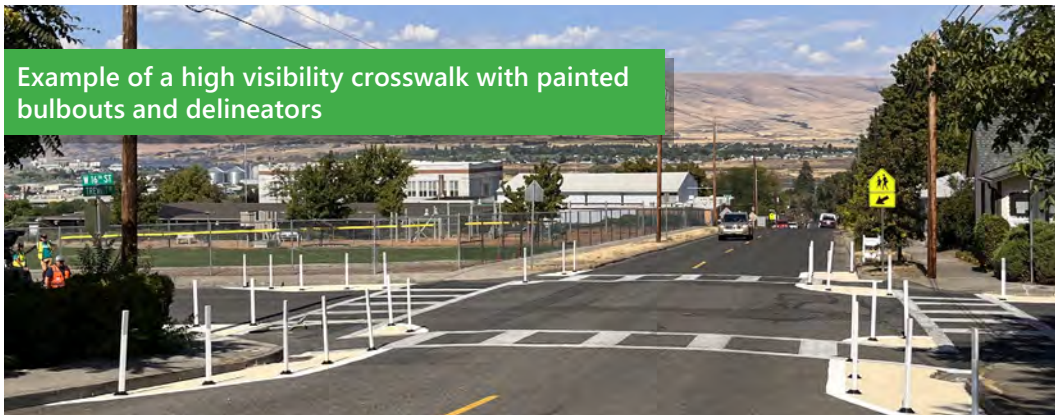
Tamarisk Drive is a corridor that connects to Hidden Valley Elementary School. Neighborhood byway improvements would be installed on Tamarisk, including painted bulbouts with delineators at Hidden Valley Drive and 4-way intersections.

High-visibility crosswalk upgrades are proposed at existing crosswalks on the loop around Hidden Valley Elementary School. Increasing visibility of the crosswalk at Tamarisk Drive and History Drive is important due to limited sightlines. A new crosswalk would be installed at Alphabet Drive and Native Dancer Drive.



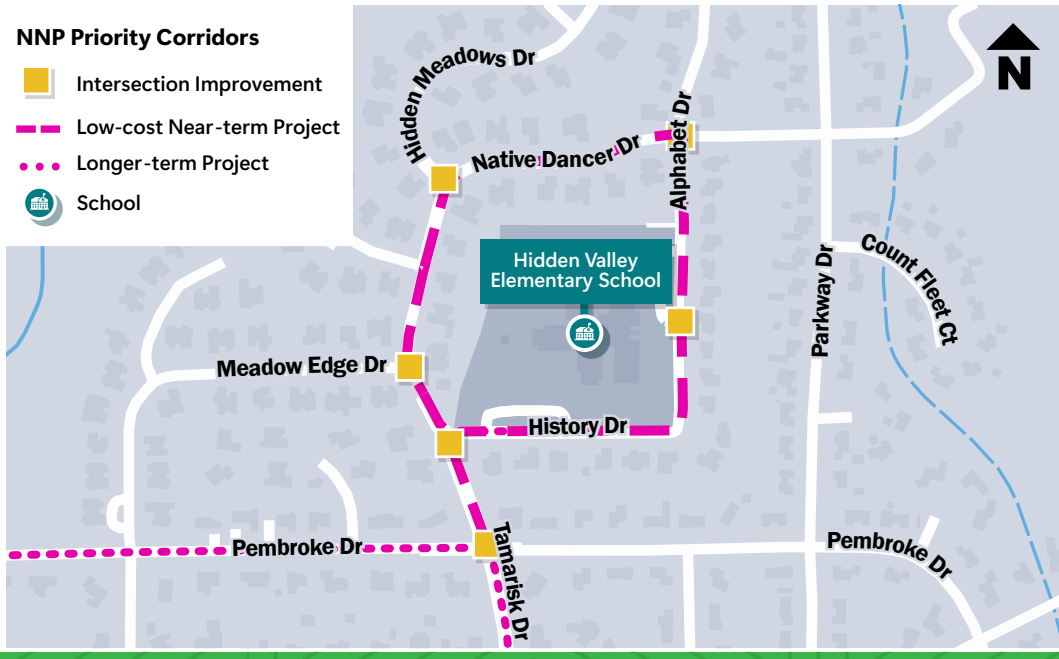
Existing view to the southeast at the Tamarisk Drive and History Drive

PROJECT DETAILS



Example of a high visibility crosswalk with painted bulbouts and delineators

PROJECT MAP



Appendix A: Supplemental Existing Conditions Information

Existing Conditions

The Meadowood and Hidden Valley neighborhood has a population of almost 23,000 residents. While the neighborhood demographics are generally similar to Washoe County as a whole, the lower median income, higher senior population, and higher proportion of households with a single vehicle indicate a need for active transportation options. A summary of population demographics is provided in Table A-1.

Table A-1. Comparison of Population Characteristics

Demographic	Washoe County	NNP Area
Median Household Income	$85,600	$79,829
Housing Cost Burden	31%	32%
Under age 18	21%	10%
Over age 64	17%	18%
Has a Disability	25%	21%
Hispanic	26%	24%
Minority Population	35%	35%
Limited English Proficiency (LEP)	3%	3%
Zero-Vehicle Households	6%	3%
Single Vehicle Households	28%	32%

Source: American Community Survey, 2023

Figure A-1 provides an overview of areas with higher needs, based on demographic characteristics, where a higher number represents an area of greater need, as documented in the AT Plan. Areas of greater need indicate the potential demand for affordable active transportation options.

Active trip potential measures where short vehicle trips could realistically shift to walking or biking with improved infrastructure. The Plan uses this metric to identify areas with latent demand or existing active travel, helping target investments that reduce auto trips and support first- and last-mile connectivity. Illustrated in Figure A-2, 59% of the planning area shows moderate or high potential for active trips, with more active destinations concentrated near parks. This pattern highlights strong opportunities to support walking and bicycling by improving connections in these areas.

Figure A-1. Transportation Equity Analysis

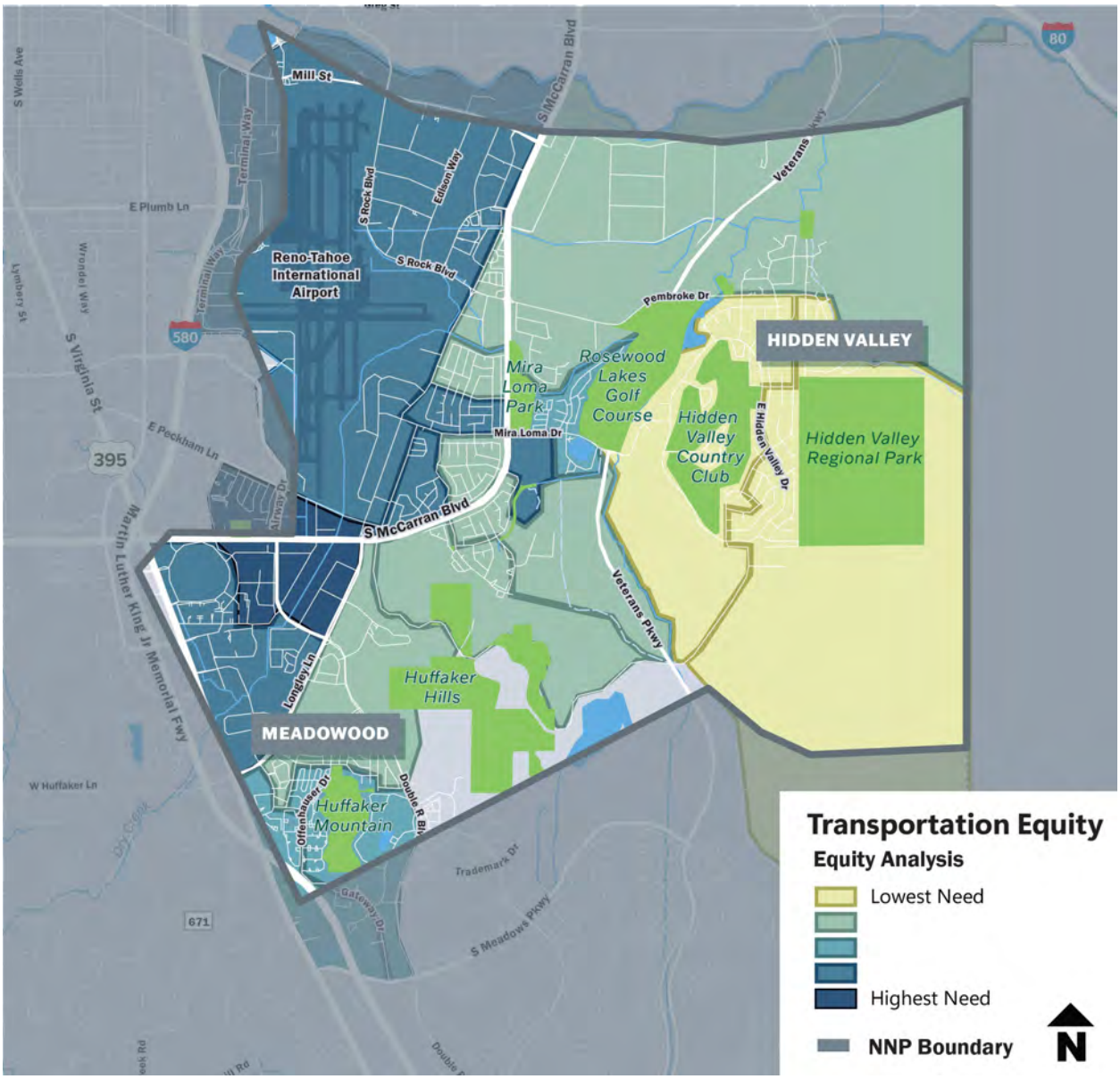
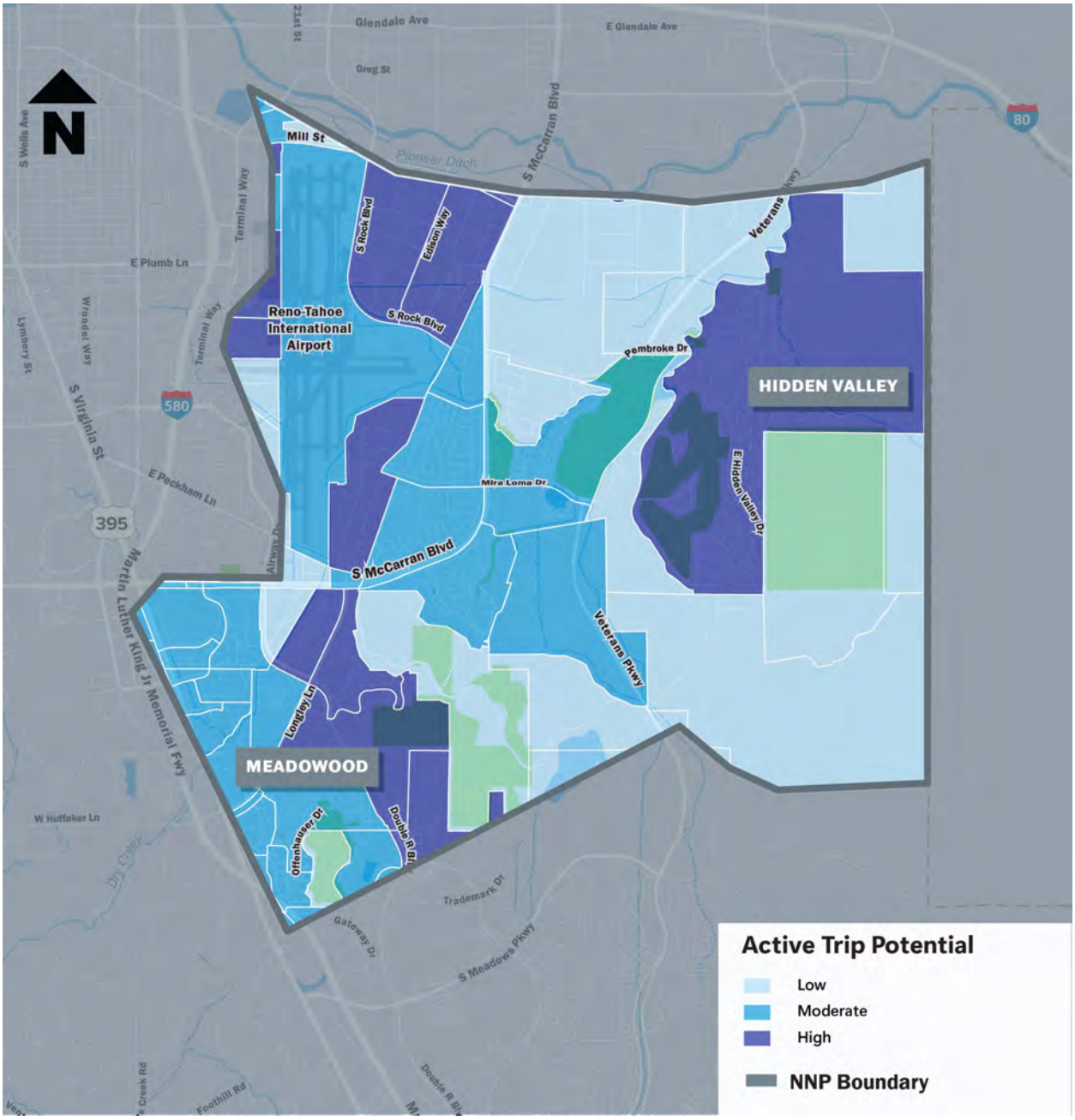


Figure A-2. Active Trip Potential



Safety Needs

The safety analysis identified several crash hotspots, most of which occur at high-volume intersections within the neighborhood, as shown in Figure A-3. South McCarran Boulevard stands out as the corridor with the highest crash concentrations, particularly at its intersections with South Virginia Street, Longley Lane, and Mira Loma Drive. Another notable hotspot occurs at the intersection of Rock Boulevard and Longley Lane. These locations coincide with the roads carrying the highest traffic volumes, where heavy turning movements and numerous driveways contribute to more crashes.

Crashes in the Meadowood and Hidden Valley neighborhood resulted in eight fatalities and 26 serious injuries, while roughly half of all reported crashes caused no injuries. As shown in Figure A-4, serious injury crashes clustered primarily on the northeast side of the planning area and along the McCarran Boulevard corridor, indicating elevated risk on these higher-volume, higher speed roadways. Two fatal crashes occurred along Hidden Valley Drive, highlighting this roadway as a particular area of concern for severe outcomes.

Figure A-3. Crash History

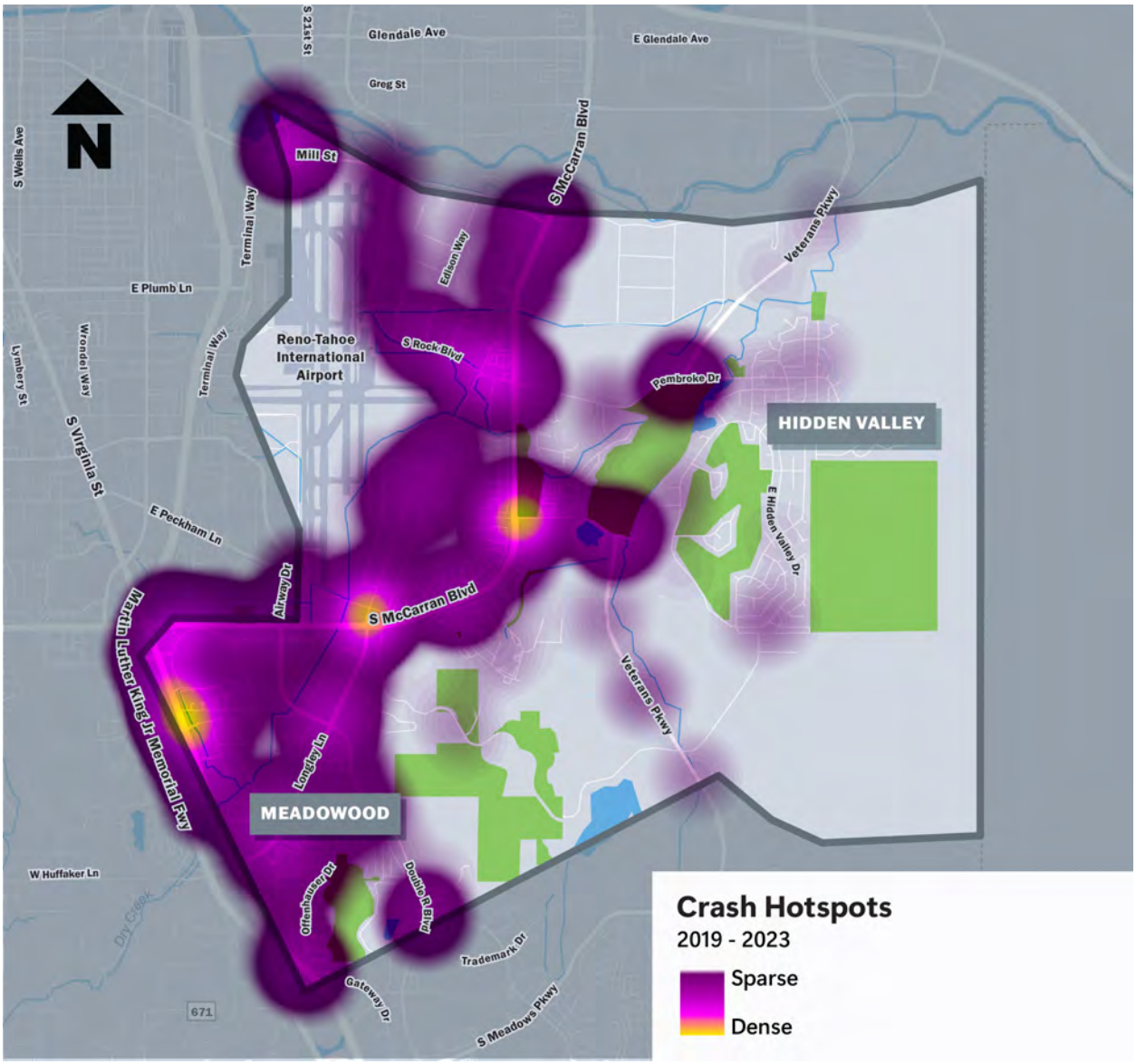
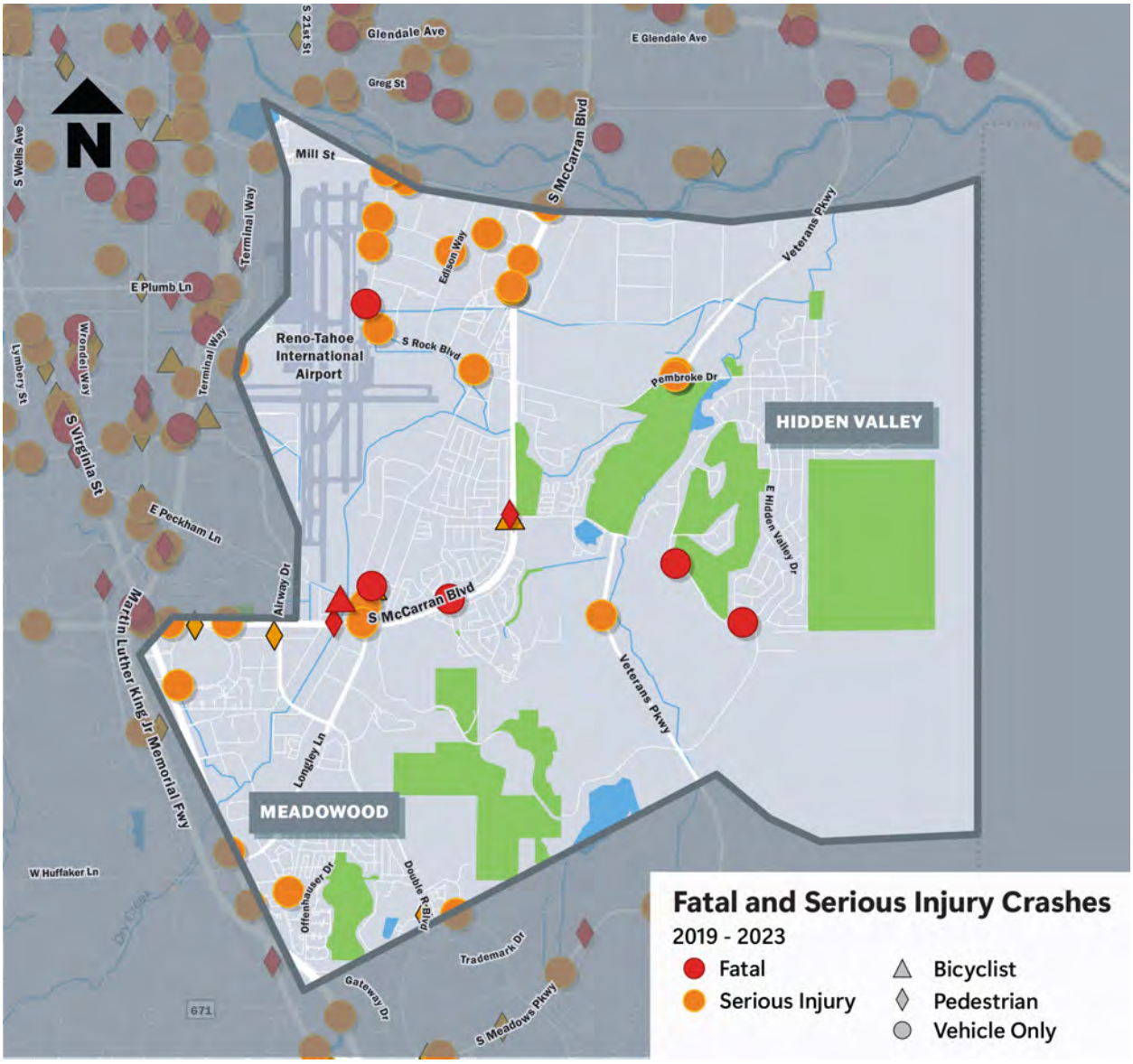


Figure A-4. Serious and Fatal Crashes



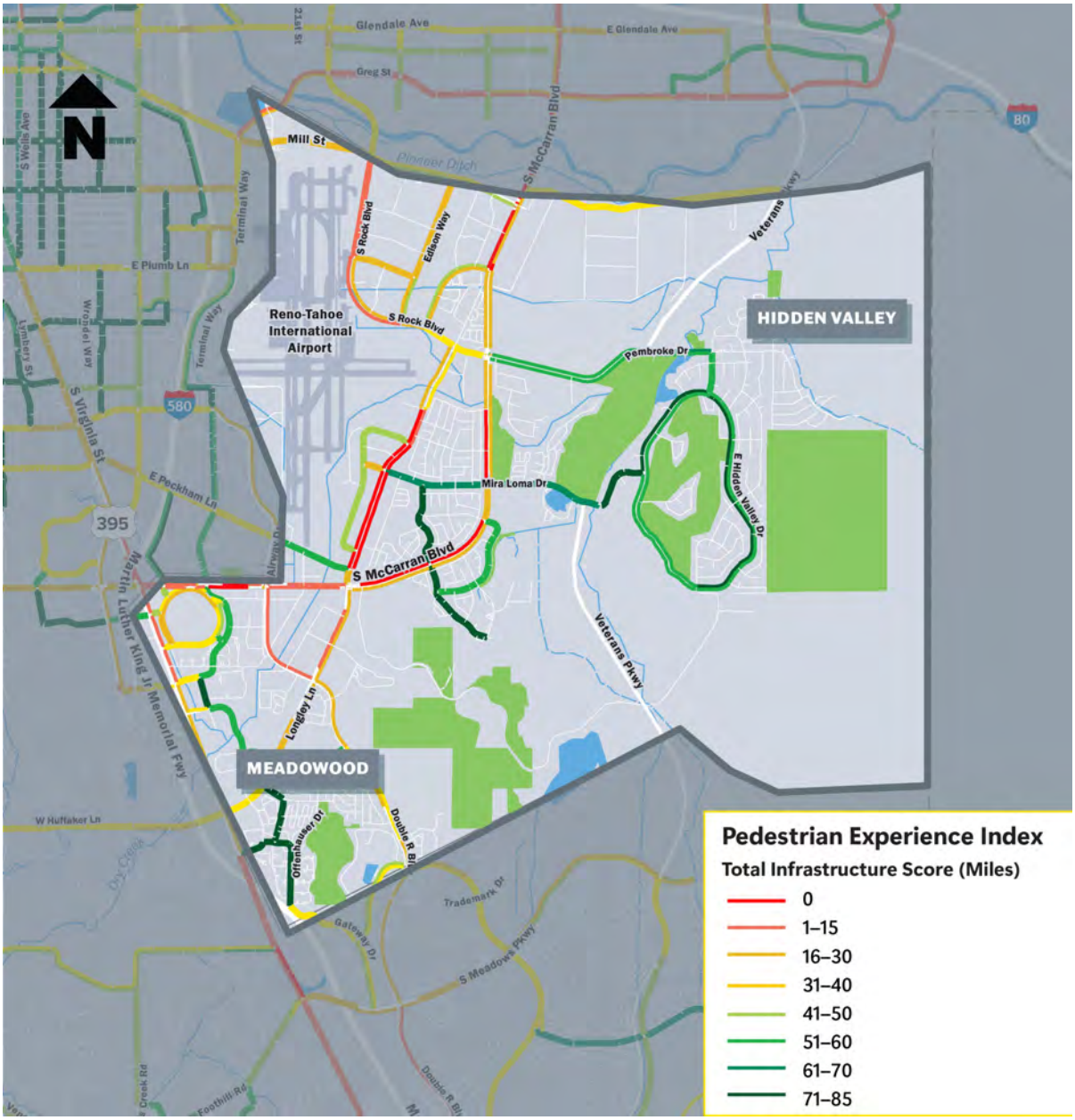
Pedestrian Experience Index

Developed for the AT Plan, the Pedestrian Experience Index (PEI) measures the level of comfort for walking on a given roadway. It considers factors such as traffic volumes and speeds and the presence or absence of sidewalks. Scores are assigned on a 0-85 scale, with higher scores indicating a more comfortable walking experience, as shown in Figure A-5.

Several critical through streets in the neighborhood scored very low on the PEI. For example, Longley Lane has an absence of sidewalks as well as a 45 MPH speed limit and lack of safe crossing opportunities, which discourages walking as a viable transportation mode. By contrast, some of the important connecting streets in the NNP area create a more inviting environment for pedestrians and have PEI scores ranging from 61-85.

Although many neighborhood streets present comfortable walking experiences for pedestrians, low PEI scores on some key parts of the roadway network present obstacles to walking as a viable mode of transportation in much of the neighborhood area. There is limited pedestrian connectivity between residential areas in the neighborhood, with roadways such as Longley Lane and Double R Boulevard presenting barriers to pedestrian access. Sidewalk construction on these major corridors would require a larger-scale, more permanent solution and does not align with quick-build strategies.

Figure A-5. Pedestrian Experience Index



Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS), developed as a metric in the AT Plan, measures the level of comfort for someone riding a bike on a given roadway. It considers factors such as traffic volumes, posted speed limits, and the presence or absence of bicycle facilities such as bike lanes and separated paths, as shown in the image below. Scores are assigned on a 1-4 scale with higher scores indicating streets and roads that are more stressful to ride on, as shown in Figure A-6.

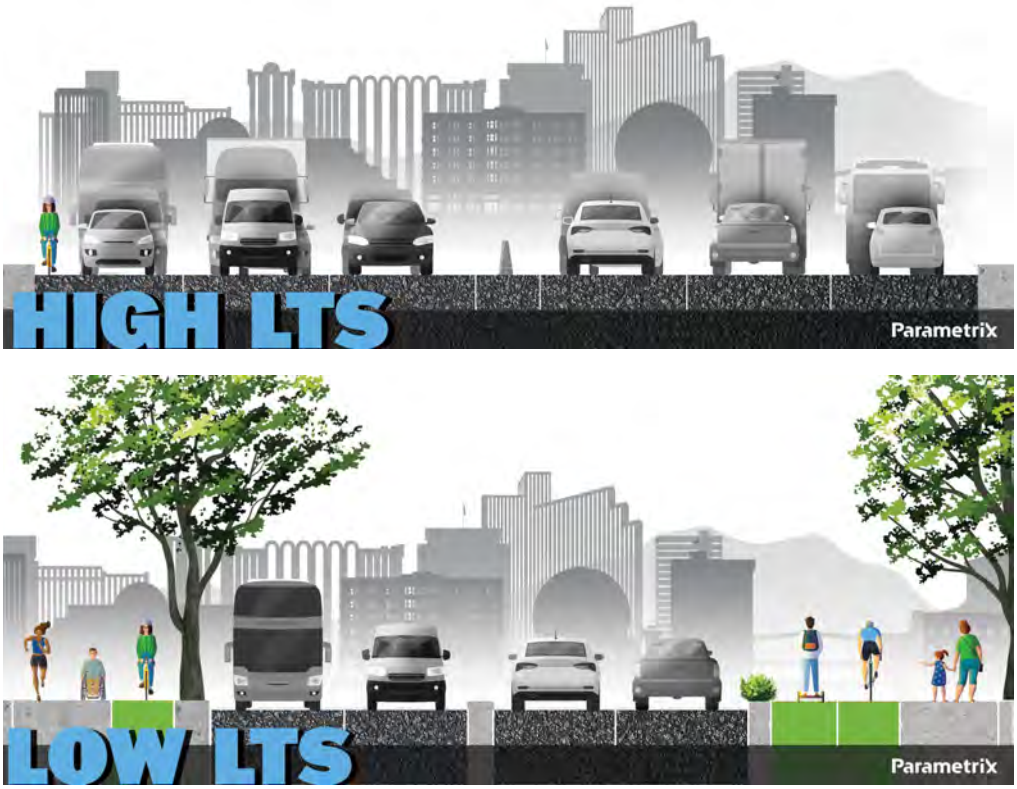
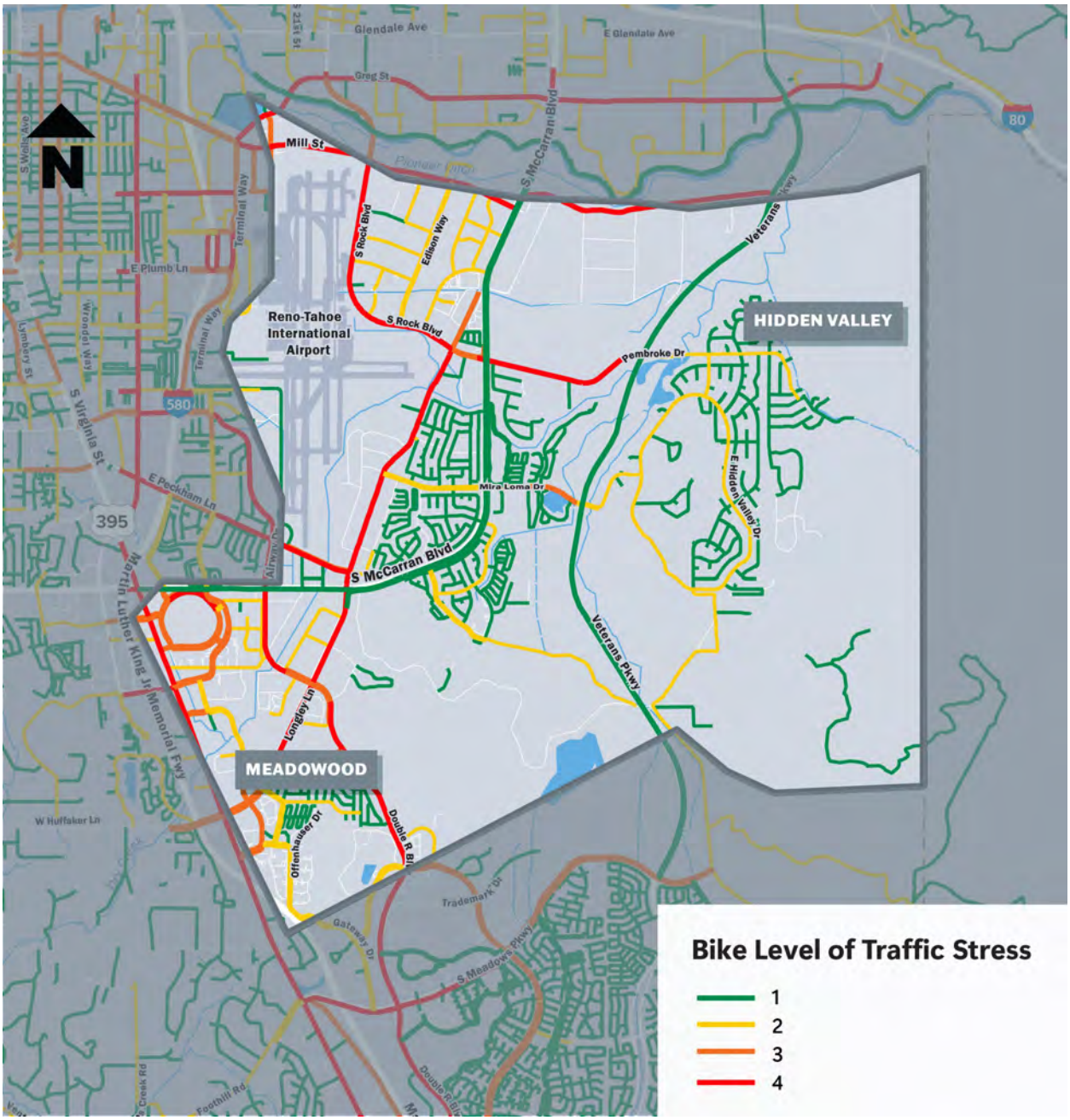


Illustration of Bicycle Level of Traffic Stress

Many of the important connector streets in the neighborhood have very high BLTS scores. For example, Longley Lane and Double R Boulevard have a BLTS score of 4 due to comparatively higher traffic volumes and a 45 MPH speed limit, as well as a lack of a separated facility. Similar challenges exist on Rock Boulevard and Airway Drive. These higher stress environments present an obstacle to people using bicycling as a mode of transportation between Meadowood and Hidden Valley or even to access the wider Reno metro region. However, the BLTS scores on other important connecting corridors, such as McCarran Boulevard and Veterans Parkway, highlight the importance and possibility of creating more comfortable bicycling experiences that promote bicycling as a viable mode of transportation, enabling residents to access key community destinations such as schools, shopping centers, and parks. It is generally more cost effective and well-suited to quick-build to improve a corridor from BLTS 2 to 1 compared to upgrading from a BLTS 4 or 3 to BLTS 2.

Figure A-6. Bicycle Level of Traffic Stress



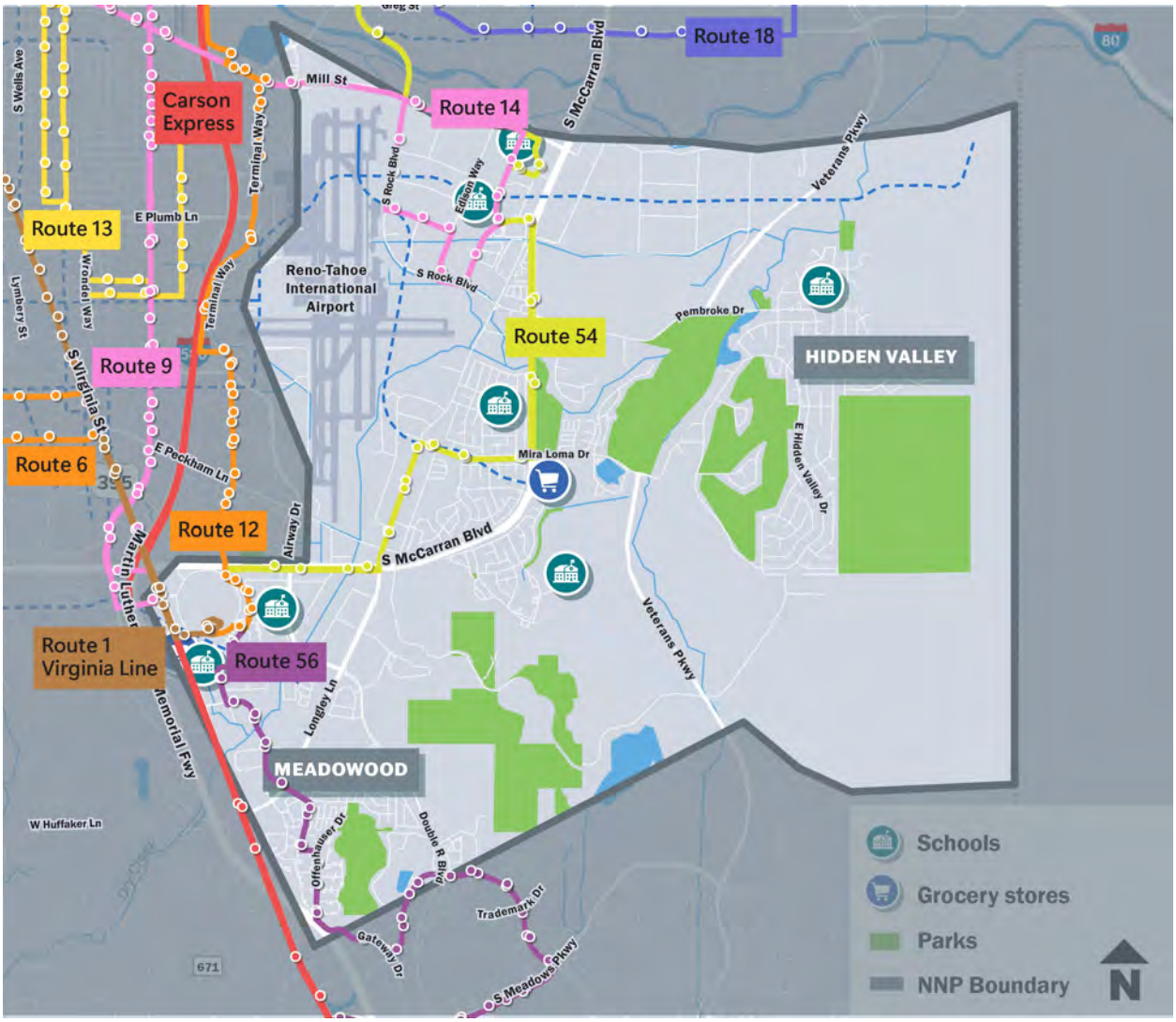
Transit

RTC transit service provides many residents and employees with access across the region. The transit routes in the neighborhood are described in Table A-2 and illustrated in Figure A-7.

Table A-2. Transit Service

Route	Service Frequency	Major Destinations	July 2025 Ridership
Route 14 East Mill	30 minutes (weekdays) 1 hour (weekends)	• Renown Medical Center • Grand Sierra Resort • VA Outpatient Clinic	10,650
Route 54 Sparks/ Meadowood	1 hour (weekdays) 1 hour (weekends)	• Mira Loma Park • Meadowood Mall • VA Outpatient Clinic • Baldini's Casino, Nugget Casino	6,500
Route 56 South Meadows/ Damonte Ranch	30 minutes (weekdays) 1 hour (weekends)	• Renown South Meadows • Meadowood Mall • Walmart, Winco • DMV	15,900
Virginia Line **Route 1**	10 minutes 30 minutes	• Downtown Reno, Midtown • Meadowood Mall • UNR • Atlantis Casino, Peppermill Resort • Reno Public Market • Federal Court Building	86,100 35,600

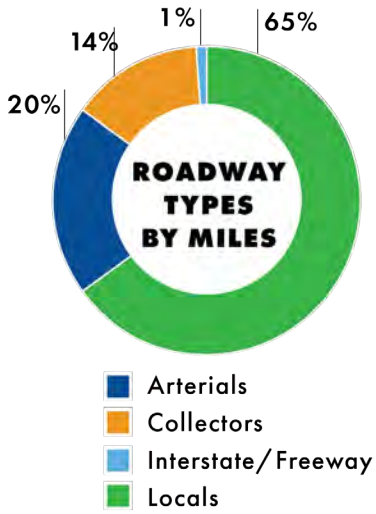
Figure A-7. Transit Service



Roadways

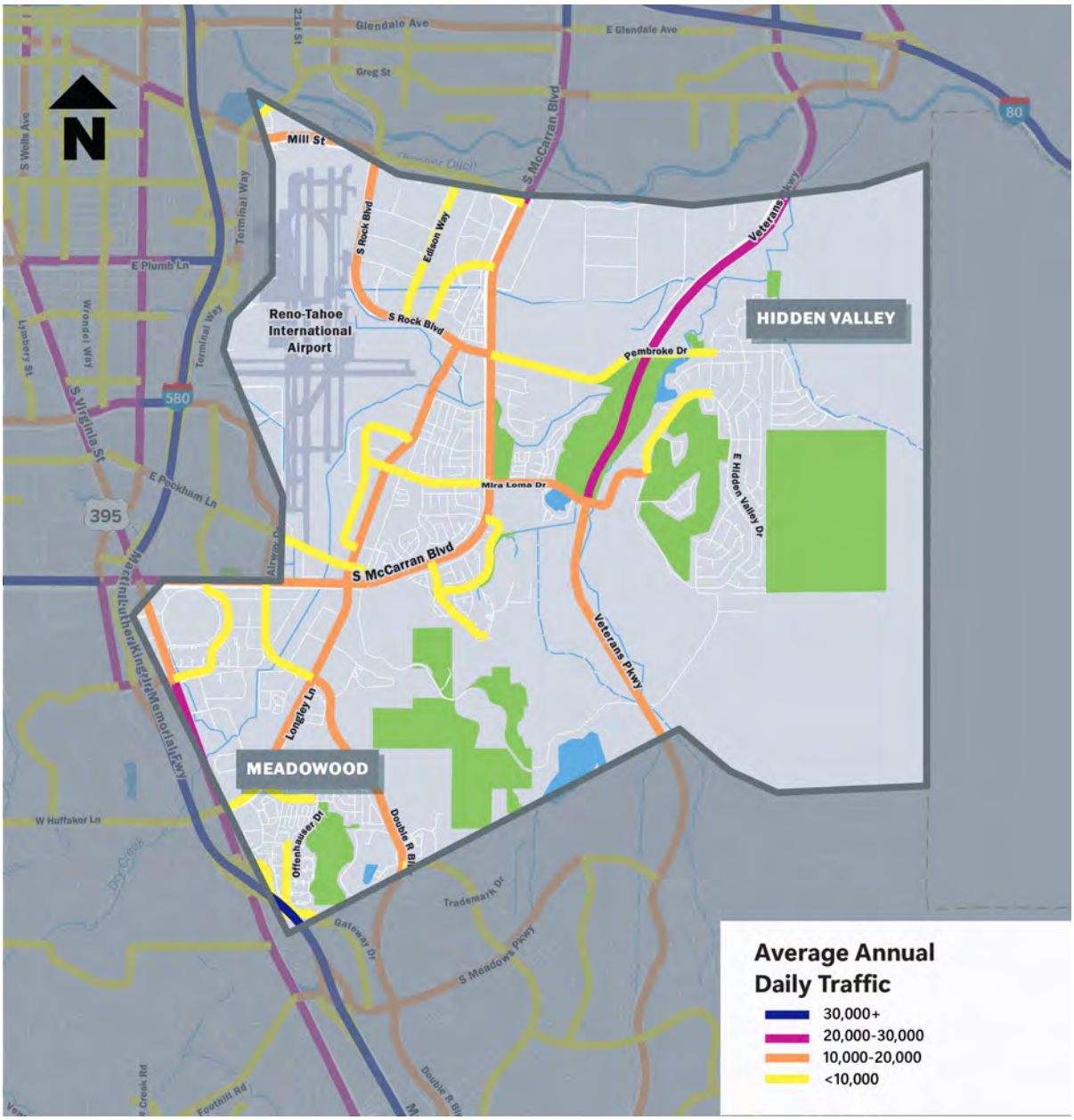
Functional classification categorizes roadways based on how they move people and vehicles and provide access to adjacent land uses. Four functional classes can be found within the study area:

- **Interstates and Freeways**: Serve long-distance, high-speed travel with limited access, prioritizing regional mobility
- **Arterials**: Carry high traffic volumes through the area, connecting major destinations while balancing mobility and access
- **Collectors**: Connect local streets to arterials, channeling traffic from neighborhoods to higher-capacity roads
- **Local Roads**: Provide direct access to homes and businesses, supporting low-speed, low-volume neighborhood travel



The Meadowood and Hidden Valley neighborhood relies on a network of arterials that support both local access and regional connectivity. Veterans Parkway functions as the primary north–south spine on the eastern side of the area, carrying about 25,100 vehicles per day and supporting through travel as well as access to surrounding neighborhoods. Rock Boulevard, a minor arterial that transitions into Pembroke Drive near Hidden Valley, serves local circulation and is heavily used by bicyclists, with an average daily traffic volume of approximately 11,800 vehicles. On the western side, Double R Boulevard acts as a major north–south route, moving roughly 15,700 vehicles daily as it connects residential neighborhoods to shopping centers and employment hubs. Longley Lane is a minor arterial, carrying 19,900 vehicles per day and linking residential areas to nearby commercial and employment destinations. McCarran Boulevard is a principal arterial that ties the area to I-580 and I-80, providing critical regional access and carrying up to 30,000 vehicles per day near Virginia Street. Traffic volumes are shown in Figure A-8.

Figure A-8. Traffic Volumes



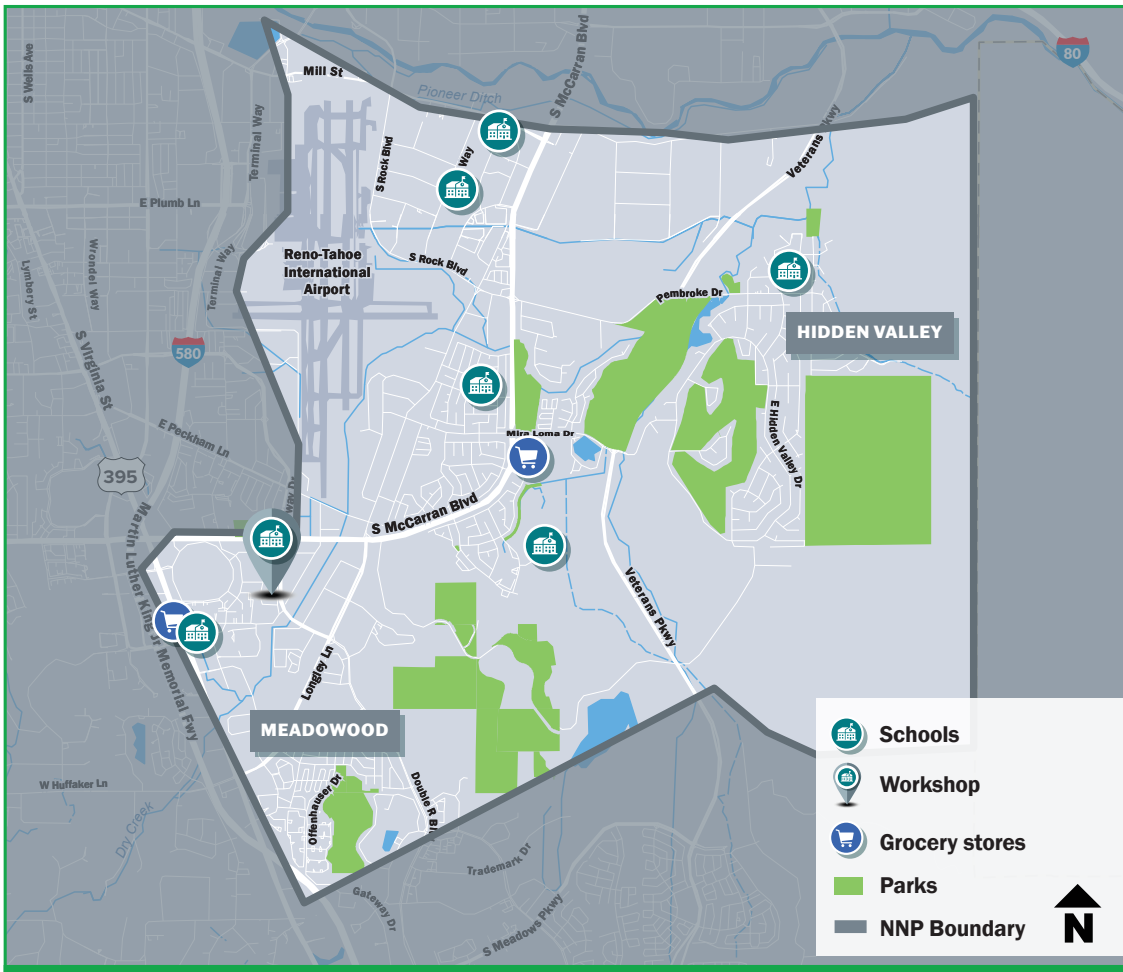
NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

MEADOWOOD & HIDDEN VALLEY NEIGHBORHOOD NETWORK PLAN

The RTC, through its Active Transportation Program, is working with community members to develop Neighborhood Network Plans (NNPs) to make walking, biking, and rolling safer and more comfortable.

The NNPs will be tailored to the needs of each neighborhood and recommend projects that improve safety and create a comfortable experience for everyone.

The Meadowood & Hidden Valley NNP is expected to be completed by summer 2026 and will include recommendations for quick-build projects that can bring rapid improvements in transportation safety.



Get involved with the project by:

- **Completing the survey and adding to the virtual comment map at rtcwashoe.com/neighborhood**
- **Reaching out to the project team at neighborhoodplans@rtcwashoe.com**
- **Following @rtcwashoe on social media platforms**

SEPTEMBER-NOVEMBER 2025
Assess existing conditions

DECEMBER 2025
Commmunity workshop on December 10 from 5-6:30 and survey

DECEMBER 2025-MARCH 2026
Develop and refine improvement concepts

APRIL-MAY 2026
Community meetings

MARCH-JULY 2026
Develop Neighborhood Network Plan

AUGUST 2026
Neighborhood Network Plan finalized

For more information contact the project team at neighborhoodplans@rtcwashoe.com or visit www.rtcwashoe.com/neighborhood

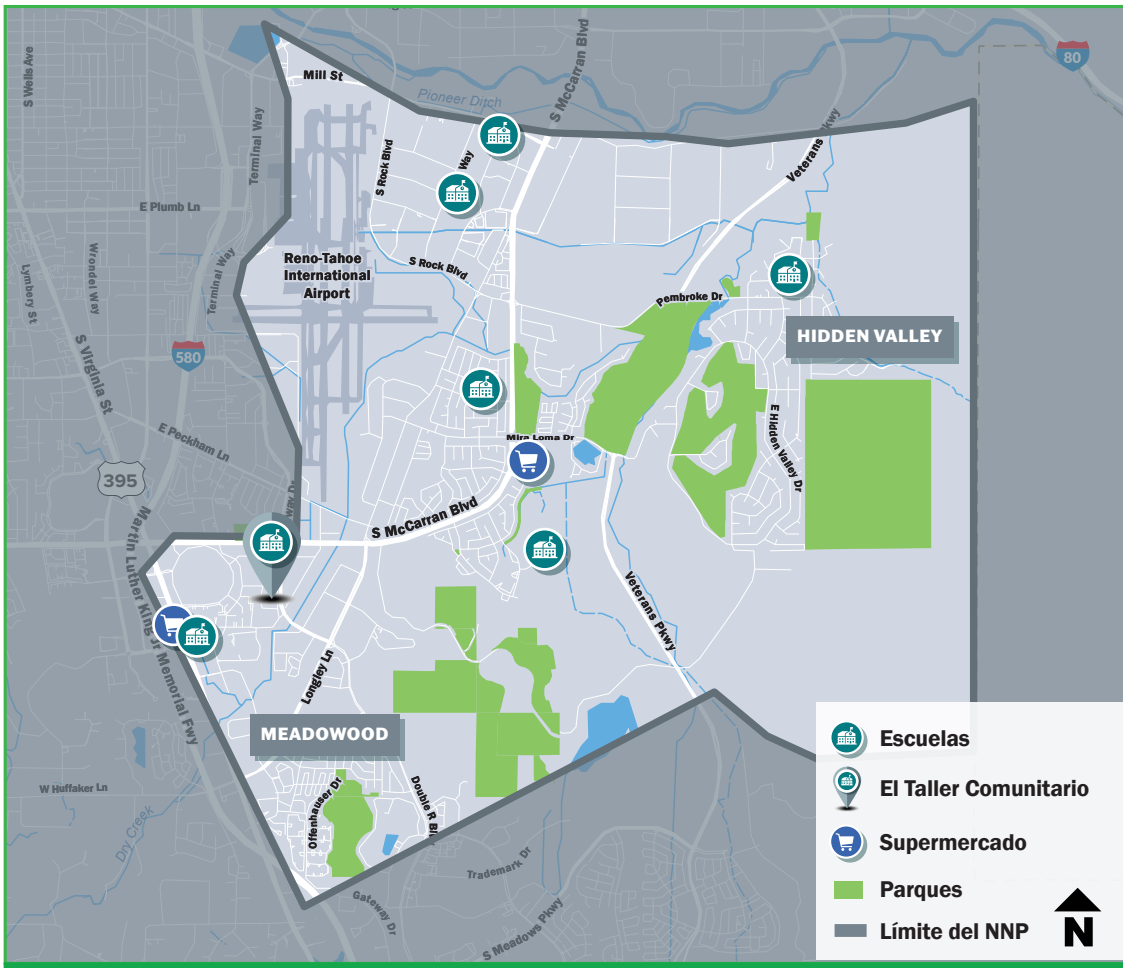
NEIGHBORHOOD NETWORK PLAN
MEADOWOOD & HIDDEN VALLEY

MEADOWOOD Y HIDDEN VALLEY
PLAN DE RED PARA LA VECINDAD DE

RTC, por parte de su programa transporte activo, está colaborando con la comunidad para desarrollar Planes de Red de Vecindarios (NNPs, por sus siglas en inglés) con la finalidad de promover la seguridad y comodidad para caminar, andar en bicicleta y el desplazamiento en silla de ruedas u otros dispositivos de movilidad.

Los NNP se adaptarán a las necesidades de cada uno de nuestros vecinos y recomendarán proyectos que mejoran la seguridad que generan una experiencia comoda para todos.

Esperamos que el NNP de Meadowood y Hidden Valley termine para el verano de 2026. Esta incluye recomendaciones para proyectos de construcción rápida ("quick-build") que puedan atraer y ofrecer mejoras rápidas y seguras para el transporte.



El Taller Comunitario De Meadowood Y Hidden Valley Es:

El 10 de diciembre del 2025

5-6:30 p.m.

Truckee Meadows Community College Meadowood North - Room 152
5270 Neil Rd | Reno, NV 89502

SEPTIEMBRE-NOVIEMBRE 2025
Evaluar las condiciones actuales

DICIEMBRE 2025
Taller comunitatio el 10 de diciembre entre 5-6:30 PM y encuesta

DICIEMBRE 2025-MARZO 2026
Crear y mejorar conceptos

ABRIL-MAYO 2026
Reuniones comunitarias

MARZO-JULIO 2026
Desarrollar el plan de red de vecindad

AGOSTO 2026
Finalizar el plan de red de vecindad

Para mas informacion contacte al personal del proyecto en neighborhoodplans@rtcwashoe.com o visite www.rtcwashoe.com/neighborhood

December 2025

WELCOME!

Thank you for attending this **Neighborhood Network Plan** community workshop. The Regional Transportation Commission of Washoe County (RTC) wants to hear your ideas about how to make walking and bicycling safer in your community. Tonight's meeting is from 5:00 to 6:30 p.m. A **brief presentation beginning at 5:15 p.m**. will be followed by **small group discussions with the project team** at tables around the room. Project materials shared during the in-person meeting are also available on the project website at www.rtcwashoe.com/neighborhood.

As you enter the room, you will notice displays describing the study, the project area, safety trends, current conditions for walking and bicycling, and ways you can participate. Maps are provided so you can identify places where improvements are needed. Project representatives (wearing name tags) are located near the displays and maps. Please take this opportunity to discuss the project with them, ask questions, and share your ideas and comments.

Ways to Participate

We want your input! Your comments are welcome and encouraged on topics related to this study – either during this meeting or using the methods below (through February 2026):Fill out a survey during tonight's meeting and leave it with the project team or at the welcome desk or complete it online.

- Visit the project website and fill out a survey at https://rtcwashoe.com/planning/neighborhood.
- Email your comments to neighborhoodplans@rtcwashoe.com.
- Write a letter or mail your comment to:

  Marquis Williams, RTC Project Manager
  1105 Terminal Way, Suite 108
  Reno, Nevada 89502

Thank you for attending this workshop and for your interest in the study. Visit www.rtcwashoe.com/neighborhood for more information. Please let us know if you would like your name and contact information added to the study mailing list to receive updates and future meeting notices.

Sincerely,

Marquis Williams
RTC Project Manager
www.rtcwashoe.com

Welcome to the Neighborhood Network Plan Survey

Thank you for participating in this survey. Your input will help shape improvements to walking, biking, and neighborhood travel options as part of the Meadowood & Hidden Valley Neighborhood Network Plan. Please answer the following questions about your travel habits and experiences in your neighborhood. This survey takes about 5 minutes to complete.

Which neighborhood do you live in?

- ☐ Meadowood
- ☐ Hidden Valley
- ☐ Sun Valley
- ☐ Panther Valley

Other _____

How do you regularly travel in your neighborhood? Select all that apply.

- ☐ Drive
- ☐ Walk
- ☐ Bicycle/E-Bike
- ☐ Scooter/E-Scooter
- ☐ Transit
- ☐ Carpool/Rideshare

Other _____

How often do you make a trip as a pedestrian (on foot or via mobility device), including travel to/from a bus stop?

- ☐ Daily / A few times per week
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

How safe do you feel as a pedestrian in your neighborhood?

- ☐ Very safe
- ☐ Somewhat safe
- ☐ Not Safe at all
- ☐ Not applicable

What conditions make it difficult or uncomfortable to walk in your neighborhood?

- ☐ Lack of sidewalks
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

How often do you make a trip on a bicycle, e-bike, e-scooter, or similar device?

- ☐ Daily / A few times per week
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

How safe do you feel riding a bicycle or scooter in your neighborhood?

- ☐ Very Safe
- ☐ Somewhat safe
- ☐ Not safe at all
- ☐ Not applicable

What conditions make it difficult or uncomfortable to ride a bike or scooter in your neighborhood?

- ☐ Lack of safe bike lanes or separated bike paths
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

Please rate the condition of key walking and biking features in your neighborhood.

	In good/ acceptable condition	Existing facilities need improvement	New or expanded facilities are needed	Not sure/not applicable
Sidewalks	☐	☐	☐	☐
Crosswalks	☐	☐	☐	☐
Street lighting	☐	☐	☐	☐
Traffic signals	☐	☐	☐	☐
Bike lanes or paths	☐	☐	☐	☐
Separation from traffic (buffers or barriers)	☐	☐	☐	☐
Bus stop or transit access	☐	☐	☐	☐

Where do you go, or where would you like to go, by walking, biking, or using a scooter in your neighborhood? Select all that apply.

- ☐ Work
- ☐ School
- ☐ Grocery/shopping
- ☐ Dining/entertainment
- ☐ Parks/recreation areas

Other _____

Please enter any specific streets, intersections, or locations within the neighborhood you would like to comment on. _____

_____

_____

What is your ZIP code? (optional) _____

What is a major intersection near your residence or workplace? (optional)
Example: S. McCarran Blvd & Longley Ln

_____

_____

Welcome to the Neighborhood Network Plan Survey

¡Muchas Gracias por participar en esta encuesta! Su opinión es muy importante porque nos ayuda a desarrollar y mejorar las opciones de transporte ya sea a pie o en bicicleta, como parte del Plan de Red Vecinal de Sun Valley / Panther Valley. Por favor, conteste a las siguientes preguntas sobre sus viajes habituales y su experiencias en la comunidad. Esta encuesta toma aproximadamente 5 minutos en completarse.

¿En qué area vive?

- ☐ Meadowood
- ☐ Hidden Valley
- ☐ Sun Valley
- ☐ Panther Valley

Otro _____

¿Cómo suele viajar dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ En automóvil
- ☐ Caminando
- ☐ En bicicleta/bicicleta eléctrica
- ☐ En patinete/patinete eléctrico
- ☐ En transporte público
- ☐ En automóvil compartido/servicio de transporte

Otro _____

¿Con qué frecuencia realiza un viaje como peatón, incluyendo el trayecto hacia/desde una parada de autobús (a pie o con algún dispositivo de movilidad)?

- ☐ A diario/Varias veces por semana
- ☐ Semanalmente
- ☐ Mensualmente
- ☐ Unas pocas veces al año
- ☐ Rara vez/Nunca

¿Qué tan seguro(a) se siente como peatón en su vecindario

- ☐ Muy seguro(a)
- ☐ Algo seguro(a)
- ☐ Nada seguro(a)
- ☐ No aplica

¿Qué condiciones le impiden o limitan caminar en su vecindario?

- ☐ Falta de aceras
- ☐ Al Cruzar la calle, no se siente seguro
- ☐ Falta de visibilidad o iluminación en las calles
- ☐ Demasiado tráfico / los vehículos van demasiado rápidofast

Otro (especifique) _____

¿Con qué frecuencia realiza un viaje en bicicleta, regula o eléctrica o patinete (u otro dispositivo similar)?

- ☐ A diario/Varias veces por semanaSemanalmente
- ☐ Mensualmente
- ☐ Unas pocas veces al año
- ☐ Rara vez/Nunca

¿Qué tan seguro(a) se siente al andar en bicicleta o patinete en su vecindario?

- ☐ Muy seguro(a)
- ☐ Algo seguro(a)
- ☐ Nada seguro(a)
- ☐ No aplica

¿Qué condiciones le impiden o limitan andar en bicicleta o patineta en su vecindario?

- ☐ Falta de ciclovías/carriles para ciclismo
- ☐ Falta de senderos o carriles separados para bicicletasNot enough street lighting
- ☐ Cruzar la calle no se siente seguro
- ☐ Falta de iluminación en las calles
- ☐ Demasiado tráfico / los vehículos van demasiado rápido

Otro (pespecifique) _____

¿Cómo calificaría el estado actual de los siguientes elementos en su comunidad?

	Aceptable/ Satisfactorio	Las instalaciones existentes necesitan mejoras	Se necesitan nuevas o ampliadas instalaciones	No está seguro/ No aplica
Aceras	☐	☐	☐	☐
Cruces peatonales	☐	☐	☐	☐
Iluminación en las calles	☐	☐	☐	☐
Semáforos	☐	☐	☐	☐
Ciclovías o senderos para bicicletas	☐	☐	☐	☐
Tráfico más lento o reducido	☐	☐	☐	☐
Acceso a paradas de autobús o transporte público	☐	☐	☐	☐

¿A qué lugares va, o le gustaría ir, caminando, en bicicleta o en patineta dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ Trabajo
- ☐ Escuela
- ☐ Supermercado / compras
- ☐ Restaurantes / entretenimiento
- ☐ Parques / áreas recreativas

Otro _____

Ingrese las calles que más utiliza o un lugar en específico dentro de esta área, que le gustaría comentar.

_____

_____

¿Cuál es su código postal? (opcional) _____

W¿Cuál es una intersección principal cerca de su residencia o lugar de trabajo? (opcional)

_____

Location: RTC 1st Floor Conference Room & Teams **Meeting Date:** November 6, 2025

Subject: Meadowood/Hidden Valley Neighborhood Network Plan Steering Committee Meeting

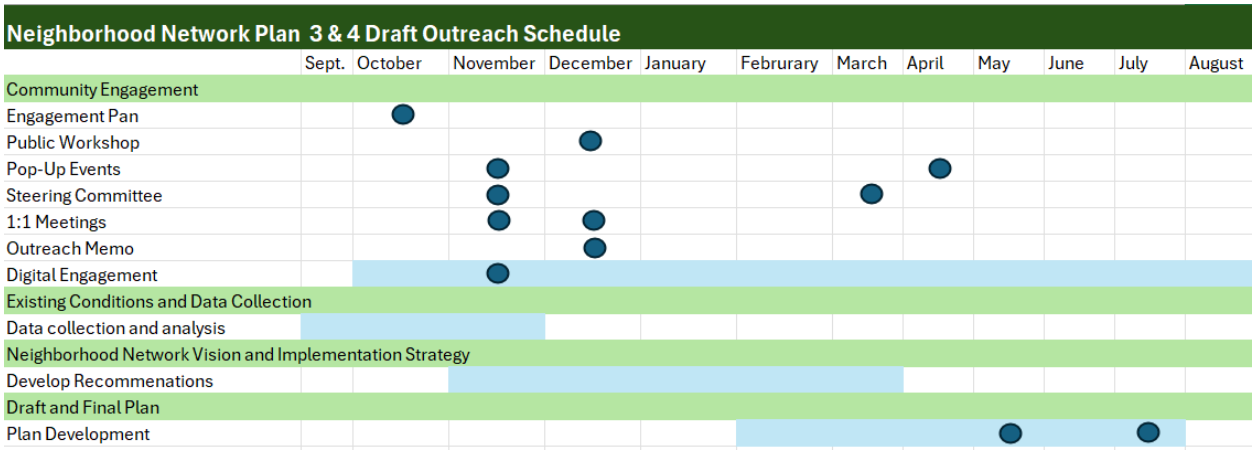
Welcome and Introductions

- RTC: Marquis Williams, Alex Cruz, Sara Going, Josh MacEachern, LaShonn Ford
- City of Reno: Tara Smaltz
- Washoe County: Mariam Ahmad, Michon Reede
- Washoe County School District: Robbie Pape (Safe Routes to School (SRTS)), Jennifer Iverson (SRTS), Scott Lee (Transportation Services)
- NDOT: Laura Wise, Mat Morris
- TMCC: Marcus Ollom, Ayodele Akinola
- Parametrix: Amy Cummings, Erin David, Dan Doenges, Rachel Graff, Jackie Kuechenmeister, Jillian Emery

Study Purpose

- Provide safe and convenient mobility options for Meadowood/Hidden Valley. Support stronger communities through transportation investments that:
  - Improve safety,
  - Expand active transportation mode share,
  - Maintain the system sustainability, and
  - Enhance the community.

Schedule



Previous Efforts / Planned Improvements

- Incorporating findings from previous planning efforts, such as the 2050 Regional Transportation Plan, Active Transportation Plan, McCarran Boulevard Corridor Study, and South Meadows Transportation Study.
- Acknowledge planned improvements on Pembroke Drive, Mira Loma Drive, Rock Boulevard, and McCarran Boulevard.

- **Engagement**
  - Steering Committee
  - Community Workshop
    - Potential locations: TMCC Meadowood Campus or Hidden Valley Country Club
  - 1:1 Meetings
  - Flyer
  - Website/Digital
  - Pop-ups
    - *Mira Loma Shopping Center /Mira Loma Park*
    - *Meadowood Station*
- **Survey/Discussion: What organizations/people should we contact?**
  - *Reno PD*
  - *Hidden Valley HOA*
  - *Hamilton Medical*
  - *Northern Nevada Health (Hospital on Longley)*
  - *UNR co-op on Energy Way*
  - *Reno Accessibility Board (Tara to provide contact)*
  - *Reno emergency responders*
  - *Reno-Tahoe Airport Authority*
- **Active Transportation Comments**
  - More bike connections
  - Better bike facilities
  - Allow bikes on Alexander Lake Road
  - Bus stop improvements
  - Trail improvements
  - Pedestrian access and bike parking at Meadowood Mall
- **Safety**
  - 984 crashes reported in the study area, based on NDOT's 2019-2023 crash data
    - 26 serious injury crashes, including 4 pedestrian and 2 bicyclist-involved crashes
    - 8 fatal crashes, including 2 pedestrian and 1 bicycle fatalities
  - Hotspots
    - Major intersections along McCarran Blvd
  - Common crash types
    - Angle (42%)
    - Rear end (25%)
    - Non-collision (19%)
- **Traffic**
  - Volumes differ depending on corridor type. Veterans Parkway, Rock Boulevard, Longley Lane, Double R Boulevard, and McCarran Boulevard have the highest traffic volumes
- **Transit**
  - Four bus routes traverse this area (Routes 14, 54, 56, and Viriginia Line)
  - Meadowood Transfer Station located within neighborhood

- **Active Transportation Infrastructure**
  - Planned multi-use path on Pembroke
  - Planned sidewalks and bike lanes on Rock Boulevard
  - Segments of multi-use path planned on South McCarran
  - Maps show the RTC data for Pedestrian Experience Index and Bicycle Level of Stress
- **Land Use and Development**
  - Presented a map showing key destinations, such as employment centers, schools, and commercial centers
- **Needs and Opportunities**
  - *TMCC Meadowood experiencing transient population issues, particularly at bus stops, TMCC restrooms being used when mall is closed, possibly discouraging transit riders to campus, RTC to look into this*
  - *Hidden Valley only has two access points, Mira Loma and Pembroke*
  - *There are a lot of wide roads with space for improvements within Hidden Valley neighborhood*
  - *Pending new roadway connection from Rio Poco Lane to South Meadows Pkwy for the Talus Valley development*
  - *Question between City and County as to whether Alexander Lake Road will remain open or gated, ATP comments indicated desire for bike access along road*
  - *Lack of connectivity between neighborhood areas*
  - *Coral Academy on Neil Rd drop off/pick up traffic is challenging, not adequate/designated space and no busing because it's a charter school*
  - *Residents want better bike access to parks, particularly off Pembroke Dr as well as Mira Loma Dr*
  - *Have been complaints of speeding near Hidden Valley Elementary School, residents want more traffic calming in general, Washoe County will install speed tables on roadways below collector functional classification, and are okay with painted buffer bike lanes (maintenance concerns about physical/vertical barriers)*
  - *Also speeding concerns have been raised at AACT High School, school zone flashers to be installed*
  - *Pine MS closing next year and will be expanded as future elementary school (~ 3 years), will absorb students from Smithridge and Dodson Elementary Schools*
- **ATP Vision**
  - We envision a connected network of comfortable, convenient, and consistent facilities for people of all ages and abilities walking, bicycling, and rolling on a mobility device that prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails within the Truckee Meadows.

  - **Is this still appropriate for the NNP?**
    - *Recommend clarifying that "facilities" means transportation infrastructure and adding "transit" to access priorities.*

- **ATP Goals**
  - Improve Safety
  - Expand Mode Share
  - Maintain the System Sustainably
  - Enhance the Community
  - **Is this still appropriate for the NNP?**
    - *Yes*

- **Next Steps**
  - Needs analysis
  - Community workshop
  - Develop concept alternatives

Location: Teams **Meeting Date:** July 23, 2026

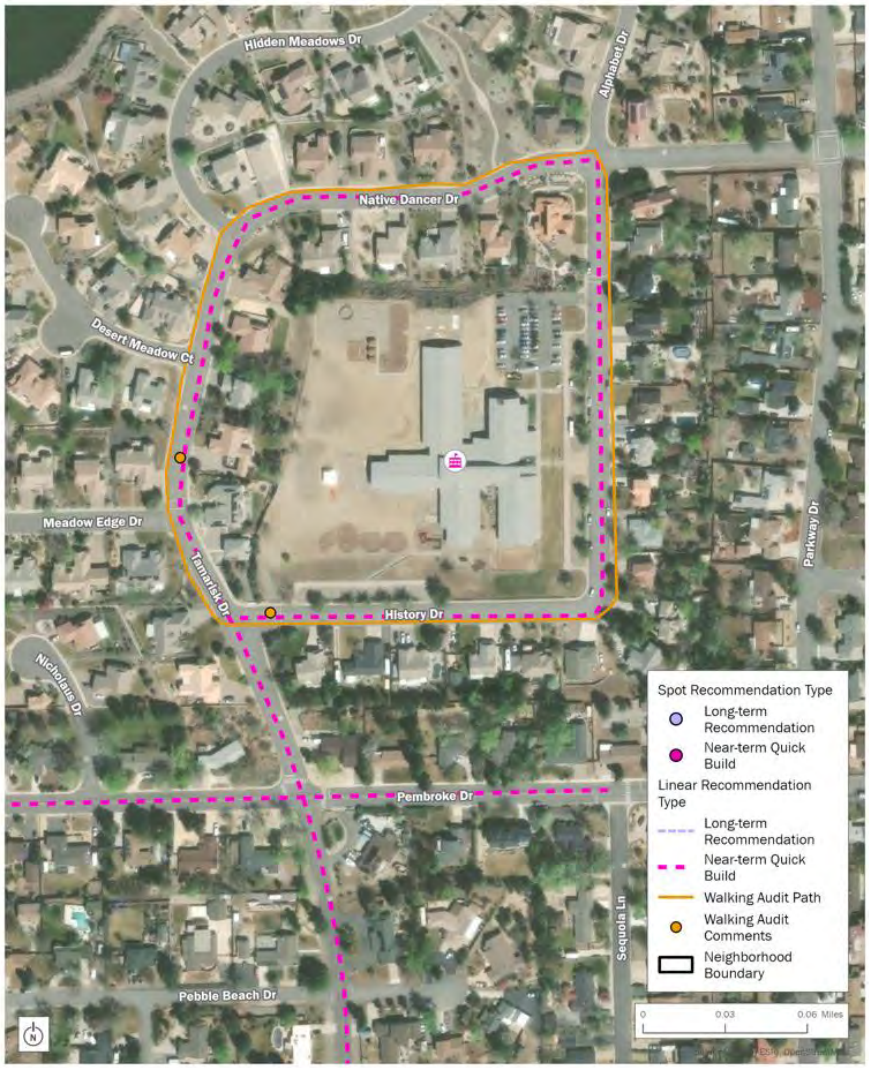
Subject: Meadowood/Hidden Valley and Sun Valley / Panther Valley Neighborhood Network Plan Steering Committee Meeting

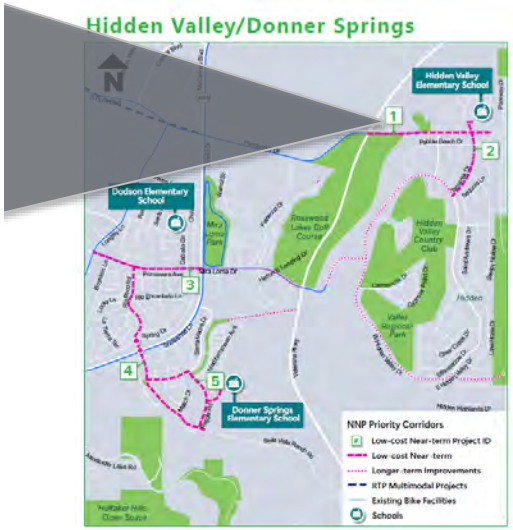
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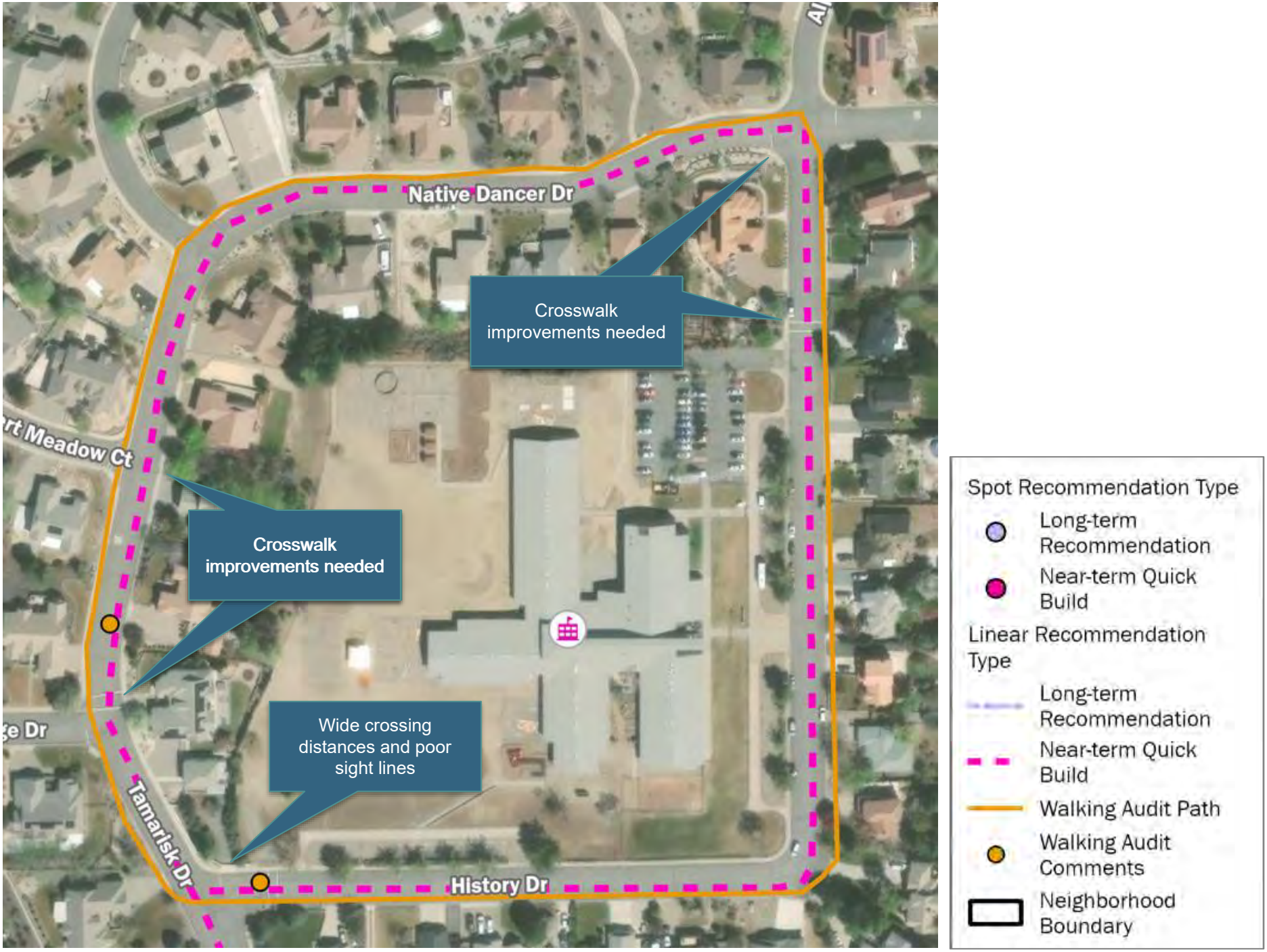
- **Welcome and Introductions**
  - RTC: Marquis Williams, Alex Cruz, Josh MacEachern, LaShonn Ford
  - City of Reno: Tara Smaltz
  - Washoe County: Michon Reede, Kat Oakley
  - Washoe County School District: Jennifer Iverson (Safe Routes to School (SRTS)), Kyle Chisholm, Tom Macaluso
  - Nevada Department of Transportation (NDOT): Chantelle Ewing
  - Sun Valley General Improvement District: Chris Melton
  - Parametrix: Amy Cummings, Dan Doenges, Jillian Emery
- **Review Planning Process**
  - Program background as part of the RTC Active transportation Program with $2.5 million identified for short-term, quick-build improvements
  - Review of project vision and goals
  - Discussion of alternatives development and evaluation process
  - Community outreach
- **Review Proposed Recommendations**
  - The project team provided an overview of the proposed short-term quick-build and longer-term proposed improvements for discussion.
- **Discussion**
  - There was a question about whether near-term improvements could be extended for all of Beckwourth. Amy suggested that this improvement could benefit from a potential future preservation project. Full improvements limited by funding.
  - The school district anticipates a significant increase in active transportation with proposed development near Alice Smith Elementary School. The project team is looking at potential off-street trails as part of plan recommendations.
  - Washoe County and Sun Valley staff supportive of proposed improvements in Sun Valley.
  - RTC described the intent of the program to conduct continued data collection and analysis and highlighted the ability to make iterative adjustments for improvement given the quick build nature of the projects.
  - The RTC Pembroke Drive improvement project east of Veterans Parkway is currently under construction.
  - Looking at October for RTC Advisory Committee and Board meetings.
  - Central Reno & Sparks Community Bike Ride is under development to celebrate implementation of first NNP areas (probably in 2027).
  - RTC encouraged committee members to share the draft with colleagues.

Walk Audit Assessment
Hidden Valley

The goal of the walk audit is to identify barriers to walking and biking in the study area.






Native Dancer Dr
Crosswalk improvements needed
rt Meadow Ct
Crosswalk improvements needed
ge Dr
Wide crossing distances and poor sight lines
Tamarisk Dr
History Dr
Spot Recommendation Type
Long-term Recommendation
Near-term Quick Build
Linear Recommendation Type
Long-term Recommendation
Near-term Quick Build
Walking Audit Path
Walking Audit Comments
Neighborhood Boundary

Summary Comments and Observations



Tamarisk Drive and History Drive – The crosswalk on History Drive is set back from the intersection and vegetation blocks the view of motorists turning right from Tamarisk Drive. Consider curb extension/bulb out and ladder crosswalk pavement markings.

This neighborhood area does not have street lights.



Tamarisk Drive and Meadow Edge Drive – The crosswalk does not have striping that meets current standards. Consider high visibility crosswalk with ladder pavement markings.

Audit Information	
Name	Hidden Valley
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Hidden Valley

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure

Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		

Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)



Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s. _____		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☐ There is no signage along the route indicating that bicycles may be sharing the roadway.		
☐ There are no designated locations to park and lock bicycles along the route.		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)



Pedestrian and Cyclist Infrastructure		
Other observations:		

Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) 
☐ Street names, route names, and walking paths are not clearly labeled.		
☐ Pedestrian signage does not exist or is not well-maintained.		
☒ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☒ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
X There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☒ Crosswalks are poorly lit.		
Other observations:		

Walk Audit Assessment
Rio Poco Rd and Hombre Wy

The goal of the walk audit is to identify barriers to walking and biking in the study area.









Spot Recommendation Type
- Long-term Recommendation
- Near-term Quick Build

Linear Recommendation Type
- Long-term Recommendation
- Near-term Quick Build
- Walking Audit Path
- Walking Audit Comments
- Neighborhood Boundary

Summary Comments and Observations



Rio Poco Road and Spring Drive – This is a wide, four-way stop intersection without marked crosswalks. Sidewalks are present on both sides of the street. No bike lanes are present.

A streetlight is located at the northwest corner of this intersection.



McCarran Boulevard and Rio Poco Road - This is a major, high-traffic intersection with a multiuse path along the south/east side. The transition across the intersection for bicycles and pedestrians is challenging.

Streetlights are placed on each corner of this intersection.

Summary Comments and Observations



Rio Poco Road – On the south side of McCarran Boulevard, this roadway is very wide and has no bike lanes. Sidewalks are present on both sides of the street.

Streetlights are present on Rio Poco Road.



Hombre Way and Escuela Way – This segment has recently been restriped. The bicycle lanes on Hombre Way do not continue to the school on Escuela Way. There is potential to stripe a bike lane or path on the south side of Escuela Way. The north side is constrained by multiple driveways. A crossing guard was present to support student access at the crosswalk during afternoon pick-up.

A streetlight is located at this intersection.

Audit Information	
Name	Rio Poco Road and Hombre Way
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Rio Poco Road from Spring Drive to Sierra Madre Drive; Hombre Way and Escuela Way.

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure

Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Intersection crossings are challenging for users of the McCarran Boulevard multiuse path.		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)



Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s. _____		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☐ There is no signage along the route indicating that bicycles may be sharing the roadway.		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)

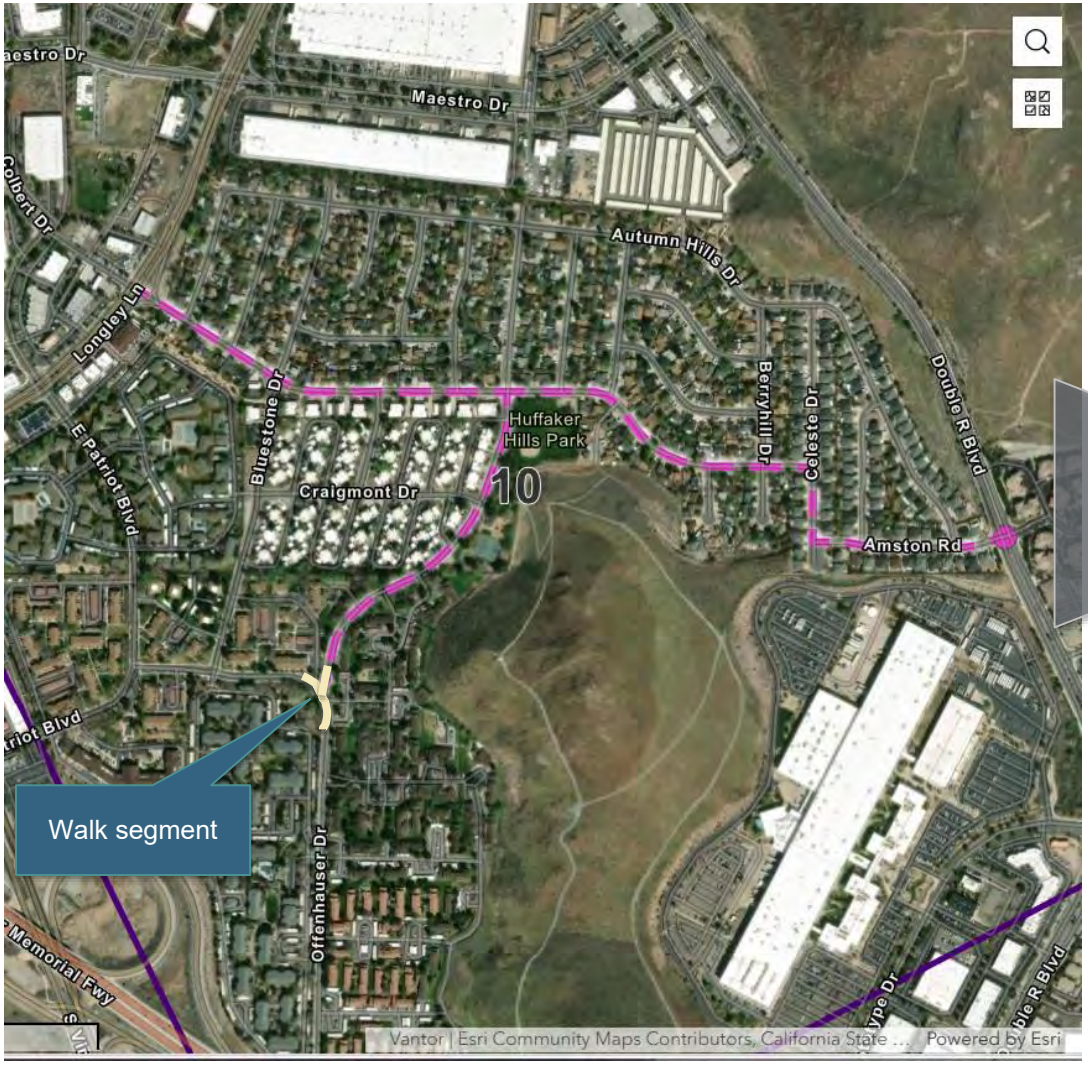


Pedestrian and Cyclist Infrastructure		
☒ There are no designated locations to park and lock bicycles along the route.		
Other observations:		

Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) ☹ 😟 😐 🙂 😀
☐ Street names, route names, and walking paths are not clearly labeled.		
☒ Pedestrian signage does not exist or is not well-maintained.		
☐ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☐ Curb ramps are missing at intersections and alley entrances/exits.		
☒ Crossings/streets are too wide for slower pedestrians to cross safely.		
☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☐ Crosswalks are poorly lit.		
Other observations:		

Walk Audit Assessment
Huffaker Area

The goal of the walk audit is to identify barriers to walking and biking in the study area.






Barclay Ct
Offenhauser Dr
No bike facilities
Portman Ave
10
Left turn pocket
Sharrows
Bike lanes
end/begin
Offenhauser Dr

Summary Comments and Observations



Offenhauser Drive and Portman Avenue intersection – This area has high pedestrian volumes due to nearby Route 56 bus stops and heavily used school bus stops. Offenhauser Drive provides access to Huffaker Park to the north. Portman Avenue has sharrows and on-street parking. Bike lanes begin/end just to the southeast of the intersection. Future analysis of intersection may include whether the center turn lane can be eliminated or if a 3-way stop would be appropriate. A streetlight is located to the west of the intersection but does not light the crosswalk well.



Audit Information	
Name	Huffaker Area
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Offenhauser and Patriot

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☒ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☒ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure

Are there sidewalks?	☒ Yes ☐ No	Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice) 
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		

Are there bicycle lanes?	☒ Yes ☐ No	Overall, the quality and safety of the bicycle infrastructure is: (circle your choice) 
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☒ Conventional ☐ Buffered ☐ Separated	
The bicycle lane on Patriot is not continuous, ending south of the Offenhauser intersection.		
Are there sharrows?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☐ There is no signage along the route indicating that bicycles may be sharing the roadway.		

Pedestrian and Cyclist Infrastructure		
☒ There are no designated locations to park and lock bicycles along the route.		
Sharrows are located west of the Offenhauser intersection on Portman.		

Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) 
☐ Street names, route names, and walking paths are not clearly labeled.		
☐ Pedestrian signage does not exist or is not well-maintained.		
☒ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☐ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
X There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☒ Crosswalks are poorly lit.		
Other observations:		

Appendix D: Concept Development and Prioritization Process

Quick-Build Improvements Toolkit

The following types of improvements provide an overview of the type of short-term quick-build improvements considered in the AT Program. Table D-1 describes improvements on roadway segments and Table D-2 highlights options for intersections. This toolkit was considered as potential design solutions were proposed for corridors within the neighborhood.

Speed management is a key consideration regarding the development of potential improvements. Higher travel speeds increase crash risks and the likelihood of fatalities, particularly for active transportation users. Designing streets for safe speeds instead of speed limits can increase safety benefits. For example, a design speed between 10 and 30 MPH is typically suitable for urban streets, with a design speed of 20 MPH or lower often appropriate for streets where children frequently walk or bike. Many of the toolbox options are intended to encourage safe driving speeds.

Table D-1. Roadway Segment Treatments

Treatment	Example / Illustration	Description
Neighborhood Byway		Neighborhood byways offer low-speed and low-stress connections. Traffic is calmed through treatments such as speed tables and curb extensions. These measures help maintain low speeds to create a place where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming treatments at appropriate intervals throughout the corridor.
Bike Lane		Bike lanes provide dedicated space for bicycle travel adjacent to vehicle traffic, which enables people biking to ride at their preferred speed. This facility is separated from vehicle traffic by a painted lane line.
Buffered Bike Lane		This enhanced bike lane provides increased separation between people biking and people driving through a striped buffer, which creates a more comfortable environment for people biking. They can be implemented in a quick-build fashion given sufficient existing right of way.
Protected Bike Lane		The most comfortable on-street facility type for people biking, this facility provides a physical barrier between people biking and people driving. In a quick-build project, the separation may be with concrete parking stops, planters, parking, or other physical barriers.
Pedestrian Lane		This quick-build solution is considered where sidewalks are not already present in the corridor. In a quick-build setting, it is defined using striping and/or barriers such as concrete parking stops.

Table D-2. Roadway Intersection and Mid-Block Crossing Treatments

Treatment	Example / Illustration	Description
High-Visibility Crosswalk		This crosswalk type includes thick white bars to increase driver awareness of the crossing. This crosswalk design has been shown to increase driver awareness compared to the standard crosswalk design with two parallel white lines on the outside of the crosswalk.
Quick-Build Curb Extension / Painted Bulbouts with Delineators		This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk. These may be implemented with delineators to offer more visual and physical separation.
Intersection Daylighting		Daylighting refers to improving visibility at intersections by not allowing vehicles to park in areas that block sight lines.
Conflict Striping		This describes green pavement markings that show where bicycles should ride to cross intersections. It is recommended at signalized intersections and other appropriate locations.
Raised Crosswalk		This improvement brings the crosswalk up to sidewalk level to increase pedestrian visibility and reduce vehicle speeds as they travel over the raised crosswalk. These are typically installed on lower volume/lower-speed roadways.

Treatment	Example / Illustration	Description
Leading Pedestrian Interval		This provides people walking with a 3- to 7-second head start when crossing at a signalized intersection by showing the walk symbol while people driving have a red light. This helps make pedestrians more visible at intersections and improves pedestrian safety.
Bicycle Wayfinding		Signage to indicate distance and direction to key destinations along a bike corridor, or within the network to help bicyclists stay on the most comfortable streets. This improvement can be used in transition areas where riders may benefit from directional signage.
Bike Cut Through		This is a type of modal filtering that modifies the existing median to provide bicyclists with a small opening to enable them to continue straight. This creates a more direct network for people biking with minimal impact to the overall roadway.
Bike Box		An area at the front of a traffic lane at signalized intersections where people biking can wait ahead of vehicles to make left turns more easily. This makes bicyclists more visible, reduces delays for bicyclists, and helps keep vehicles from encroaching into the crosswalk.
Two-Staged Turn Box		These roadway markings help bicyclists make left turns at complex intersections without merging with vehicle traffic and allow bicyclists to wait for a green light ahead of vehicles to be more visible.

Treatment	Example / Illustration	Description
Pedestrian Hybrid Beacon (PHB)		This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on major streets. PHBs include a signal head with two red lenses over a single yellow lens. These are suitable in areas with three or more lanes or speed limits that exceed 35 MPH.
Rectangular Rapid Flashing Beacon (RRFB)		This pedestrian activated flasher improves crossings at unsignalized intersections or midblock crossings on single or multi-lane roadways. This includes flashing amber lights which alert drivers to the person crossing. RRFBs are typically installed on roadways with speed limits up to 35 MPH.
Traffic Signal Adjustments		Traffic signal adjustments have the potential to be low cost and provide highly efficient benefits for active transportation users. Examples include bike detection, extending the time provided for pedestrians to cross, leading pedestrian interval, and leading bicycle interval.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input, which are described below.

- **Safety** – The greater the safety need, the higher the concept scores. Among the quick-build corridors, two traffic fatalities involving vehicles occurred on Hidden Valley Drive , while injury crashes involving bicyclists or pedestrians occurred on Offenhauser Drive, Huffaker Lane, and Mira Loma Drive.

- **Infrastructure Condition** – Corridors with poorer conditions are scored higher. Examples include poor pavement condition on Rio Poco Road, lack of crosswalk infrastructure around Hidden Valley Elementary School, and absence of bicycle facilities on Huffaker Lane and Offenhauser Drive.

- **Access** – Corridors that improve access to community resources such as schools, transit service, or parks, received a higher score.

- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher. Examples include connections to the McCarran Boulevard or Veterans Parkway shared use paths.

- **Community Input** – Concepts that received positive public and agency comments were scored higher.

The potential quick-build improvements were given a qualitative score for each of the above criteria in the form of a low (1), medium (2), or high (3). The average of these scores is provided as a summary measure.

Table D-3. Evaluation of Potential Quick-Build Projects

	Name	Safety Need	Infrastructure Condition	Access	Connectivity	Community Input	Average Score
1	Barron Way						
2	Louie Lane						
3	Tamarisk Drive						
4	Tamarisk Drive/ Alphabet Drive/ History Drive						
5	Huffaker Lane/ Celeste Drive/ Amston Road						
6	Offenhauser Drive						
7	Sierra Madre Drive/ Reggie Road						
8	Rio Poco Road						
9	Pembroke Drive						
10	W Hidden Valley Drive						
11	Mira Loma Drive						

LEVEL OF NEED
LOW >>>>

NEIGHBORHOOD NETWORK PLAN
SUN VALLEY & PANTHER VALLEY

RTC

Sun Valley & Panther Valley

Neighborhood Network Plan

October 2026



Acknowledgements

The Sun Valley and Panther Valley Neighborhood Network Plan was developed through collaboration with partner agencies and local organizations. The agencies and individuals listed below helped to guide the development of the plan and will continue to support the implementation of project recommendations.

RTC Washoe Project Team

RTC Planning

Marquis Williams

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RTC Transit

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RTC Communications

Josh MacEachern

RTC Engineering

Jeff Wilbrecht, PE

LaShonn Ford, PE

Sara Going, PE, PTOE

RTC Government Affairs

Paul Nelson

Neighborhood Network Plan Steering Committee Member Organizations

City of Reno

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Washoe County

Mariam Ahmad

Michon Reede

Kat Oakley

Nevada Department of Transportation

Laura Wise

Mat Morris

Chantelle Ewing

Truckee Meadows Community College

Ayodele Akinola

Marcus Ollom

Washoe County School District

Kyle Chisholm

Scott Lee

Robbie Pape

Jennifer Iverson

Tom Macaluso

Sun Valley General Improvement District

Chris Melton

Planning Effort Support

Parametrix

Contents

1. Introduction 1
1.1 Planning Context 2
1.2 Vision and Goals 4
1.3 Plan Process 4

2. Neighborhood Profile 6
2.1 Key Destinations 7
2.2 Safety 10
2.3 Transportation Network, Conditions, and Trends 12

3. Understanding Community Experiences 15
3.1 In-Person Engagement 16
3.2 Digital Engagement 19

4. Developing and Evaluating Alternatives 22
4.1 Prioritization Process 24
4.2 Low-Cost Near-Term Improvements Considered 24
4.3 Larger-Scale Improvements Considered 27

5. Neighborhood Network Recommendations and Implementation Strategy 32
5.1 Quick-Build Recommendations 32
5.2 Implementation 37
5.3 Monitoring Progress 40
5.4 Quick-Build Featured Projects 40

Tables

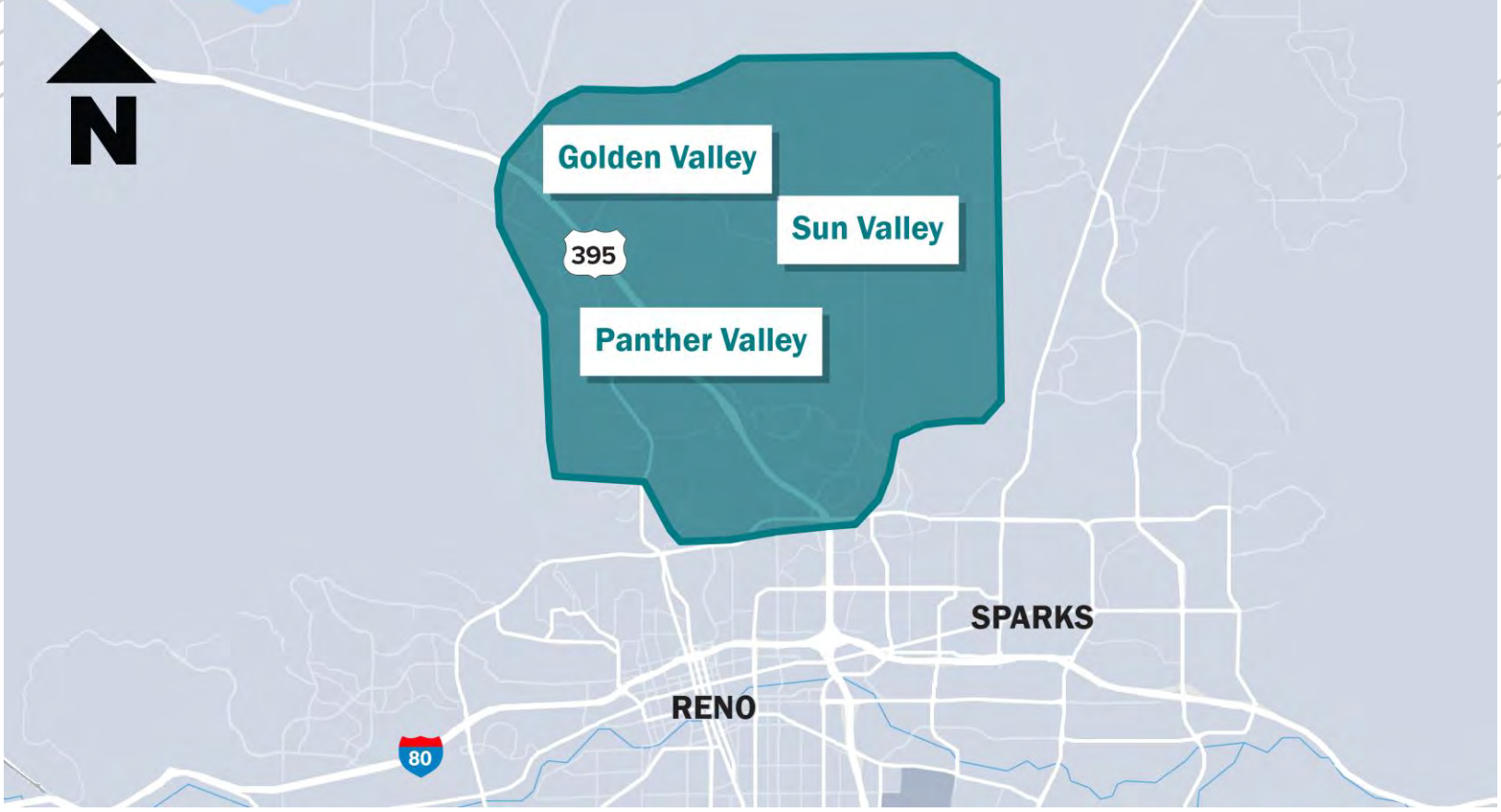
Table 1. RTP Projects Located in or Adjacent to the NNP Area 3
Table 2. Engagement Activities 16
Table 3. Low-Cost Near-Term Improvements Considered 25
Table 4. Larger-Scale Improvements 27
Table 5. Potential Shared Use Path Connections 30
Table 6. Sun Valley and Panther Valley Area Improvements 37

Figures

Figure 1. Sun Valley and Panther Valley Neighborhood Network Area 5
Figure 2. Major Destinations 9
Figure 3. Active Transportation Crashes 11
Figure 4. Existing and Planned Bike Facilities 13
Figure 5. Location of NNP Public Comments 21
Figure 6. Project Development and Evaluation Process 23
Figure 7. Low-Cost Near-Term Improvements Considered 26
Figure 8. Larger-Scale Improvements Considered 28
Figure 9. Potential Shared Use Path Connections 31

Appendices

A. Supplemental Existing Conditions Information
B. Outreach Documentation
C. Walk Audit Documentation
D. Concept Development and Prioritization Process



1. Introduction

The Sun Valley and Panther Valley Neighborhood Network Plan (NNP) was developed as part of the Active Transportation (AT) Program to make walking, biking, and rolling safer and more comfortable for community members. The NNP helps address the following concerns highlighted in the 2024 RTC AT Plan:

- People feel unsafe getting around without a car due to aggressive/speeding vehicles.
- Crossing major roadways is challenging, unsafe, and uncomfortable for many pedestrians and cyclists.
- Many roads lack adequate pedestrian and bicycle infrastructure.

The NNPs will address these concerns by developing specific project concepts tailored to the needs of each neighborhood with the goal of improving safety and creating a comfortable experience for everyone. These Plans seek to identify quick-build and pilot active transportation projects that can be implemented in a cost-effective and time-efficient manner.

Active transportation is a way of getting around that relies on human physical power. This includes walking, cycling, rolling (skateboarding, scooters), and using a wheelchair. By investing in active transportation, RTC and partner agencies can take direct steps toward creating a healthier, more sustainable, and vibrant place to live, work, and play.



1.1 Planning Context

This section describes relevant plans and studies for the Sun Valley and Panther Valley neighborhood planning area.

2050 Regional Transportation Plan

The most recent update to the 2050 Regional Transportation Plan (RTP) was adopted by RTC in 2025. RTC collaborated with partner agencies and community stakeholders to develop a vision for the future of transportation within the Truckee Meadows. Through this process, RTC established nine goals for transportation:

- Improve Safety
- Maintain Infrastructure Condition
- Reduce Congestion
- Improve System Reliability and Resiliency
- Ensure Efficient Freight Movement and Economic Vitality
- Promote Equity and Environmental Sustainability
- Reduce Project Delivery Delays
- Expand Accessibility and Mobility
- Integrate Land Use and Economic Development

In addition, the RTP identifies projects in this study area that will enhance safety, mobility, and connectivity. The Sun Valley Boulevard Corridor Improvements project is particularly relevant to this study. Sun Valley Boulevard is a key destination for retail and commercial uses, as well as public transit access. This project will construct sidewalks, improve intersection safety, and address drainage needs. A summary of RTP projects is provided in Table 1. Projects in this plan are also compatible with projects in the RTP.

SUN VALLEY BLVD
CORRIDOR IMPROVEMENTS

Table 1. RTP Projects Located in or Adjacent to the NNP Area

Project	Description	Time Period
Sun Valley Blvd. Multimodal	Scottsdale Rd. to 7th Ave.	2025-2034
O'Brien's Pass Safety Project	Safety and Shared Use Path from Spearhead Way to Sun Valley Blvd.	2025-2034
Highland Ranch Pkwy. Capacity	Sun Valley Blvd. to Pyramid Hwy.	2025-2034
Panther Dr. Extension	N. Virginia St. to Panther Dr. to N. Hills Blvd.	2025-2034
N. Hills Blvd. Capacity	Golden Valley Rd. to Buck Dr.	2025-2034
Estates Dr. Extension	Lemmon Dr. to Golden Valley Rd.	2035-2050
Sun Valley Blvd. Extension	Road Extension to Eagle Cayon Dr.	2035-2050
Pyramid Hwy./US 395 Connector Phase 3	Construct Connector, US 395 to Pyramid Hwy.	2035-2050
Golden Valley Rd. Bike Lanes	N. Virginia St. to North Hills Blvd.	Unfunded
W. Sun Valley Arterial Roadway	New 4 Lane Road, Dandini Blvd. to Eagle Canyon Dr.	Unfunded

Active Transportation Plan

The AT Plan presents the vision and goals for active transportation throughout the Truckee Meadows and a planning process to apply across the region. The AT Plan established the NNP process and produced resources, such as regional findings from public engagement, regional data analysis results, and the RTC Street Typology guide, which identifies suitable facilities for people walking, biking, and rolling across ten different types of roads. The comprehensive outreach and data collection in the AT Plan serves as a starting point for the more localized NNP process.

Other RTC Initiatives

RTC implements the following initiatives that support AT mobility:

- **RTC Smart Trips Program** – This travel demand management program provides information and resources regarding route planning, trip matching, bus pass subsidy program, and a guaranteed ride home.
- **Safe Routes to School** – RTC has funded implementation of the Safe Routes to School program, in partnership with the Washoe County School District. Through this program, the Washoe County School District staffs Safe Routes to School coordinator positions that are dedicated to providing transportation safety education resources to students across the county.

1.2 Vision and Goals

The following is the vision statement for the Sun Valley and Panther Valley NNP as developed and refined for the neighborhood by community stakeholders:

Vision Statement

We envision a connected network of comfortable, convenient, and consistent transportation facilities for people of all ages and abilities walking, bicycling, riding transit, and rolling on a mobility device which prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails.

The AT Plan identified four goals to achieve the vision statement. These four goals were adopted for this NNP, and are as follows:

- **Improve Safety:** Create a safe environment for all users by reducing the risk of death or serious injury on the transportation network.
- **Expand Mode Share:** Increase the percentage of trips made by walking, cycling, and rolling, by making these modes a viable and attractive alternative to driving.
- **Maintain the System Sustainably**: Identify long-term maintenance and repair strategies to ensure the network remains functional and appealing for years to come.
- **Enhance the Community:** Foster a healthier, more sustainable, and more vibrant community by promoting active transportation as a way to connect with neighbors, enjoy the outdoors, and integrate physical activity into daily life.

1.3 Plan Process

The Sun Valley and Panther Valley NNP was developed using in-depth data analysis combined with partner agency collaboration and direct engagement with members of the public. The planning area is shown in Figure 1. The development process included public engagement featuring multiple in-person events and online engagement opportunities.

In addition to public engagement, RTC used regional data analysis to identify neighborhood issues and areas of need based on demographics, roadway context, and crash history. By integrating community insights with data findings, the plan highlights and addresses the most pressing challenges for people walking and biking. The result is a quick-build implementation strategy designed to rapidly enhance connectivity and comfort throughout the neighborhood.

Improvements identified in this plan focus on high-priority corridors for quick-build projects. Larger-scale improvements are identified for consideration in future planning and implementation efforts, such as the RTP, individual corridor studies, or the pavement preservation program. The plan also identifies improvements that may be completed by partner agencies such as the Nevada Department of Transportation or local jurisdictions.

Figure 1. Sun Valley and Panther Valley Neighborhood Network Area





2. Neighborhood Profile

The Sun Valley and Panther Valley neighborhood is situated north of the Reno-Sparks urban core. The Golden Valley community is partially located in the northwest portion of the planning area.

The planning area has a population of over 44,000 and is experiencing the effects of accelerated growth and economic development occurring within the North Valleys and Spanish Springs. While Sun Valley is mostly built out, primarily due to physical development constraints of the natural environment and infrastructure limitations, some infill development is occurring. The area also experiences traffic and associated impacts from growth in surrounding areas. Panther Valley and Golden Valley are experiencing new development and are also affected by many of the same regional pressures occurring in Sun Valley.

Sun Valley has a higher population density than many communities in the Truckee Meadows. The roadway network is primarily laid out in a grid pattern allowing for a higher level of connectivity for active transportation. However, many of the roadways lack pedestrian infrastructure such as sidewalks due to the network of open drainage ditches on both sides of the road. Sun Valley Boulevard is the main north-south corridor in the community. Most Sun Valley commercial development is located along Sun Valley Boulevard, highlighting the importance of active transportation access. 7th Avenue serves as the primary east-west route through the community, which transitions to Golden Valley Road, providing a direct connection to Panther Valley.

Panther Valley consists of pockets of residential, industrial, and commercial land uses and is representative of a suburban development pattern with curvilinear roads, cul-de-sacs, and limited access points into neighborhoods. However, there are many multifamily residential developments dispersed throughout the area.

To better understand the context and needs of the planning area, RTC reviewed various datasets to compare the NNP area with the broader Reno/Sparks area. This section includes a summary of demographic data/population characteristics, key destinations throughout the neighborhood, and the foundational transportation system. A summary of population demographics and other information that contributed to the existing conditions analysis and needs assessment is provided in Appendix A.

The high proportion of residents under age 18, lower incomes relative to Washoe County overall, and high levels of transit ridership indicate a strong need for active transportation options. The high number of crashes on residential streets in Sun Valley further emphasizes the need for traffic calming and active transportation infrastructure.

2.1 Key Destinations

This section describes key community resources and other destinations in the NNP area. Major destinations are shown in Figure 2.

Schools and Colleges

There are five elementary schools, one middle school, and three high schools (including two magnet schools) in the NNP area, as shown in Figure 2. Most of the elementary schools in the area could be considered "neighborhood schools," meaning they are located in residential areas away from major arterial roadways. As such, there is high active transportation potential as a mode for students traveling to and from school. Anecdotal information from school staff indicates that many students walk to school, either alone or with their parents. However, depending on the home location of individual students, there are still areas within the walk zone that would require students to cross major roads.

The Sun Valley neighborhood is zoned for Hug High School, which is just outside of the NNP area boundary for this plan. However, due to the large number of students who walk and take public transportation to school, Hug High School is considered a key destination for this plan and is included in the analysis.

North Valleys High School is located on Golden Valley Road and serves residents from surrounding areas and other communities in the North Valleys. A large proportion of students ride school buses to North Valleys High School, with some students also using RTC FlexRIDE.

The main campus of Truckee Meadows Community College (TMCC) is located at the southern end of the study area between the two communities, bounded by Dandini Boulevard on the north and Raggio Parkway on the south. Dandini Boulevard lacks any sidewalks, and Raggio Parkway has a sidewalk on at least one side of the road for most of its length. Neither road has marked bike facilities. TMCC also houses a high school that attracts students from across the region.

Parks

There are several regional and community parks throughout the area, including Sun Valley Regional Park, Sun Valley Community Park, Gepford Park, and Panther Valley Park. These parks offer many recreational opportunities, such as a community pool, baseball and soccer fields, BMX and mountain biking, skate parks, and a disc golf course.

These resources highlight the need for active transportation connections for area residents. At present, most of these parks lack connected pedestrian and bicycle facilities for access. One notable exception is Sun Valley Community Park, which has a sidewalk along most of the perimeter.

Services

There are limited services in Sun Valley, with commercial spaces in the neighborhood concentrated on Sun Valley Boulevard. Several medical clinics, churches, restaurants and convenience stores are present, but notably, there is not a local grocery store. The US Department of Agriculture Food Access Research Atlas identifies Sun Valley as having low access to large grocery retailers.

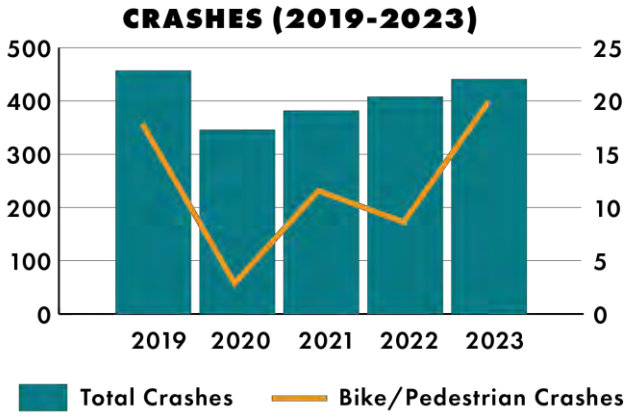
A grocery store and the North Valleys Library are located on North Hills Boulevard near the intersection with Golden Valley Road. Two grocery stores are located near the Lemmon Drive interchange at US 395. There are also fast food restaurants in the vicinity. This area is characterized by an auto-centric development pattern, though there is an informal footpath along the fenceline at Alice Smith Elementary School that leads to a grocery store. Most major employment centers are located outside of the neighborhood area, though there is higher employment density in the warehousing and distribution center west of Virginia Street and north of Golden Valley Road.

Figure 2. Major Destinations

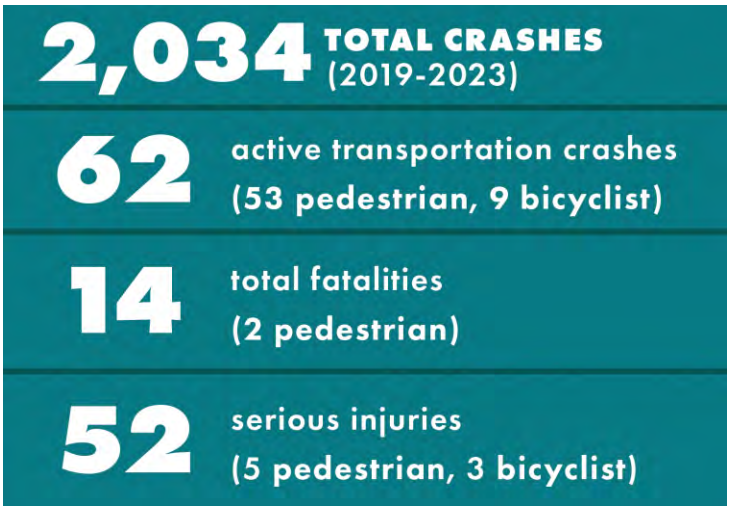


2.2 Safety

To better understand trends and identify opportunities to increase active transportation, RTC analyzed crash history and safety conditions for people walking and biking. This analysis builds on the regional work completed for the AT Plan.

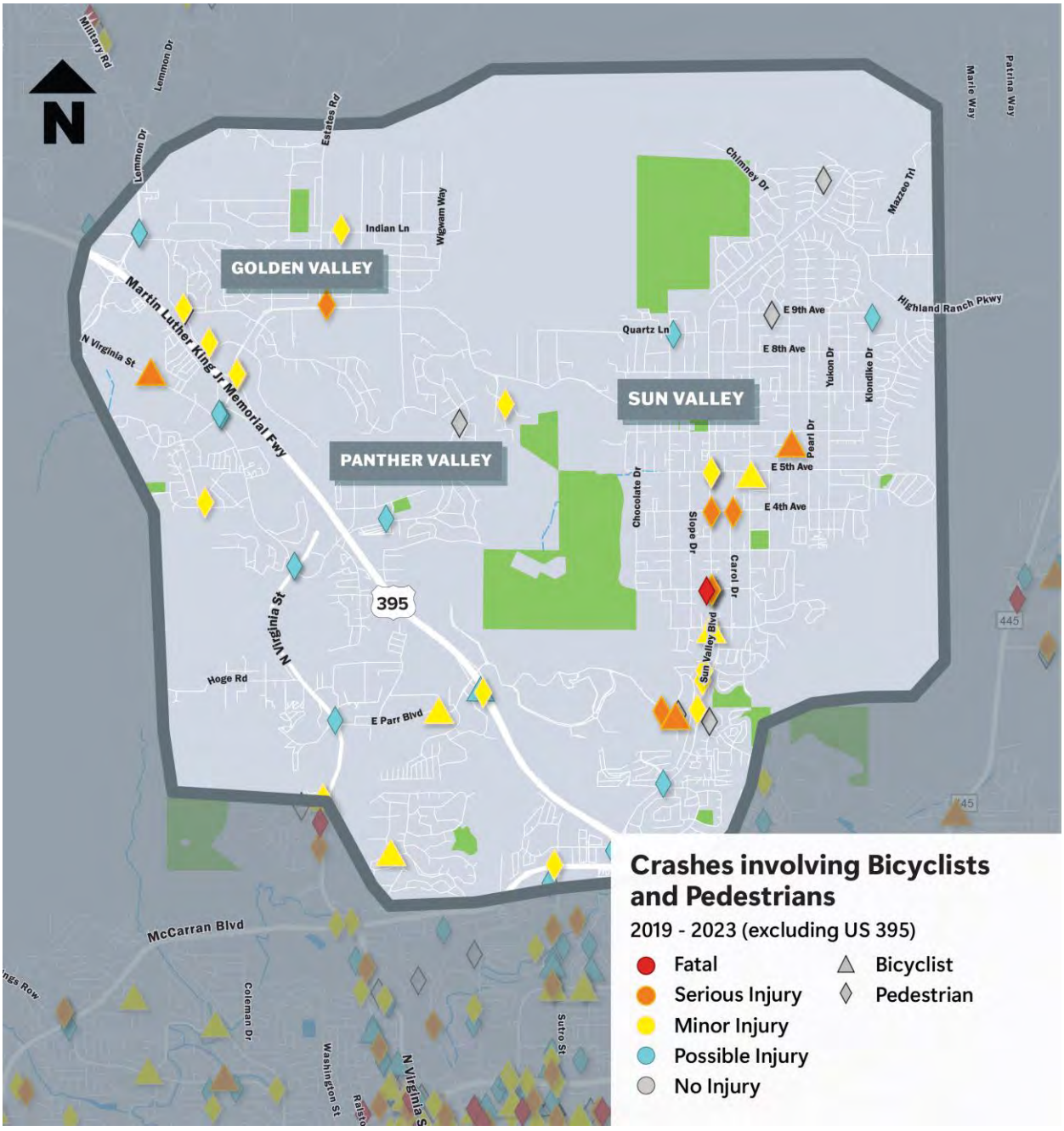


The safety analysis examined crashes within the study area, excluding crashes along US 395, where walking and bicycling is prohibited. Between 2019 and 2023 (the most recent crash data available at the time of this analysis), more than 2,000 crashes occurred in the area. Crash frequency has increased steadily since 2020, with an average annual growth rate of about 8%. The most common crash types were angle crashes and rear-end crashes. Figure 3 shows the location of crashes involving bicyclists and pedestrians.



In the neighborhood, there were 53 crashes involving pedestrians, resulting in two pedestrian fatalities and five serious injuries. Both pedestrian fatalities occurred at night along a segment with lighting. There were also nine crashes involving bicyclists, three of which resulted in serious injuries. Drivers failed to yield the right of way in 24% of crashes involving active transportation users. In addition, 10 crashes involving active transportation users were hit-and-run incidents.

Figure 3. Active Transportation Crashes



2.3 Transportation Network, Conditions, and Trends

To better understand trends and identify opportunities to increase active transportation, RTC analyzed datasets related to safety and multimodal and roadway conditions for people walking and biking, as well as the potential for shifting short trips to active modes. This analysis identifies priority areas for improvement, particularly where data insights align with community feedback.

Pedestrian Infrastructure

Local residential streets in Sun Valley offer limited sidewalk coverage, resulting in people walking in the road or along unpaved shoulders. Some newer neighborhoods, including the area around North Valleys High School in Golden Valley, have sidewalks on both sides of the street.

Bikeways



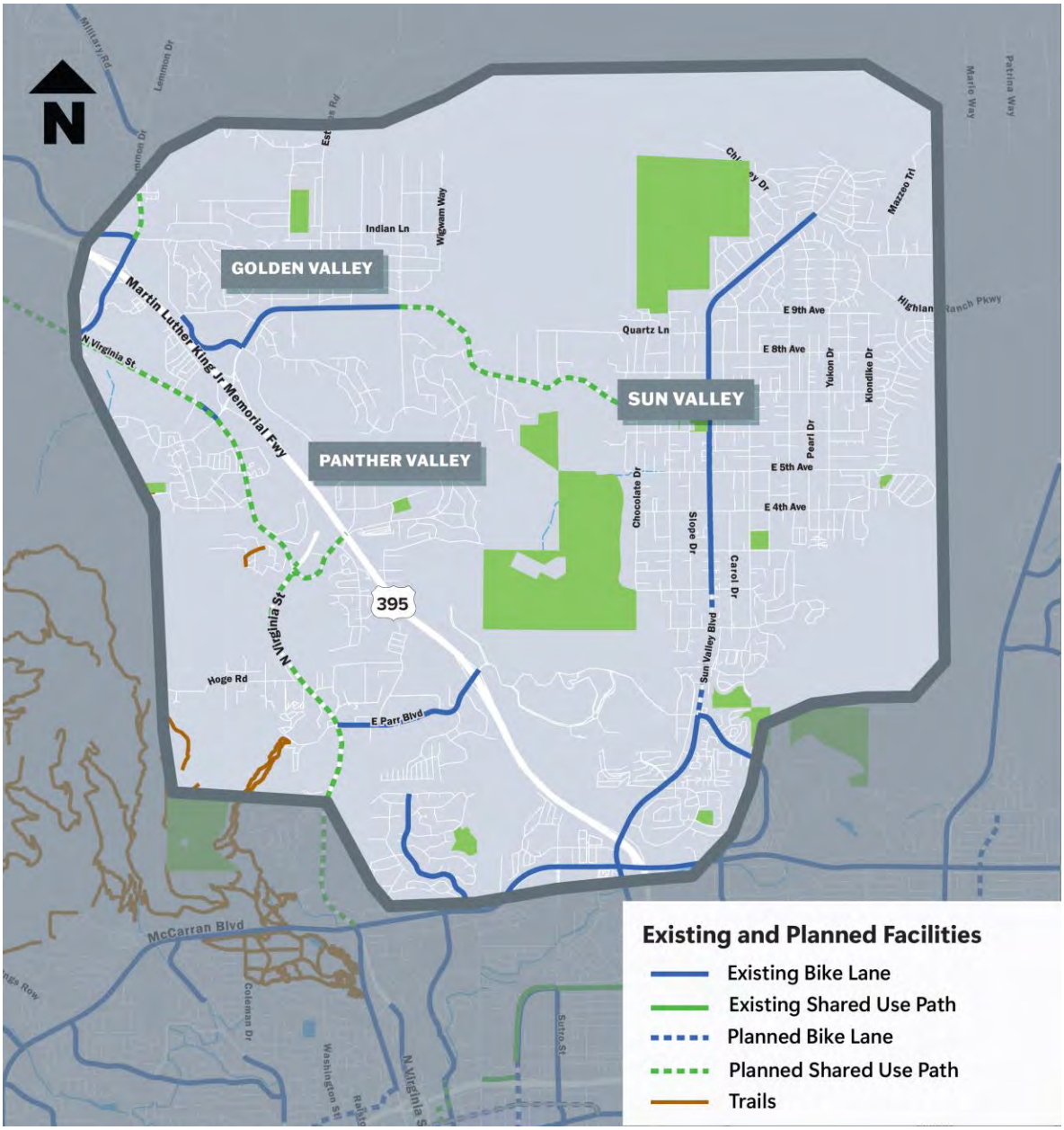
The Sun Valley and Panther Valley neighborhoods include approximately 13 miles of on-street bikeways, primarily in the form of traditional 5-foot bike lanes. These facilities provide dedicated space for bicyclists adjacent to vehicle travel lanes but do not include buffers. Bike lanes are present along major corridors such as Golden Valley Road near North Valleys High School and along Sun Valley Boulevard.

Planned projects aim to improve connectivity within the neighborhood bicycle network. As mentioned in the previous section, future bike facilities are proposed to close an existing gap along Sun Valley Boulevard and to connect with the shared use path along Golden Valley Road, improving access for bicyclists traveling through the area. Existing and planned bicycle facilities are shown in Figure 4.



Bicycle Lane on El Rancho Drive

Figure 4. Existing and Planned Bike Facilities





Transit

Transit service in the study area includes three fixed bus routes and on-demand service operated by RTC. Transit provides access to several schools and major employers throughout the area. Route 5 and Route 7 both have monthly ridership of about 30,000 and are among the top performing RTC bus routes outside of the bus rapid transit corridors. There are 74 bus stops in the neighborhood, with Route 5 accounting for half of all stops. Amenities for bus stops vary throughout the area, ranging from signs to covered shelters.



3. Understanding Community Experiences

RTC engaged with community members and organizations within the Sun Valley, Panther Valley, and Golden Valley neighborhoods throughout the development of this NNP. A variety of strategies and outreach tools were used, including in-person meetings, pop-up events, stakeholder meetings, an interactive map and online survey, and steering committee. This section summarizes the engagement efforts and findings, to lay the groundwork for incorporation into recommendations and priorities for transportation improvements.

During the planning process, RTC reached more than 130 community members through a combination of online and in-person activities. Community members were invited to learn about the plan and share feedback about specific locations and other transportation issues. Table 2 summarizes the engagement activities.

Table 2. Engagement Activities

Engagement Tool	Description	Dates
Agency Coordination Meetings	Partner agencies meet with RTC monthly to collaboratively develop the NNP.	Second Tuesday of each month
Steering Committee	This group of local agency staff and other stakeholders helped to define the vision and goals for the NNP, as well as identifying key issues.	November 6, 2025 July 23, 2026
Community Workshop	A workshop open to the public was held at Hug High School to gather input about concerns and ideas for the planning area.	December 9, 2025
Pop Up Event	North Valleys High School at Hug High School basketball game	February 2, 2026
Stakeholder Meetings	Northern Nevada Center for Independent Living	November 12, 2025
	Sun Valley Elementary School	November 13, 2025
	North Valleys High School Student Voice	January 22, 2026
Project Website	RTC published a project web page at www.rtcwashoe.com/neighborhood	The site was launched in November 2025, and maintained throughout the study
Survey	A brief text-based survey was developed in English and Spanish to gather input on transportation needs in the study area	The survey launched on November 12, 2025, and continued through February 12, 2026
Online Comment Map	An online map invites participants to identify specific locations of transportation needs in the study area.	The comment map launched on November 12, 2025, and continued through February 12, 2026

3.1 In-Person Engagement

Agency Coordination Meetings

RTC partnered with the City of Reno and Washoe County to develop the NNP, using monthly meetings to ensure communication and collaboration throughout the process. Staff representing both planning and engineering disciplines were involved. The agency partners supported the identification of needs, priorities, and potential solutions. Coordination included monthly meetings, one-on-one meetings, and a site visit of the neighborhood area (see Appendix C).



Neighborhood Network Plan Steering Committee



NNP Steering Committee on November 6, 2025

The NNP process strives to collaboratively develop solutions with regional partners. One key element of this process is the Steering Committee, which includes representatives from the City of Reno, Washoe County, Sun Valley General Improvement District, Nevada Department of Transportation, Washoe County School District, and Truckee Meadows Community College. The initial meeting, held on November 6, 2025, focused on establishing the vision and goals for the study. Participants also reviewed existing conditions data and shared input on needs and priorities. Safe mobility options to reach both K-12 public schools and TMCC were identified as key issues, including student access to North Valleys High School and Hug High School. Proposed recommendations were reviewed on July 23, 2026. The group indicated support for the proposed concepts.

Community Workshop

A community workshop was held to gather input from local residents. The meeting was held at Hug High School on December 9, 2025, with about 20 people in attendance. A presentation was provided about existing conditions and a group discussion followed, which allowed people to share and document their experiences and ideas. Key themes expressed at the meeting included the following:

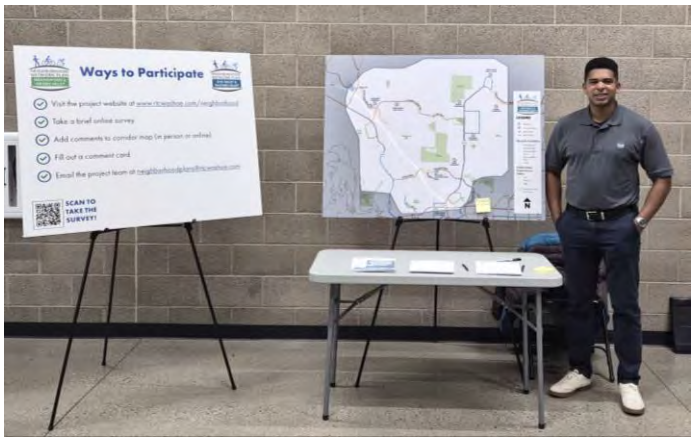
- There are traffic safety concerns around North Valleys High School.
- There are concerns about high traffic volumes and speeds on Golden Valley Road and Sun Valley Boulevard.
- There are concerns about bicycle and pedestrian safety on roads and intersections across Sun Valley.
- Participants noted that people are more likely to drive when there are few safe places to ride a bicycle.
- Attendees highlighted concerns about traffic congestion on major roads.
- There are intersections without stop signs or lights.



Community workshop held at Hug High School

Pop-Up Event

A pop-up event was held at a Hug High School / North Valleys High School basketball game to allow for area residents to provide input at a convenient location. Over 40 people spoke with project team members about the study. They were invited to take the online survey and add comments to the project map. Some attendees completed paper surveys. Key concerns focused on walking to Hug High School from Sun Valley.



Pop-up event at Hug High School

Stakeholder Meetings

RTC held targeted stakeholder meetings to better understand community needs, which are summarized below:

- **Northern Nevada Center for Independent Living** – The project team met with advocates for area residents with mobility limitations. Key issues identified were the need for audible push button traffic signals for visually impaired residents at intersections across the region, the need for continuous sidewalk networks, and the need to maintain sidewalks and prevent overgrown vegetation from becoming an obstacle in the path of travel. Providing ADA accessible digital materials is also important for the study.
- **Sun Valley Elementary School** – The safety of students and families walking or bicycling to the school is a concern. Sidewalk access is limited in the neighborhood. Opportunities to improve intersections and increase pedestrian safety are important.

- **North Valleys High School Student Voice** – This group of high school students shared their concerns about safe access into North Valleys High School. Traffic on Golden Valley Road makes left turns out of the high school parking lot difficult. The school received frequent complaints about speeding on nearby access roads, including Spearhead Way and Beckwourth Drive.



Sun Valley Elementary School meeting and site visit

3.2 Digital Engagement

Online outreach supplemented in-person opportunities to participate, adding convenient ways to learn about the plan and provide input. This included a project web page, social media, online survey questionnaire, and online map survey. Surveys and flyers were developed in English and Spanish.

Web Page

RTC hosted a project web page at www.rtcwashoe.com/neighborhood. This page included a summary of the planning process, details on how to participate, and links to surveys and public meeting materials.



Social Media

RTC used its social media channels, including Facebook, Instagram, and X, to promote information about the project, including the survey and public meeting.

Survey Questionnaire

RTC published a brief online questionnaire to seek additional input from area residents. The questions asked about safety and mobility concerns. It also invited participants to add details about specific concerns or ideas. Key findings from the 21 surveys received are summarized below:



Discussion with students at North Valleys High School

1. Only one respondent indicated they feel “very safe” as a pedestrian or riding a bicycle in their neighborhood.
2. A lack of sidewalks and safe places to cross the street make walking uncomfortable.
3. A lack of safe facilities, lighting, and large traffic volumes were the primary reasons cited for feeling unsafe riding a bike.
4. There is a strong desire for improvements and expansions to existing bike, pedestrian, and transit facilities.
5. Destinations residents are interested in accessing via active transportation include parks/recreation areas, grocery stores, and shopping areas.

Map Survey

An online interactive map survey was published to invite residents to add specific location-based comments. A summary of key findings is provided below:

1. Many roads do not have pedestrian or bike infrastructure.
2. High vehicle speeds make the neighborhood feel unsafe.
3. Pedestrian and bicycle facilities do not connect to places people need them to go.
4. Transit access is limited by poor stop conditions and limited sidewalk access.
5. There are safety challenges in school areas.
6. Lighting and visibility are barriers to safe walking and biking.

The location of comments by type is illustrated in Figure 5.

Figure 5. Location of NNP Public Comments



The active transportation safety and connectivity needs identified by community members informed the development of alternatives. Safe connections to key destinations such as schools and parks are a priority for the NNP. Many of the public comments, including those on Golden Valley Road and Sun Valley Boulevard relate to other planned major projects and were shared with the relevant agency staff.



4. Developing and Evaluating Alternatives

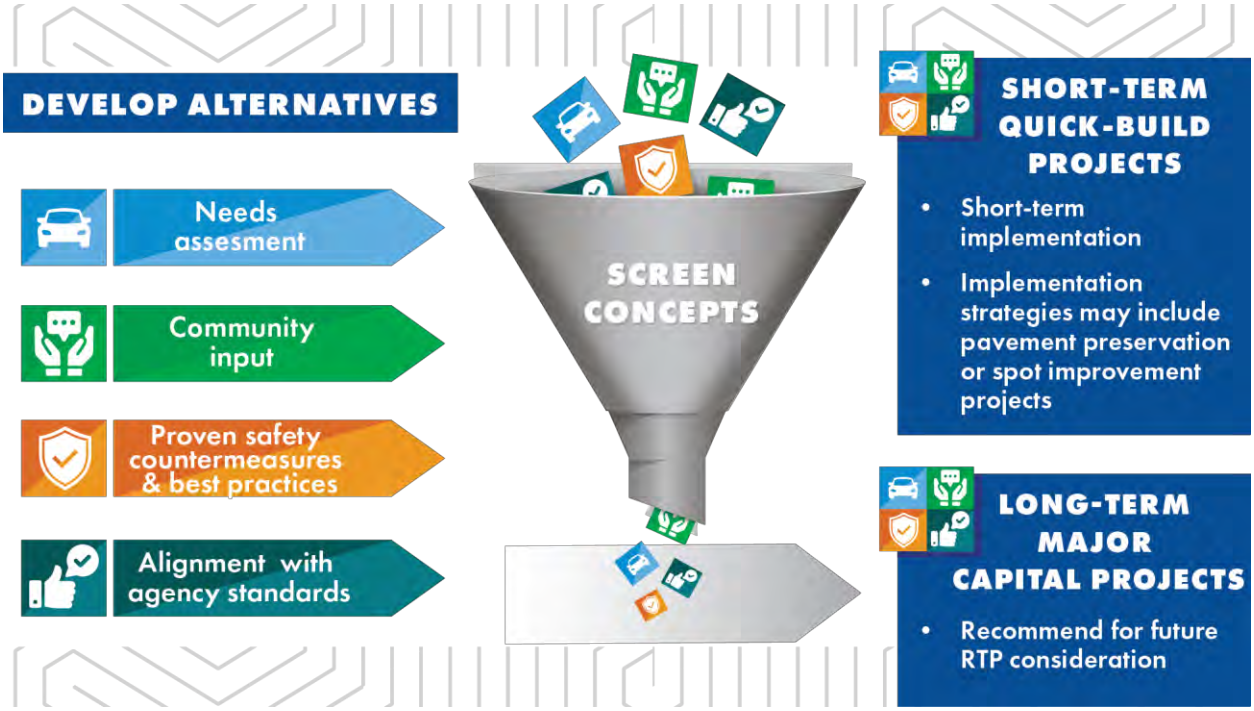
This study developed and evaluated alternative concepts using a collaborative and data-driven process. Key elements included existing conditions analysis, incorporation of community input, identification of appropriate best practice solutions, and alignment with agency and community input.

While the NNP program is primarily focused on lower cost improvements that can deliver benefits to the public within a short timeframe, this effort also identified projects consistent with a longer-term vision for a safe and connected regional network. Many of these improvements would involve substantial roadway reconstruction or new construction of shared use paths and would not be eligible for the NNP quick-build program, but could potentially be incorporated into future RTP updates or other future pavement or safety projects. Once the range of potential improvements was developed, the concepts were assessed using a two-tier process that is illustrated in Figure 6 and summarized below:

- **Screen potential improvements according to whether they are short-term quick-build projects or longer-term major capital projects.** Quick-build projects generally include pavement striping, signage, and smaller-scale installations such as speed tables. Projects that would involve impacts to right-of-way or larger-scale construction activities were considered to be major capital projects for purposes of this study.

- **Evaluate short-term quick-build projects to identify the highest priority projects for implementation funding.** Funding for the next phase of project design and construction is limited to $2.5 million. Criteria considered in the prioritization included safety, infrastructure condition, access to community resources, connectivity to the regional multimodal network, and community input.

Figure 6. Project Development and Evaluation Process



4.1 Prioritization Process

The AT Program allocated $2.5 million for design and construction in the neighborhood. As a result, the quick-build projects were ranked to determine which improvements would be advanced for near-term implementation. Projects not funded through the AT Program will be considered for funding through other RTC programs, such as the preventive maintenance and intersection improvement programs.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input. The projects considered are listed in Table 3.

- **Safety** – The greater the safety need, the higher the concept scores.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher.
- **Access** – Corridors that improve access to community resources received a higher score.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher.
- **Community Input** – Concepts that received positive public and agency comments were scored higher.



4.2 Low-Cost Near-Term Improvements Considered

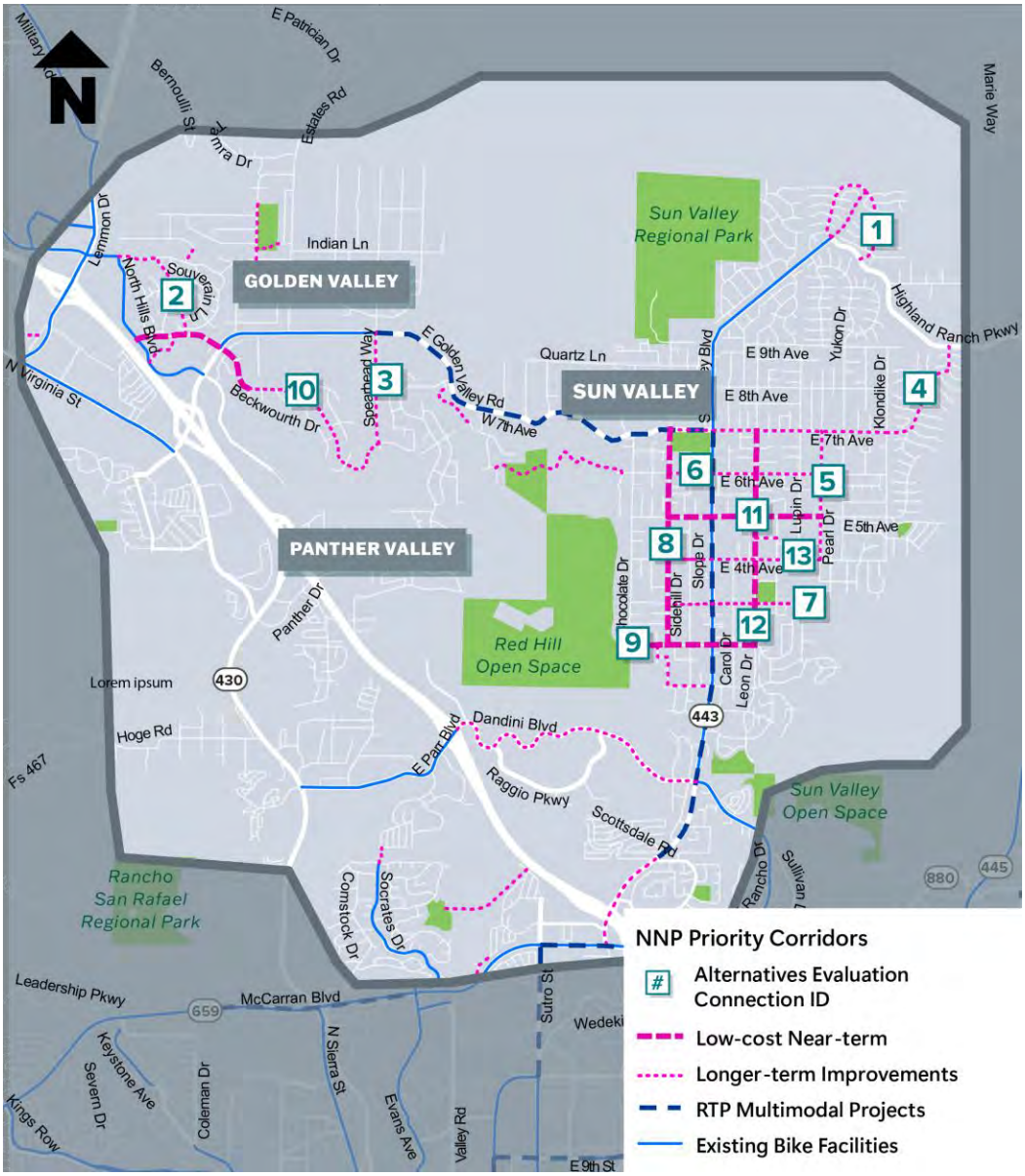
The following improvements were considered for short-term implementation (Table 3 and Figure 7). While all of the proposed concepts would provide benefits for active transportation, only higher-scoring projects are recommended for quick-build implementation due to limited funding. The scoring results are provided in Appendix D.

Table 3. Low-Cost Near-Term Improvements Considered

Location	Description
1. Debussey Drive / Donatello Drive	Traffic calming measures were considered on this connection between Sun Valley Boulevard and Desert Skies Middle School.
2. Rutherford Drive / Buck Drive	The extension of bike lanes and installation of painted bulbouts at intersections to provide an alternate path from North Hills Boulevard for active transportation use.
3. Spearhead Way Bike Lanes	The installation of a shared use path from Golden Valley Road to Rolling Ridge Road and a bike lane to connect to Beckwourth Drive were considered.
4. 7th Avenue / Magenta Drive / Lightning Drive / Midnight Drive	The upgrade of existing bike lanes to protected bike lanes and traffic calming measures were considered on this connection to Highland Ranch Parkway.
5. Pearl Drive	Bike lane and traffic calming improvements were considered between 4th Avenue and 7th Avenue.
6. 6th Avenue	Bike lanes were considered between Sidehill Drive and Pearl Drive.
7. Gepford Parkway	Traffic calming improvements with painted bulbouts and crosswalk improvements were considered between Sidehill Drive and Lupin Drive.
8. Sidehill Drive	Multimodal improvements are proposed between 2nd Avenue and 7th Avenue. This includes high visibility crosswalks and intersection pavement markings, painted bulbouts, speed tables, and a segment of a pedestrian lane. This improves safe access to Allen Elementary School and Sun Valley Community Park and is recommended for quick-build implementation. An RRFB would be installed at the 7th Avenue intersection to improve safety for students.
9. 2nd Avenue	Multimodal improvements are proposed between Chocolate Drive and Leon Drive. Proposed improvements include speed tables and painted bulbouts with delineators at intersections. High visibility crosswalks are recommended at Whittenmore Way/ Del Way and at Sidehill Dr. This improves safe access to Allen Elementary School and is recommended for quick-build implementation.
10. Beckwourth Drive	Multimodal improvements are proposed between North Hills Boulevard and Spearhead Way. This would include bike lanes and painted bulbouts with delineators at intersection and speed tables. This would improve safe access to Alice Smith Elementary School and North Valleys High School. This concept is recommended for quick-build implementation from North Hills Boulevard to Stonegate Court. Traffic signal upgrades at Golden Valley Road may also be considered through other RTC programs.
11. 5th Avenue	Multimodal improvements are proposed between Sidehill Drive to Pearl Drive. This includes bike lanes from Sun Valley Boulevard to Lupin Drive, speed tables, and high visibility crosswalks. A painted midblock crosswalk with curb extensions is proposed at Sun Valley Elementary School. This concept is recommended for quick-build implementation.

Location	Description
12. Leon Drive	Multimodal improvements are proposed between 2nd Avenue and 7th Avenue. This includes high visibility crosswalks and intersection pavement markings, painted bulbouts, speed tables, and a segment of a pedestrian lane. This would improve access to Sun Valley Elementary School and Gepford Park. This concept is recommended for quick-build implementation.
13. 4th Avenue	Multimodal improvements were considered on 4th Avenue between Sidehill Drive and Pearl Drive, including high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables.

Figure 7. Low-Cost Near-Term Improvements Considered



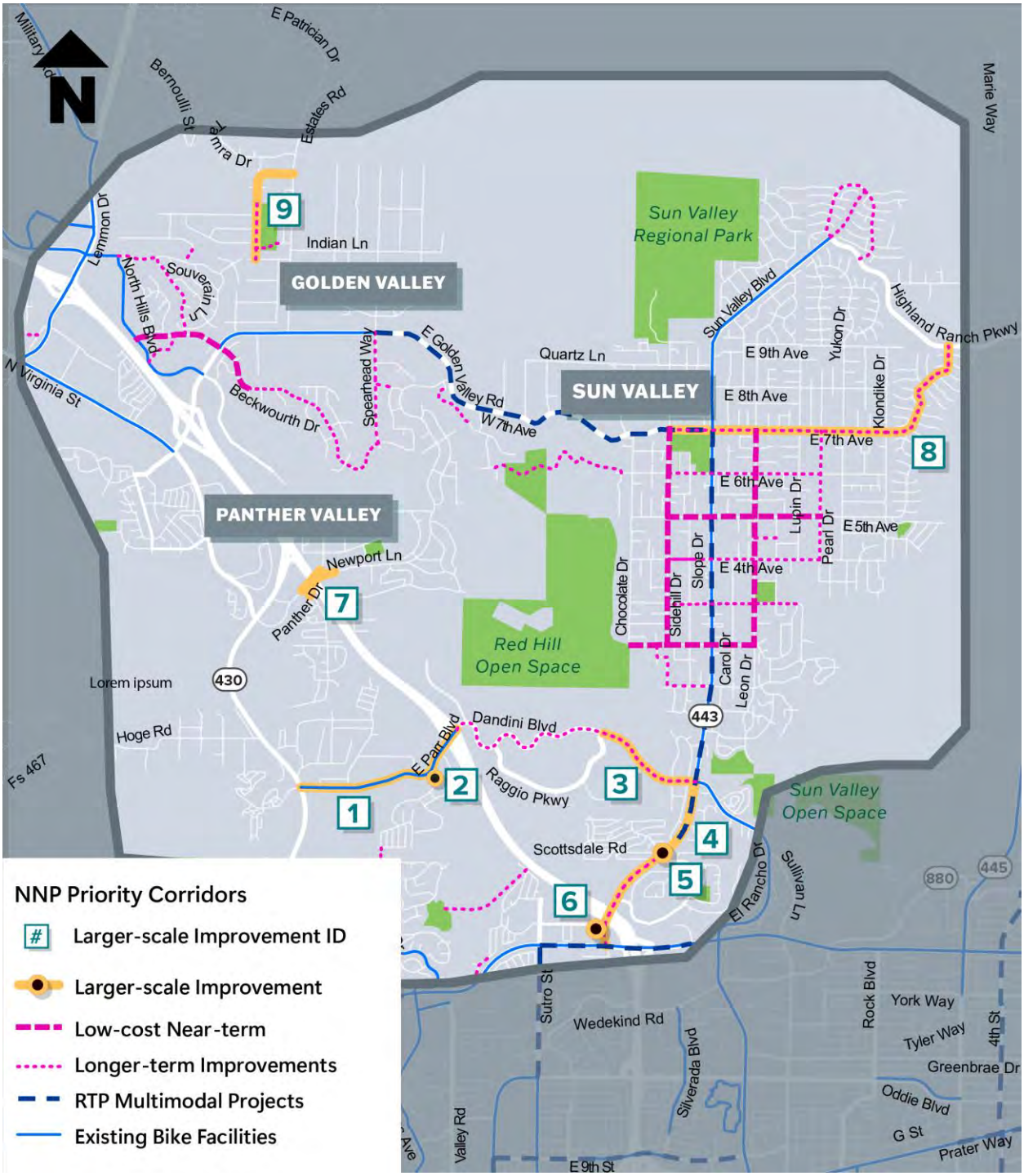
4.3 Larger-Scale Improvements Considered

Several improvements were identified that are important for safe multimodal connectivity, but would involve more substantial construction activities. These projects will be considered for inclusion in a future RTP update but exceed the resources available for quick-build implementation. A listing of these longer-term proposed improvements is provided in Table 4 and illustrated in Figure 8.

Table 4. Larger-Scale Improvements

Location	Description
1. Parr Boulevard and Virginia Street Intersection	Complete sidewalks on Vista Rafael leading to this intersection.
2. Parr Boulevard and Ferrari McLeod Boulevard Intersection	Install pedestrian crossing improvements on Parr Boulevard south side of Ferrari McLeod Boulevard.
3. Dandini Boulevard	Provide buffered bike lanes along roadway from Raggio Parkway to Clear Acre Lane.
4. Clear Acre Lane	Extend separated bike lane that is planned for Sun Valley Boulevard along Clear Acre Lane.
5. Clear Acre Lane and Scottsdale Road	Eliminate parking on the northwest corner of the intersection, extend southbound right-turn pocket into intersection to align with westbound Scottsdale travel lane, add bulbouts at corners opposite of pork chop islands, add marked crosswalks on all segments of intersection.
6. Selmi Drive and Clear Acre Lane Intersection	Install curb extensions/bulbouts and add crosswalks at driveway access.
7. Newport Lane / Panther Drive	Install bicycle facility along Newport Lane or Panther Drive to cross under US 395 and connect neighborhoods on both sides of the freeway.
8. 7th Avenue connecting to Highland Ranch Parkway	Install traffic calming and safety improvements as well as bike lanes from Sidehill to Klondike Drive, continuing along Magenta Drive, Lighting Drive, and Midnight Drive.
9. Hillview Drive	Install traffic calming improvements from Estates Rd to Sherman Way.

Figure 8. Larger-Scale Improvements Considered



Major improvements on multiple key corridors are already included in the RTP, as listed below:

- **Sun Valley Boulevard Corridor Improvements** – This project will install safety and drainage improvements and upgraded bicycle and pedestrian facilities from Scottsdale Road to 7th Avenue. This project was awarded a federal grant for implementation.
- **O'Brien's Pass Safety Project** – This project will construct safety improvements and a shared use path from Spearhead Way to Sun Valley Boulevard.
- **El Rancho Drive / Dandini Boulevard Sidewalks** – This project from Raggio Parkway to Sullivan Lane is currently identified as an unfunded need.
- **Golden Valley Road Bike Lanes** – Extend bike lanes from North Virginia Street to North Hills Boulevard. This project is currently an unfunded need.
- **North Virginia Street Capacity Project** – Install additional lanes and multimodal facilities from Panther Drive to Stead Boulevard.
- **Highland Ranch Parkway** – Add roadway capacity between Sun Valley Boulevard and Pyramid Highway.

Additionally, areas where shared use paths between residential areas could provide off-street connection options were identified. Some of these corridors follow paths that have been worn by people walking or biking, even when there is no formal trail. Additional analysis is recommended to identify public land ownership and public access easements in relationship to existing and proposed shared used paths. Proposed trail connections are shown in Table 5 and Figure 9.

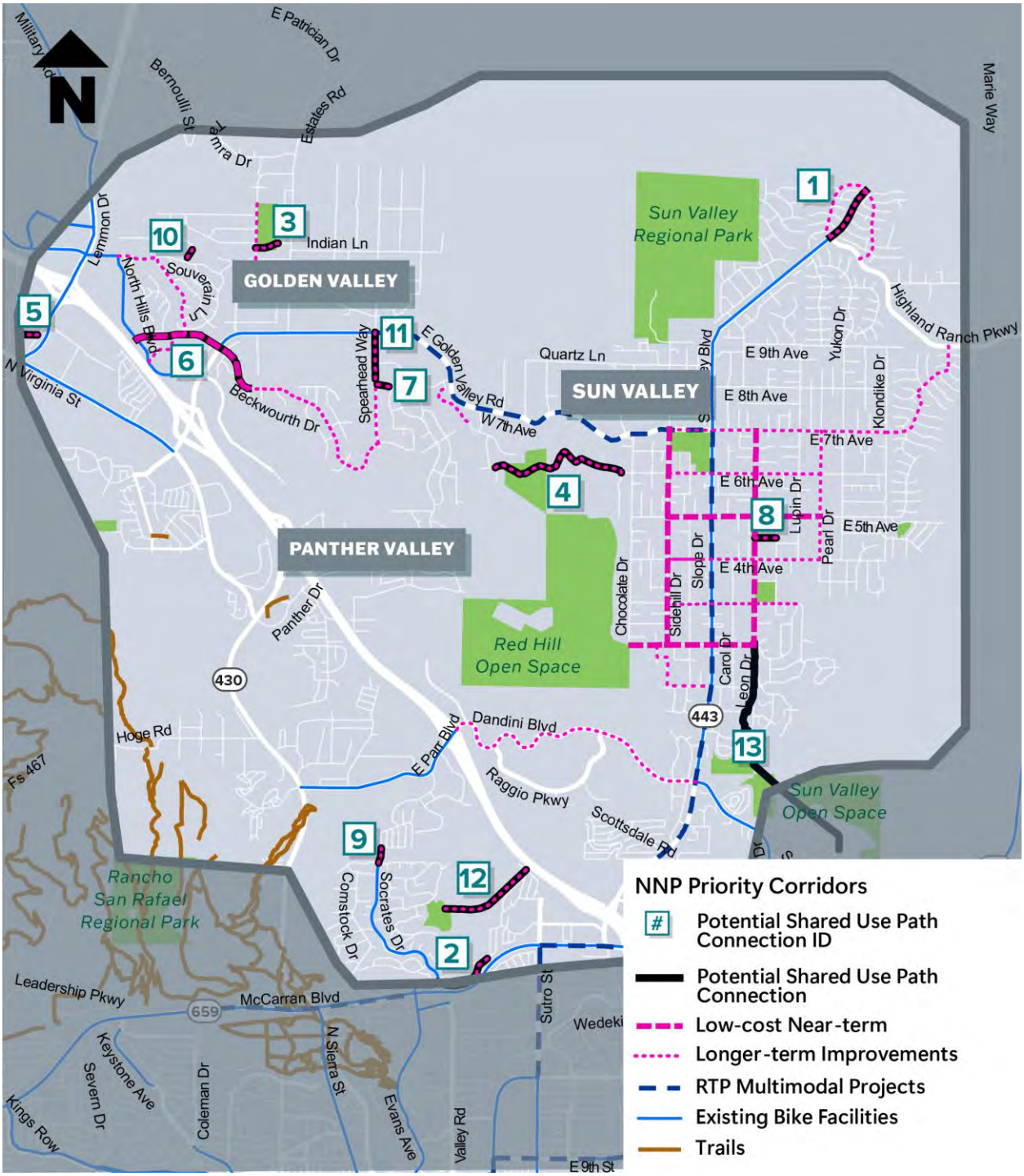


Families walking along School Lane to Sun Valley Elementary School.

Table 5. Potential Shared Use Path Connections

Location	Description
1. Shared use path to Desert Skies Middle School	Install paved shared use path between the northern terminus of Sun Valley Boulevard and Donatello Drive
2. Gaslight Lane from Socrates Drive to Cabernet Parkway	Designated trail along roadway (would provide off-street connection for residents in Sun Villa Estates neighborhood)
3. Golden Valley Park Connection from Margaret Drive to Hillview Drive	Shared use path or trail through park property
4. New active transportation connection from 6th Avenue to Fire Opal Lane via cul-de-sac trail access	Designate existing path as trail connection between Sun Valley and Golden Valley neighborhoods
5. New active transportation connection from Malcolm Avenue to Heindel Rd	New shared use path connection providing more direct access from neighborhood to Lemmon Drive bus stop
6. New active transportation connection from Beckwourth Drive to N Hills Boulevard	New shared use path along existing dirt trail for off-street connection from neighborhood and Alice Smith ES to retail
7. Opal Ranch Way Connection to Spearhead Way	Shared use path along existing access road enhancing neighborhood connectivity
8. School Street from Leon Drive to Woods Drive	Install shared use path along north side of access road. A portion of this corridor is owned by WCSD and a portion is owned by adjacent property owners. Students walk on this unpaved area to school.
9. Socrates to Shailyn connection from Sienna Park Drive to Shailyn Drive	Designate existing path as trail connection between neighborhoods
10. Connect path along Souverain Court to Cactus View Drive	Shared use path along existing access road, which could be included in potential future development.
11. Spearhead Way shared use Path from Golden Valley Rd to Opal Ranch Way	Shared use path along east side of road on school right-of-way
12. University Ridge Park Connector from Chablis Drive to University Park Loop	Designate existing path as trail connection between neighborhoods
13. Shared use path between Leon Drive and Hug High School	Construct a shared use path to provide an off-street path to Hug High School.

Figure 9. Potential Shared Use Path Connections



Note: Locations are preliminary and subject to change.



5. Neighborhood Network Recommendations and Implementation Strategy

The NNP is a short-term plan that identifies transportation improvements to increase walking and biking in the neighborhood. This approach provides improvements to the existing network, while also providing policies and programs that encourage, educate, and engage with the community about active transportation. This chapter describes the recommended short-term improvements within the Sun Valley, Golden Valley, and Panther Valley neighborhood. The recommendations in this study may be modified through the project development process as development occurs and community priorities change.

5.1 Quick-Build Recommendations

This section summarizes the recommended short-term quick-build improvements for the NNP. These concepts were developed to improve safe multimodal access to key neighborhood destinations such as schools, parks, transit stops, and grocery stores. The evaluation of concepts is summarized in Appendix D. The recommended low-cost, near-term improvements are a step toward implementing a connected neighborhood AT network.

Figure 10 illustrates the quick-build projects to be advanced toward near-term implementation as well as recommended longer-term improvements that help expand the network. Table 6 includes a description of the proposed quick-build projects as well as a planning-level cost estimate. Figure 11 shows recommendations in the Golden Valley and Panther Valley area. Thermoplastic crosswalks and striping should be installed on a milled surface so that the striping is flush with the street. Figure 12 shows recommendations in the Sun Valley area. Cost estimates are based on recent construction costs in the region and include a 30% contingency.

Figure 10. NNP Area Proposed Improvements

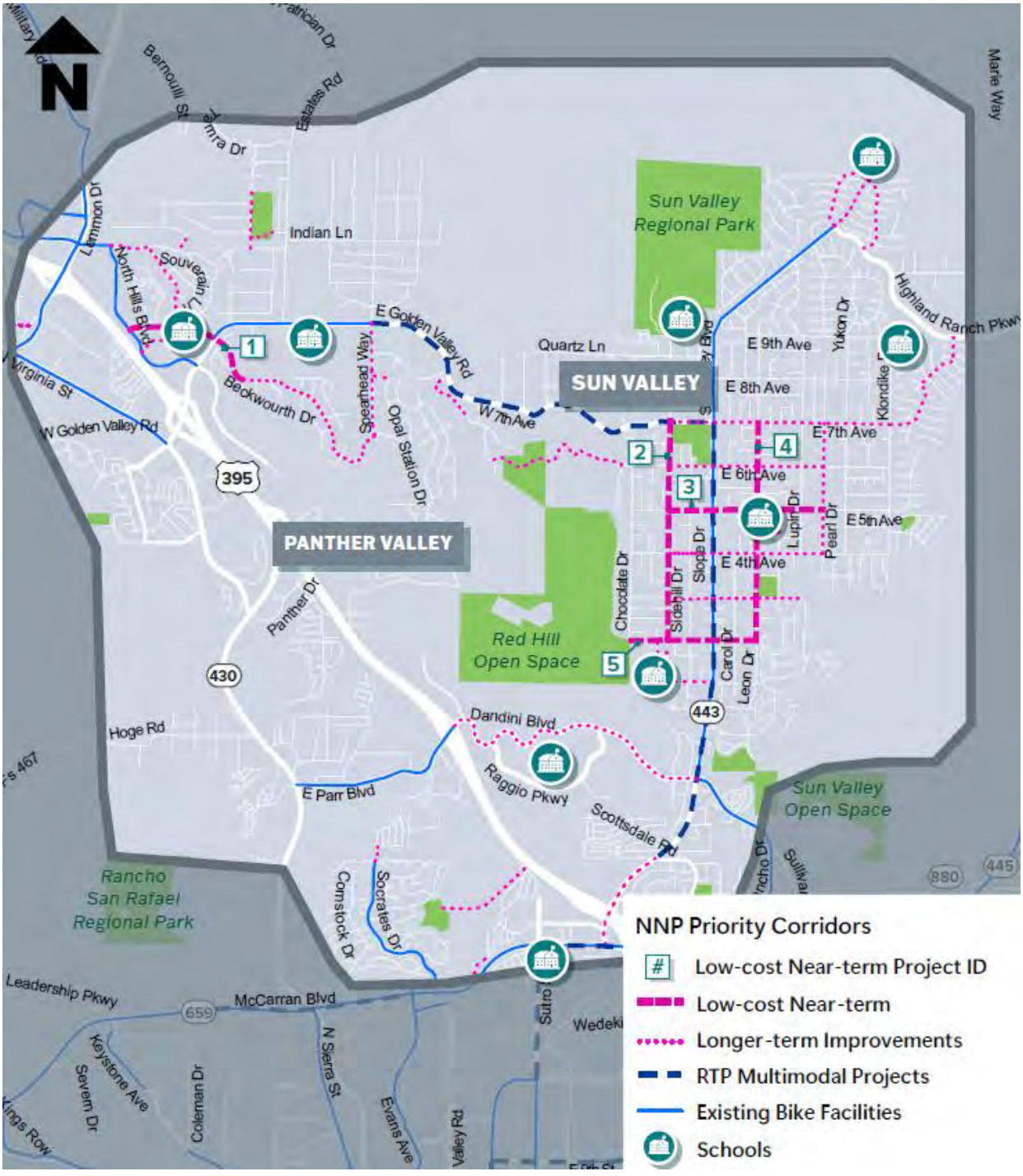


Figure 11. Detail of Golden Valley and Panther Valley Area Improvements

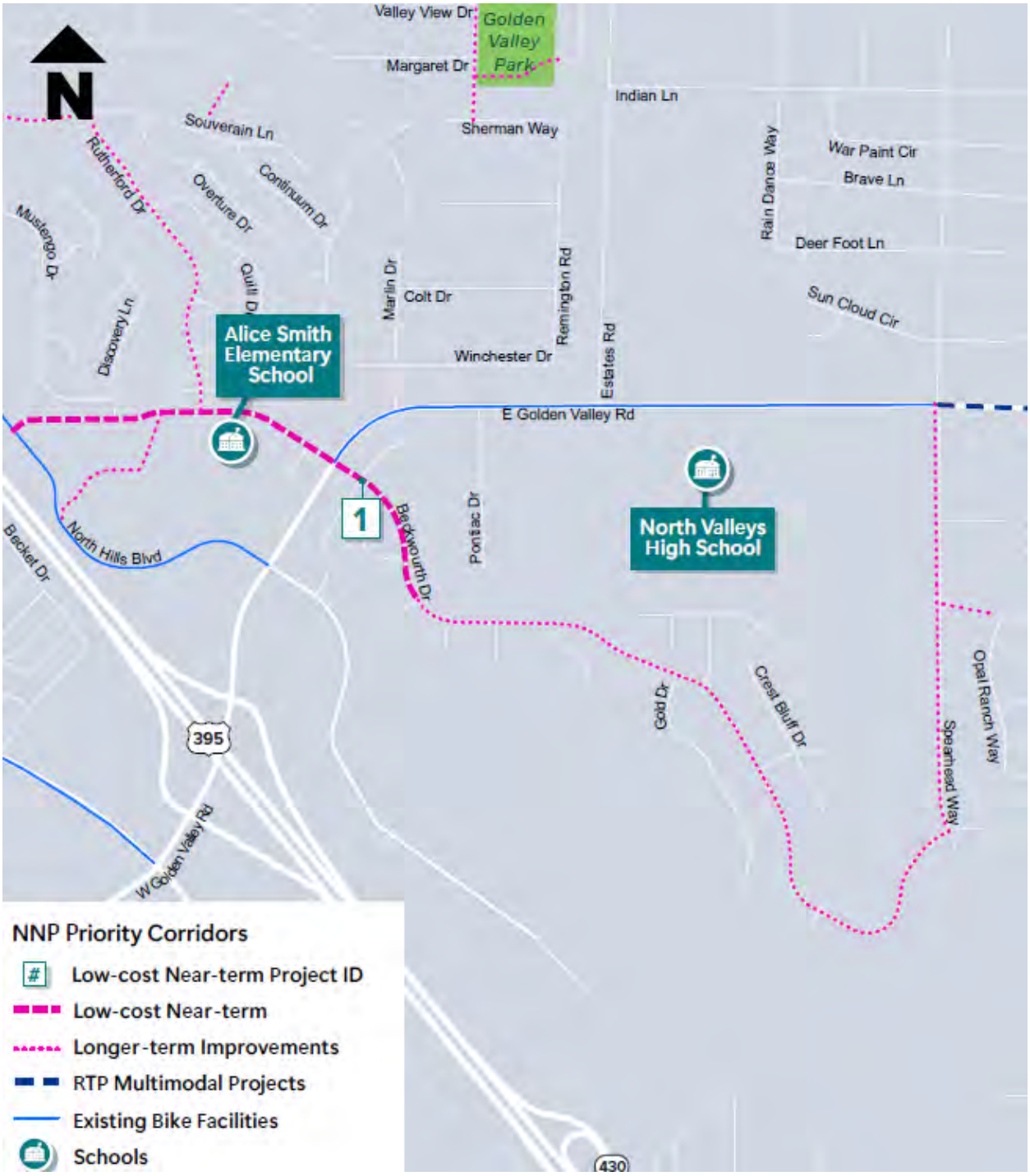


Figure 12. Detail of Sun Valley Area Improvements



Table 6. Sun Valley and Panther Valley Area Improvements

Project Name and Location	Length (Mi.)	Bike Facility Type	Description	Preliminary Cost Estimate
1. Beckwourth Drive N Hills Boulevard to Stonegate Ct	.5	Bike lane	Striped bike lanes and bulbouts	$410,000
2. Sidehill Drive 2nd Avenue to 7th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, high visibility crosswalks, and segment of pedestrian lane	$460,000
3. 5th Avenue Sidehill Drive to Pearl Drive	.9	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, high visibility crosswalks, and segment of pedestrian lane	$620,000
4. Leon Drive 2nd Avenue to 7th Avenue	1.25	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	$530,000
5. 2nd Avenue Chocolate Drive to Leon Drive	.7	Neighborhood byway	Traffic calming with edge striping, painted bulbouts, speed tables, and high visibility crosswalks	$480,000

5.2 Implementation

The projects recommended by this plan will be considered for implementation using AT Program funds and are intended to be implemented quickly across the neighborhood. RTC will conduct project design for identified quick-build improvements in 2026 and 2027, with a goal to begin construction in 2028. Projects will be constructed based on AT Program fund availability.

Other potential funding opportunities are available for projects not implemented through the AT Program, as described in the following sections.

Federal Funding (Formula and Discretionary Grant Programs)

The Bipartisan Infrastructure Law (BIL), signed in November of 2021, allocated $550 billion to transportation, broadband, and utility investments across the United States. This funding will be distributed over the five-year period between fiscal years 2022 and 2026 via both formula funding and competitive grant application processes.

As this funding program comes to a close, transportation reauthorization is in the proposal stages, preliminarily named Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act. This funding program would authorize funds to be appropriated from the Highway Trust Fund and General Fund for fiscal years 2027 through 2031, at an estimated total amount of $580 billion. While not all funding elements are yet known, the following provides a listing of the most likely relevant funding sources for implementation of the proposed improvements.

Surface Transportation Block Grant Program (STBG): STBG is a flexible federal formula program that provides for allocations to both RTC, as the MPO, and the Nevada Department of Transportation. RTC incorporates these funds into a regional call for projects dedicated to the MPO planning area. The Nevada Department of Transportation manages STBG funds that are available for allocation on a statewide basis. Use of STBG funds must be managed in accordance with federal and state processes.

Transportation Alternatives Set-Aside: The Transportation Alternatives Set-Aside (also known as TA Set-Aside) from the STBG Program provides federal funds for community-based projects that expand travel choices and enhance the transportation experience. These projects are intended to integrate modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure. Local governments, regional transportation authorities, transit agencies, MPOs, and school districts, among others, are eligible to apply for TA Set-Aside funding. Federal guidelines specify that projects must be selected based on a competitive process.

Eligible project types include planning, design, and construction of a variety of facilities, programs, and other efforts. More specific examples of eligible projects include:

- Bicycle, pedestrian, and other nonmotorized transportation facilities
- Traffic calming, lighting, and other safety-related infrastructure
- ADA improvements
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions
- Vulnerable road user safety assessment
- Vegetation management
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Micromobility projects, including bike and scooter share (construction and non-construction projects that facilitate safe access for pedestrians and bicyclists)
- Removal of outdoor advertising

Better Utilizing Investments to Leverage Development (BUILD) / Surface Transportation Accelerator Grants (STAG): The BUILD grant program is designed to help urban and rural communities advance projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable. Competitive projects will emphasize safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.

The program was last allocated $9.7 billion over a five-year period for individual projects of up to $25 million. Projects may be for capital investments or planning activities.

The Surface Transportation Accelerator Grant (STAG) program is a proposed new discretionary grant program proposed under the BUILD America 250 Act that consolidates several prior grant programs, including BUILD. It is intended to be a flexible competitive program that allocates more than $2 billion a year to the program. It is anticipated that STAG will allocate at least 50% of annual funds to local projects. The program will aim to fund major construction projects, having a much higher cap on the grant award that the current BUILD program (maximum of $25 million).

Safe Streets and Roads for All (SS4A): The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Eligible applicants include MPOs, counties, cities, towns, transit agencies, and Tribal governments.

Grant awards are divided into two categories: Action Plan Grants and Implementation Grants. An Action Plan Grant is used to develop an Action Plan – a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality (i.e., a safety plan). Implementation Grants are used to fund and implement specific projects previously identified in the Action Plan. To receive an implementation grant, the local entity applying must have an adopted Safety Plan that adheres to the program.

State Funding

The Nevada Department of Transportation receives fuel tax revenues that are available for use statewide. These funds are prioritized using the One Nevada process and programmed over a four-year time period in the STIP.

Regional/Local Funding

The RTC receives fuel and sales taxes that are available for use on facilities throughout Washoe County. Voters approved indexing the fuel tax to inflation in 2008, which now provides a reliable source of revenue for improvements on regional roads. A sales tax was also approved by Washoe County voters to fund both transit and roadway improvements. RTC allocates funding through the RTP process for major projects. The RTC pavement preservation program and intersection improvement program are also used to deliver smaller scale improvements across the region using a needs-based assessment framework.

The City of Reno and Washoe County both manage traffic calming programs that can implement improvements to slow traffic and improve safety. The City of Reno Public Works Design Manual includes details about this program, including the process to request traffic calming measures and the types of eligible uses. The Washoe County Traffic Calming and Traffic Engineering Request Policy describes the process for implementing neighborhood improvements.

Private funding can also support community improvements. RTC coordinates with the City of Reno and Washoe County on the review of proposed projects. There are opportunities to integrate improvements into new development.

5.3 Monitoring Progress

Part of RTC's planning program involves performance monitoring. This includes a range of safety and operational metrics that RTC tracks on an ongoing basis as the MPO. In addition to regional performance monitoring, there is a benefit to tracking the impacts of individual corridor improvements. This is relevant for the AT Program, as RTC seeks to deliver projects that are of the greatest value and benefit for the community. Potential performance monitoring for this NNP may include safety, maintenance needs, active transportation usage, and community input.

5.4 Quick-Build Featured Projects

The recommended short-term quick-build projects provide a safer active transportation network that improves access to key community destinations. These projects will advance through the RTC design and construction process using funding previously allocated by RTC. The summary information about these projects in Section 5.1 is expanded in the following cut sheets. These project information pages describe the goals and benefits of each project as well as a more detailed description. Location maps and illustrations or examples of similar improvements that have been implemented in other locations provide additional background about the proposed improvements. RTC will continue to collaborate with partner agencies and community residents through the implementation of these quick-build projects.

SUN VALLEY & PANTHER VALLEY
Sidehill Drive

AT A GLANCE

Location: Sidehill Drive from 2nd Avenue to 7th Avenue

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

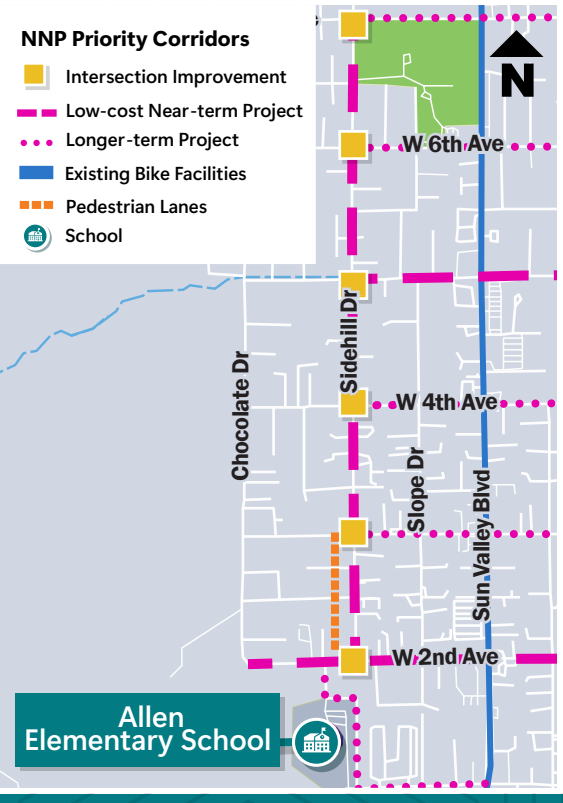
Cost: $460,000

Length: 1.25 miles

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE PARK ACCESS

PROJECT MAP





Proposed view toward the south on Sidehill Drive near 7th Avenue

PROJECT DETAILS



Existing toward the south on Sidehill Drive near 7th Avenue

PROJECT DESCRIPTION

The Sidehill Drive corridor traverses the western side of the Sun Valley community and provides access to Allen Elementary School and Sun Valley Community Park. This corridor has experienced multiple severe crashes. Pedestrian infrastructure is limited with roadside ditches along much of the corridor. Pavement markings at intersections are faded and difficult to see in some locations.

The proposed neighborhood byway improvements include high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables.

NEIGHBORHOOD NETWORK PLAN

SUN VALLEY & PANTHER VALLEY
Leon Drive

RTC

AT A GLANCE

Location: Leon Drive from 2nd Avenue to 7th Avenue

Cost: $530,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

Length: 1.25 miles

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE PARK ACCESS

PROJECT MAP



NNP Priority Corridors

- Intersection Improvement
- Low-cost Near-term Project
- Longer-term Project
- Existing Bike Facilities
- School



Proposed view to the north on Leon Drive at Gepford Park

PROJECT DETAILS



Existing view to the north on Leon Drive at Gepford Park

PROJECT DESCRIPTION

The Leon Drive corridor traverses the eastern side of the Sun Valley community and provides access to Sun Valley Elementary School and Gepford Park. This corridor has experienced multiple severe crashes. While there are separate pedestrian paths near Gepford Park and the elementary school, pedestrian infrastructure is limited with roadside ditches along much of the corridor. Pavement markings at intersections are faded and difficult to see in some locations.

This proposed neighborhood byway improvements include high visibility crosswalks and intersection pavement markings, painted bulbouts, and speed tables,. A pedestrian lane is proposed east of the school.

NEIGHBORHOOD NETWORK PLAN

SUN VALLEY & PANTHER VALLEY

5th Avenue

RTC

AT A GLANCE

Location: 5th Avenue from Sidehill Drive to Pearl Drive

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, bicycle lanes from Sun Valley Boulevard to Lupin Drive

Cost: $620,000

Length: 0.9 mile

GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL/PARK ACCESS
- IMPROVE TRANSIT ACCESS

PROJECT DESCRIPTION

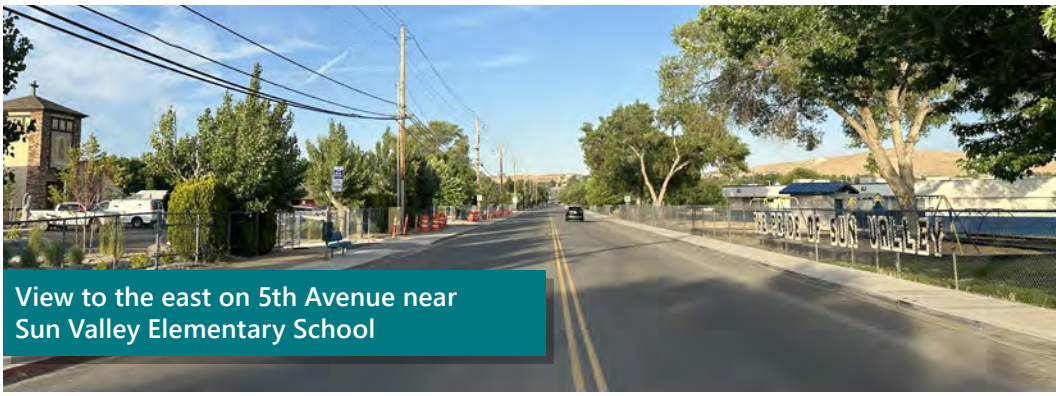
5th Avenue provides east-west access across sun Valley. It connects to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Sun Valley Elementary School is located on 5th Avenue and experiences challenges for students walking to school and crossing area roadways.

Proposed improvements include bike lanes from Sun Valley Boulevard to Lupin Drive, speed tables, and high visibility crosswalks. A painted mid-block crosswalk with curb extension is proposed to support school access.



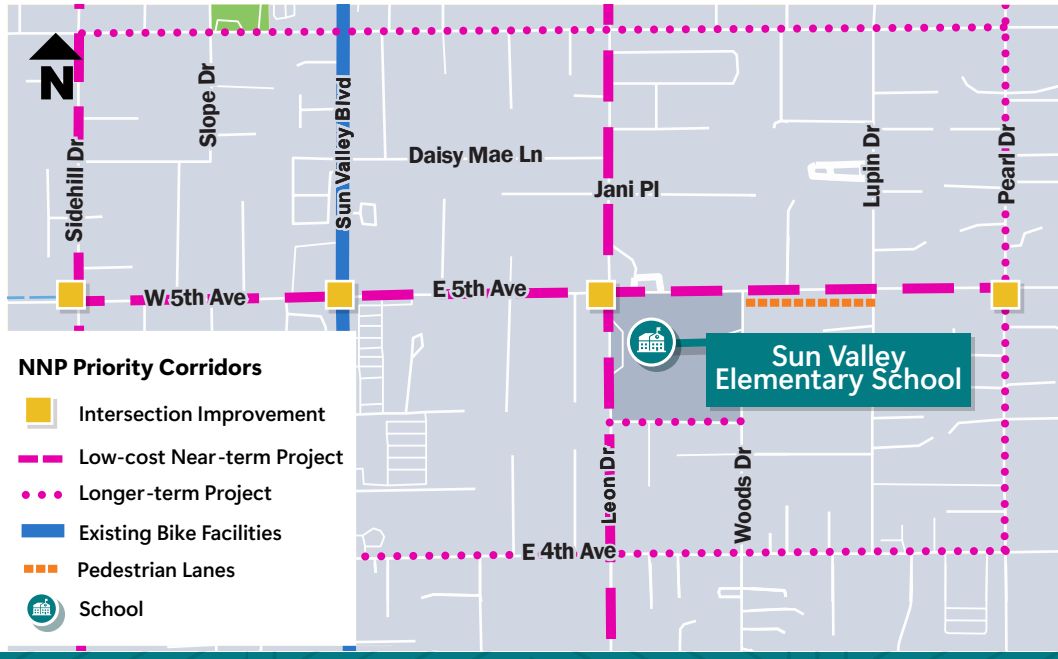
Proposed view to the east on 5th Avenue near Sun Valley Elementary School

PROJECT DETAILS



View to the east on 5th Avenue near Sun Valley Elementary School

PROJECT MAP



SUN VALLEY & PANTHER VALLEY
2nd Avenue

AT A GLANCE

Location: 2nd Avenue from Chocolate Drive to Leon Drive

Cost: $480,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements

Length: 0.7 miles

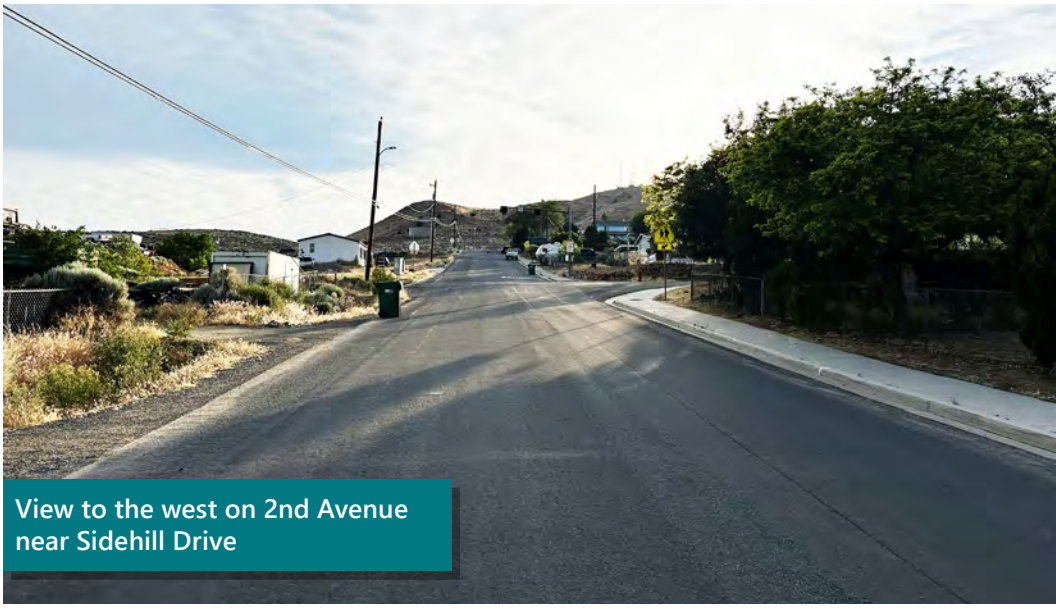
GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE TRANSIT ACCESS

PROJECT DESCRIPTION

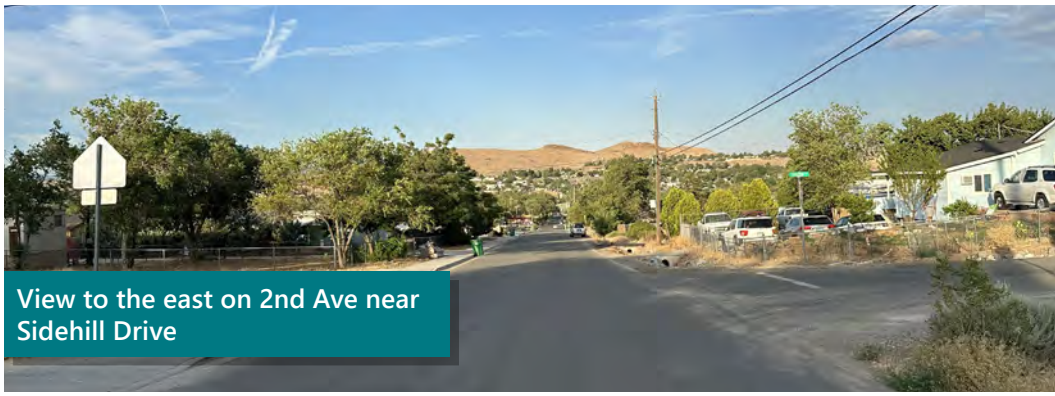
2nd Avenue provides east-west access across sun Valley. It provides a connection to RTC Route 5 transit service as well as the shopping and employment opportunities on Sun Valley Boulevard. Lois Allen Elementary School is located just south of 2nd Avenue and experiences challenges for students walking to school and crossing area roadways.

Proposed improvements include speed tables and painted bulbouts with delineators at intersections. High visibility crosswalks are recommended at Whittenmore Way/ Del Way and at Sidehill Dr.



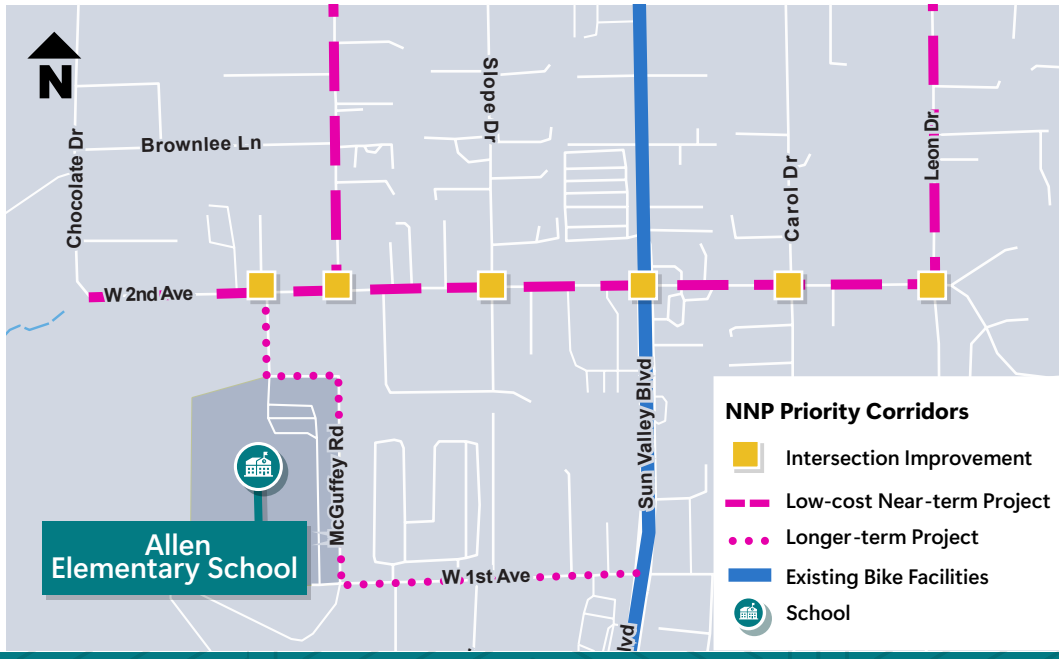
View to the west on 2nd Avenue near Sidehill Drive

PROJECT DETAILS



View to the east on 2nd Ave near Sidehill Drive

PROJECT MAP



SUN VALLEY & PANTHER VALLEY
Beckwourth Drive

AT A GLANCE

Location: North Hills Boulevard to Stonegate Court

Cost: $410,000

Improvement Type: Traffic calming improvements, intersection and crosswalk safety improvements, and bike lanes

Length: 0.7 miles

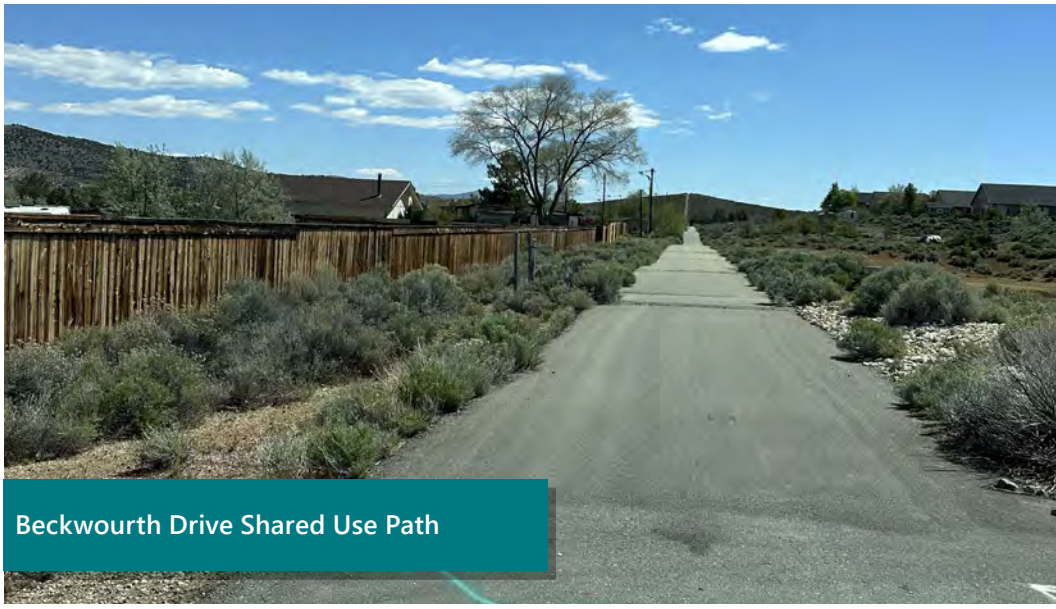
GOALS/BENEFITS

- IMPROVE BIKE & CROSSWALK SAFETY
- IMPROVE SCHOOL ACCESS
- IMPROVE BIKE CONNECTIVITY

PROJECT DESCRIPTION

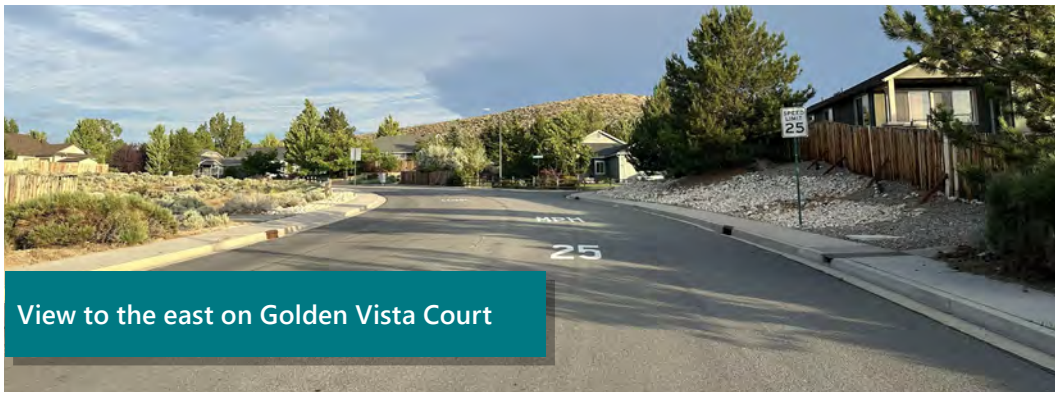
Beckwourth Drive provides access to Alice Smith Elementary School and connections to North Valleys High School. While the majority of this corridor has sidewalks, there are no bike facilities.

Proposed improvements between North Hills Boulevard and Golden Valley Road include bike lanes and painted bulbouts with delineators at intersections. Speed tables would be added to calm traffic speeds. Buffered bike lanes would be added from Golden Valley Road to Stonegate Court, providing access to the shared use path that goes to North Valleys High School. Wayfinding signage is recommended to help people navigate the network of shared use paths. Upgrades to the traffic signal at Golden Valley Drive are recommended to be considered through other RTC programs.



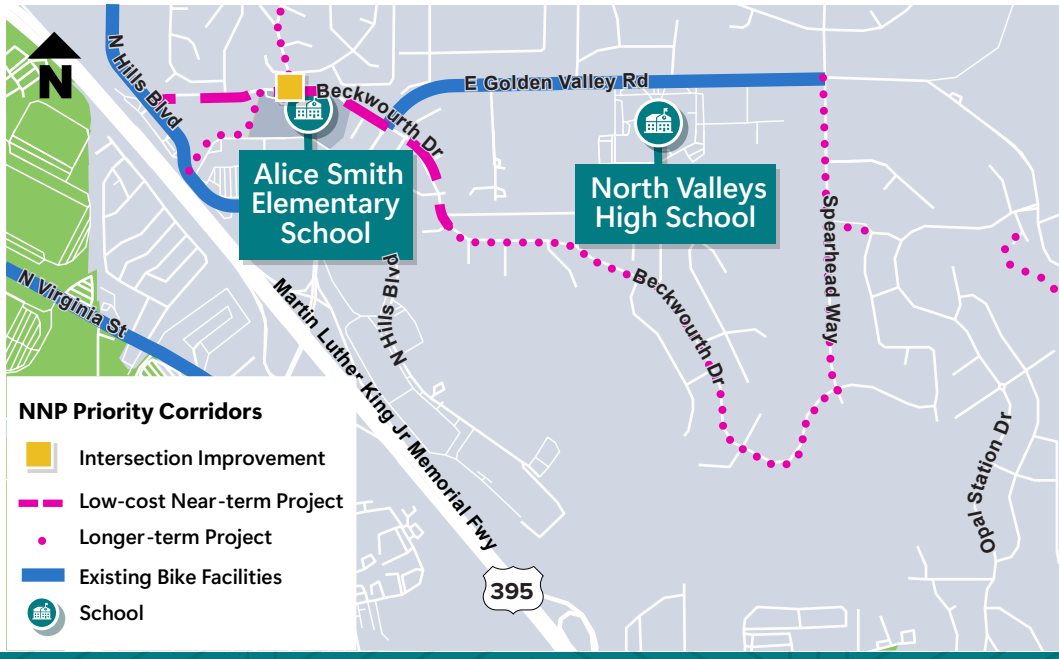
Beckwourth Drive Shared Use Path

PROJECT DETAILS



View to the east on Golden Vista Court

PROJECT MAP



Appendix A: Supplemental Existing Conditions Information

Existing Conditions

The Sun Valley and Panther Valley neighborhoods has a population over 44,000. The median income for the planning area is lower than the average for Washoe County. Approximately 38% of the population is younger than 18 or above age 64, indicating a need for transportation options beyond driving. A summary of population demographics is provided in Table A-1. Given these economic and demographic factors, there is a clear need to promote access to all modes of transportation.

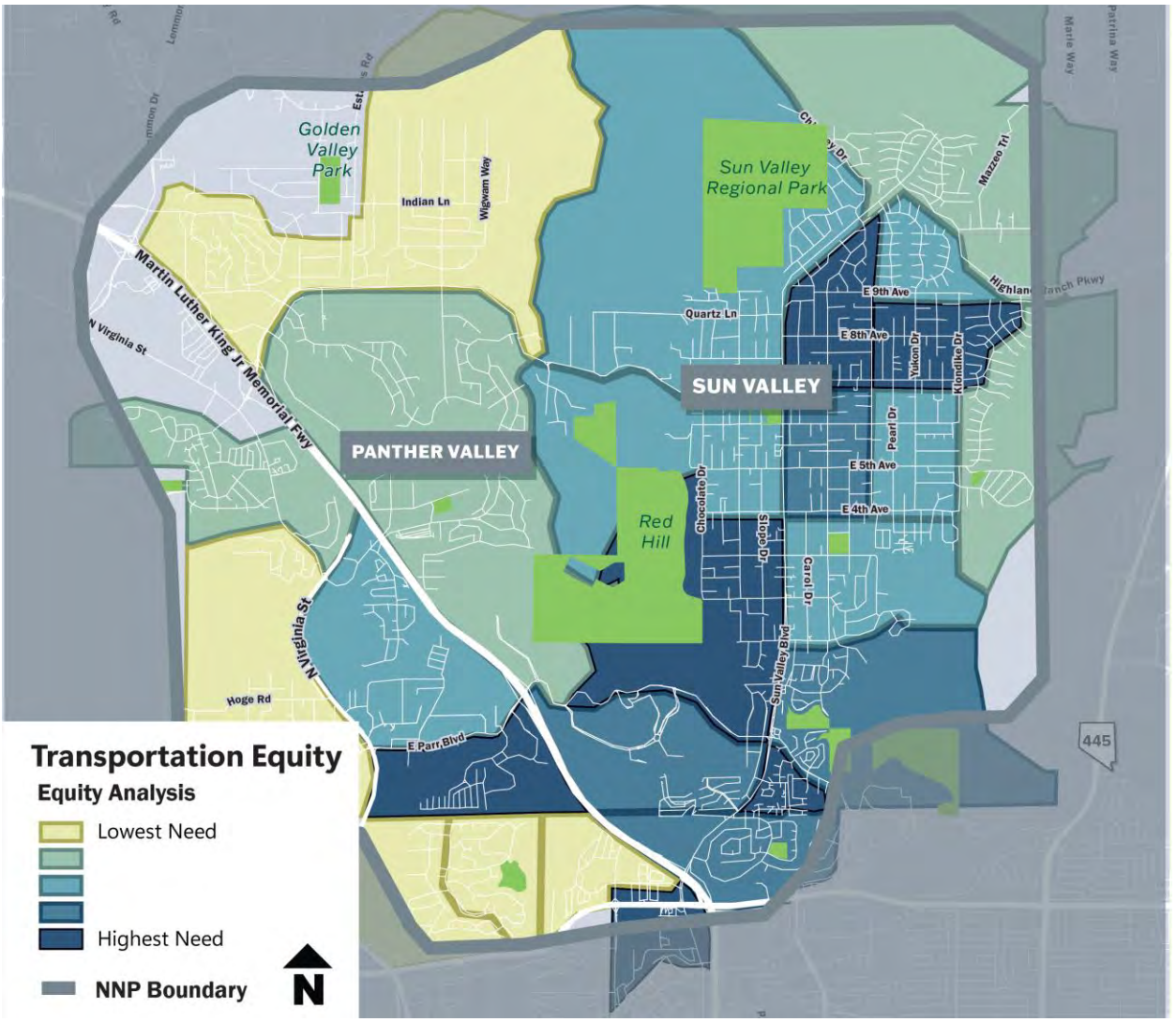
Table A-1. Comparison of Population Characteristics

Demographic	Washoe County	NNP Area
Median Household Income	$85,600	$76,524
Housing Cost Burdened Households (B25140)	31%	32%
Under age 18	21%	25%
Over age 64	17%	13%
Has a Disability	25%	28%
Hispanic	26%	41%
Minority Population	35%	44%
Limited English Proficiency (LEP)	3%	4%
Zero-Vehicle Households	6%	5%
Single Vehicle Households	28%	25%

Source: American Community Survey, 2023

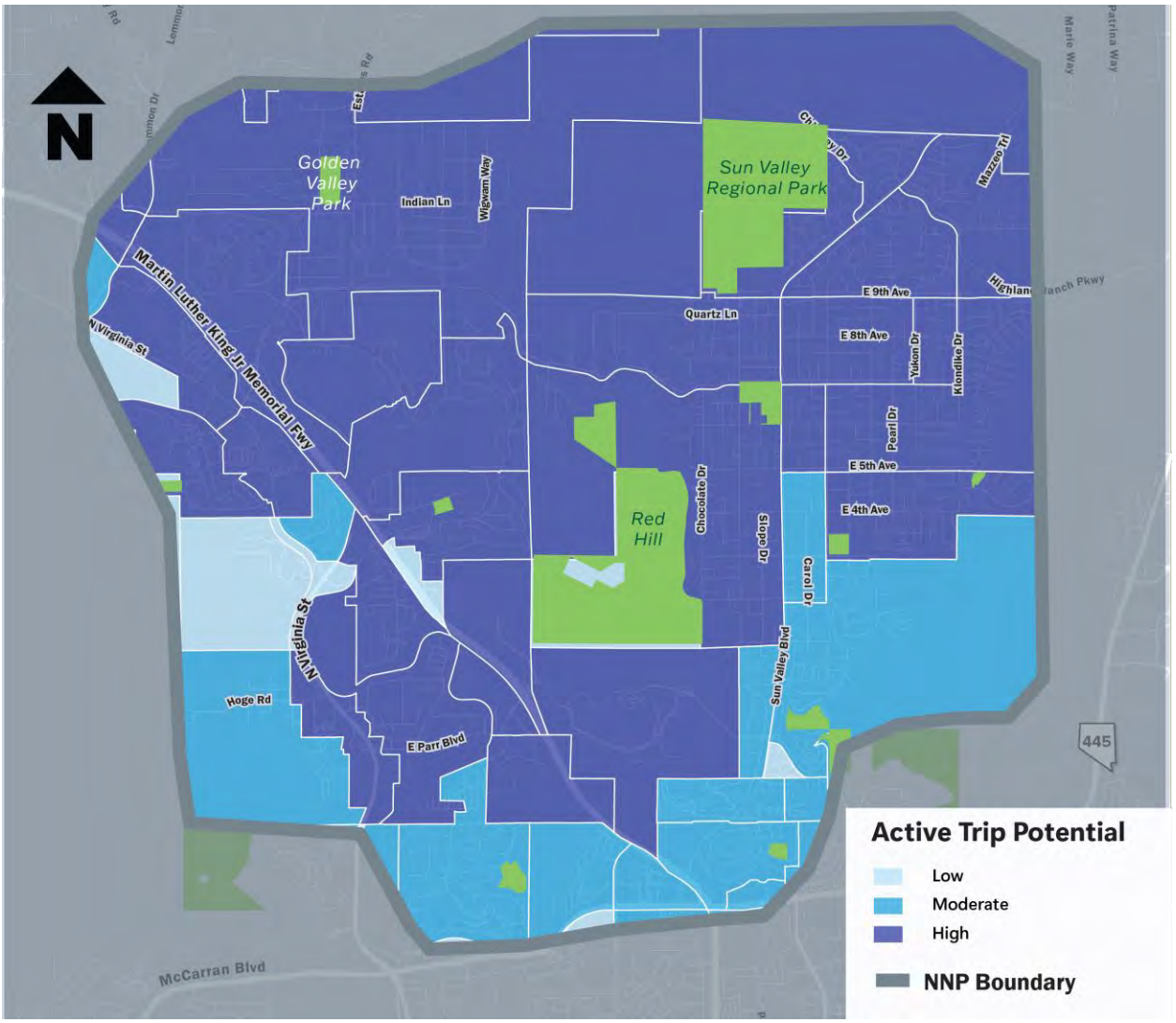
Figure A-1 provides an overview of areas with higher needs, based on demographic characteristics, where a higher number represents an area of greater need, as documented in the AT Plan. Areas of greater need indicate the potential demand for affordable active transportation options.

Figure A-1. Transportation Equity Analysis



Active trip potential measures where short vehicle trips could realistically shift to walking or biking with improved infrastructure. The Plan uses this metric to identify areas with latent demand or existing active travel, helping target investments that reduce auto trips and support first- and last-mile connectivity. **Illustrated in Figure A-2, substantial portions of the planning area show moderate or high potential for active trips. This pattern highlights strong opportunities to support walking and bicycling, particularly in Sun Valley.**

Figure A-2. Active Trip Potential



Safety Needs

The analysis identified several crash hotspots. Sun Valley Boulevard experienced a high number of crashes, with the greatest concentration occurring near the interchange with US 395. Additional hotspots appeared near the US 395 interchanges at Golden Valley Road, Lemmon Drive, and East Parr Road. Interchange ramps often function as crash-prone locations because drivers transition rapidly from high-speed, limited-access freeway conditions to lower-speed environments with turning movements and the presence of bicyclists and pedestrians.

During the five-year period between 2019 and 2023, 14 crashes resulted in fatalities and 52 resulted in serious injuries. Over half of the fatal and serious injury crashes occurred at nighttime during dark conditions, with 32% of these crashes along roadways that do not have illumination. Figure A-3 shows crash concentration in the planning area and Figure A-4 shows the locations of fatal and injury crashes.

Figure A-3. Crash History

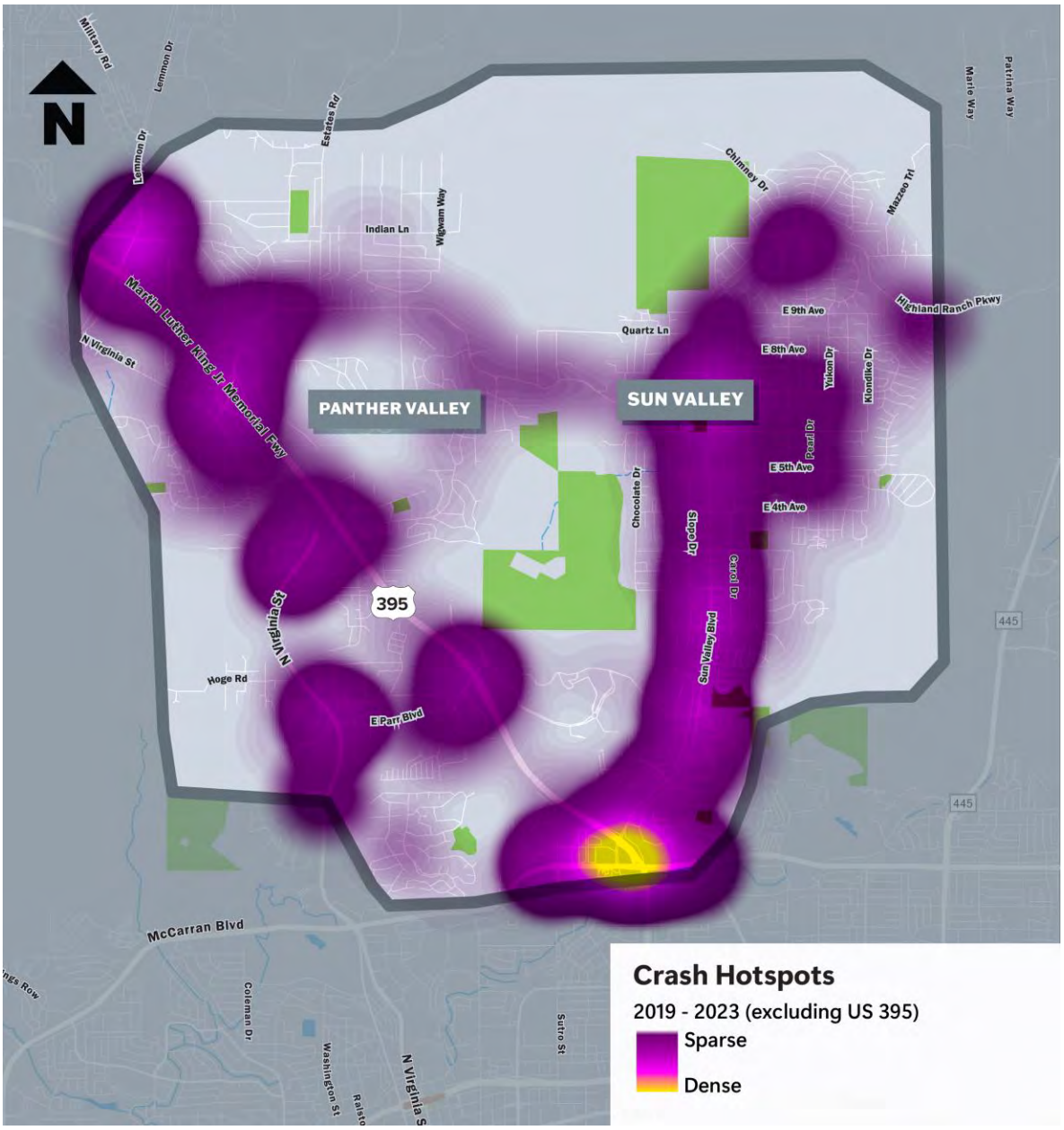
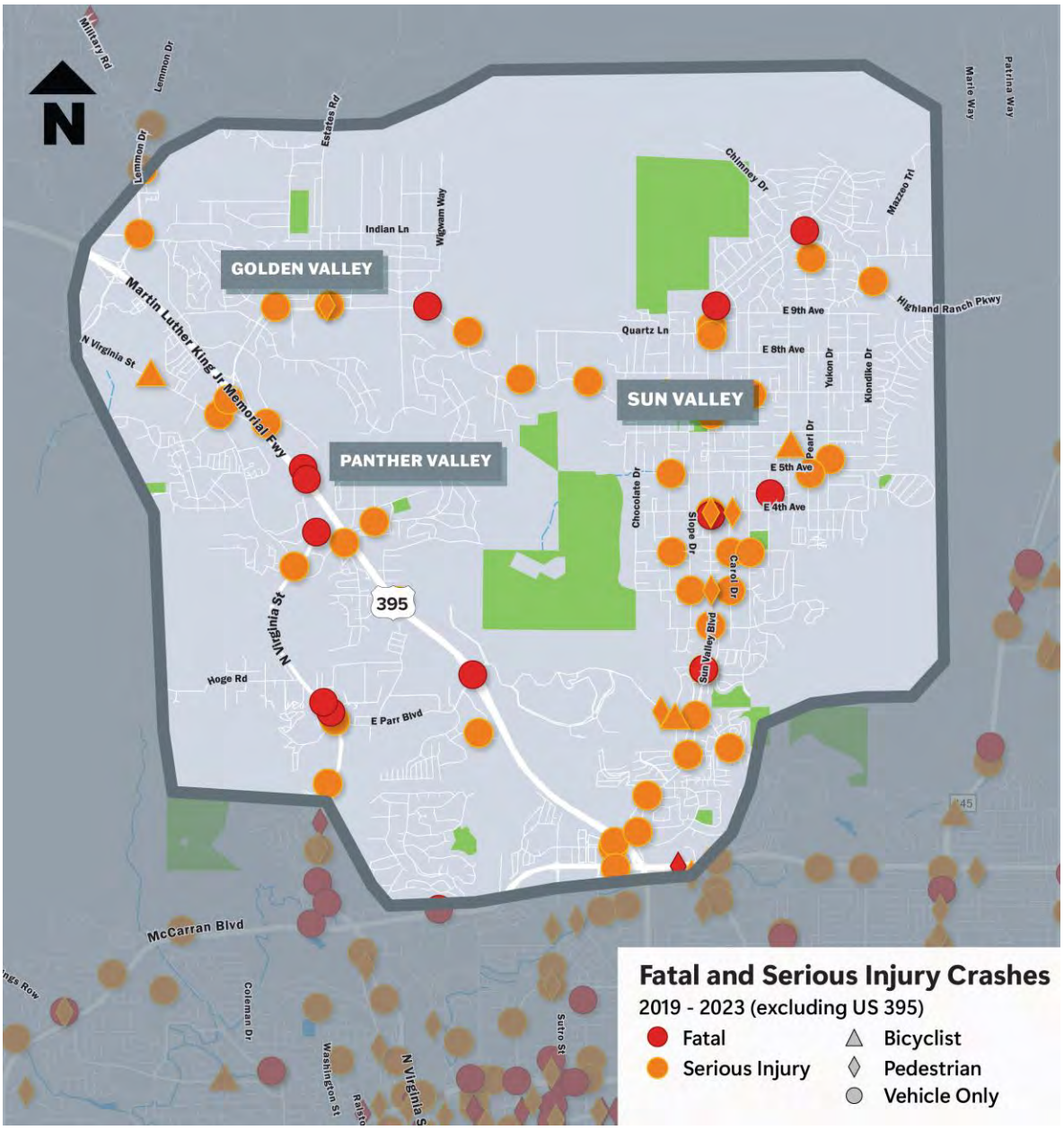


Figure A-4. Fatal and Serious Injury Crashes



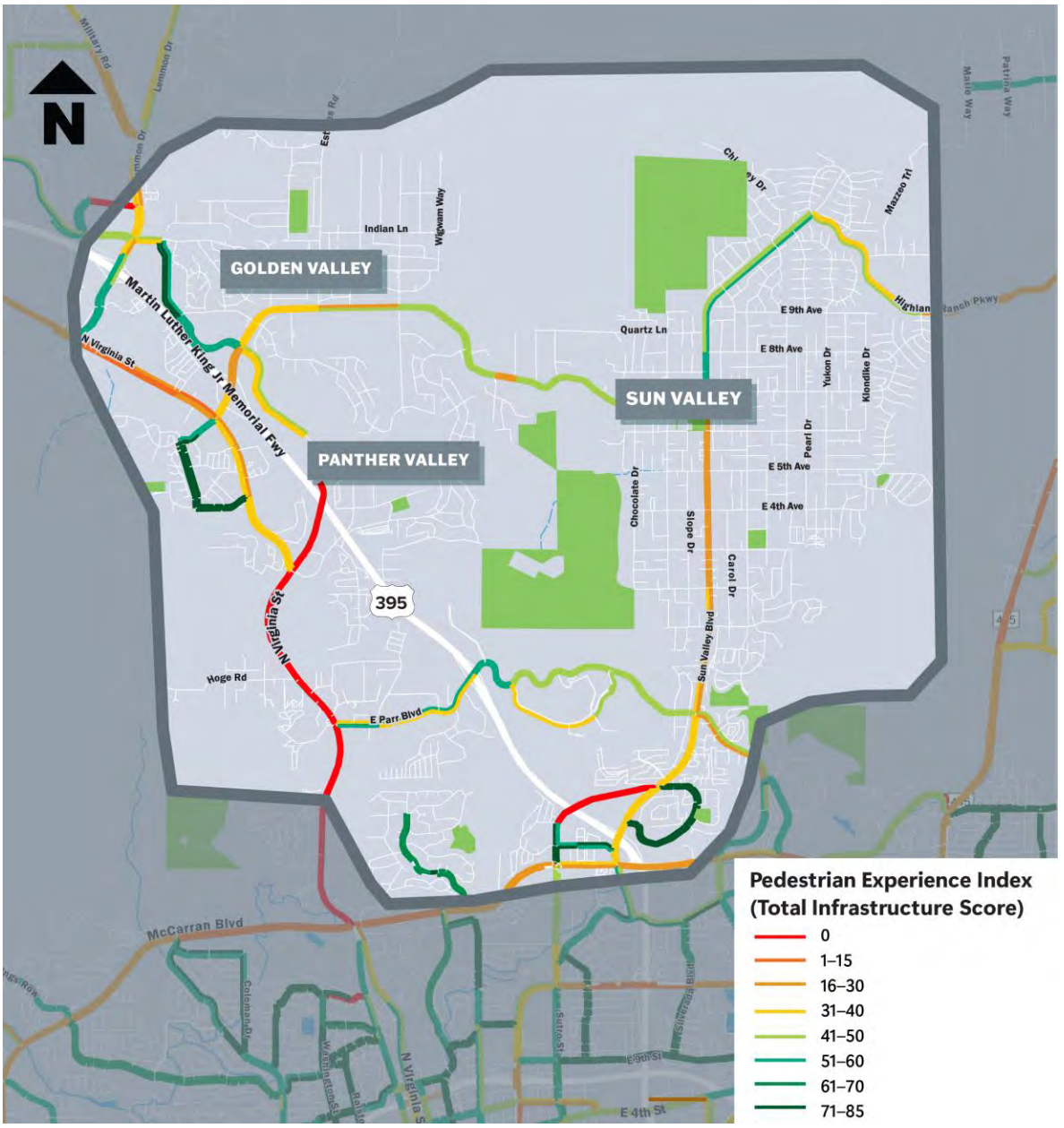
Pedestrian Experience Index

Developed for the Active Transportation Plan, the Pedestrian Experience Index (PEI) measures the level of comfort for walking on a given street. PEI uses factors such as traffic volumes, speeds, and the presence or absence of sidewalks. Scores are assigned on a 0-85 scale, with higher scores indicating a more comfortable walking experience, as shown in Figure A-5.

Several major streets in the neighborhood scored very low on the PEI. Sun Valley Boulevard's lack of sidewalks combined with higher traffic volumes makes for an uncomfortable and unsafe walking experience. RTC has an upcoming project to construct pedestrian and bicycle facilities, landscaping, lighting, traffic signal modification, and drainage improvements on the section between Scottsdale Road and 7th Avenue. Similarly, Viriginia Street's general lack of sidewalks and a 50 MPH speed limit create an environment that discourages walking. Multimodal safety improvements are currently planned for the Virginia Street corridor. RTC constructed sidewalks along North Hills Boulevard in 2019, creating a more inviting environment for pedestrians.

While the PEI focuses primarily on larger roadways, this plan is also considering improvements on neighborhood streets that offer connections to local schools, parks, and other resources.

Figure A-5. Pedestrian Experience Index



Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS), developed as a metric in the AT Plan, measures the level of comfort for someone riding a bike on a given roadway. It accounts for factors such as traffic volumes, posted speed limits, and the presence or absence of bicycle facilities such as bike lanes and separated paths, as shown in the illustration below. Scores are assigned on a 1-4 scale with higher scores indicating roads that are more stressful to ride on, as shown in Figure A-6.

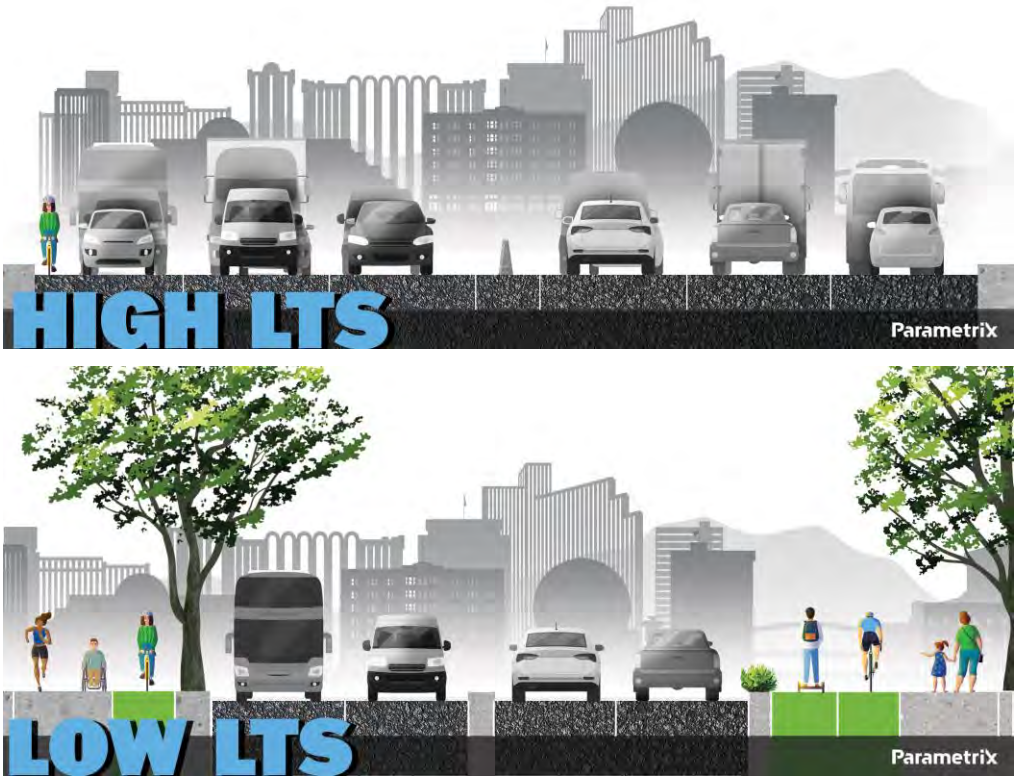
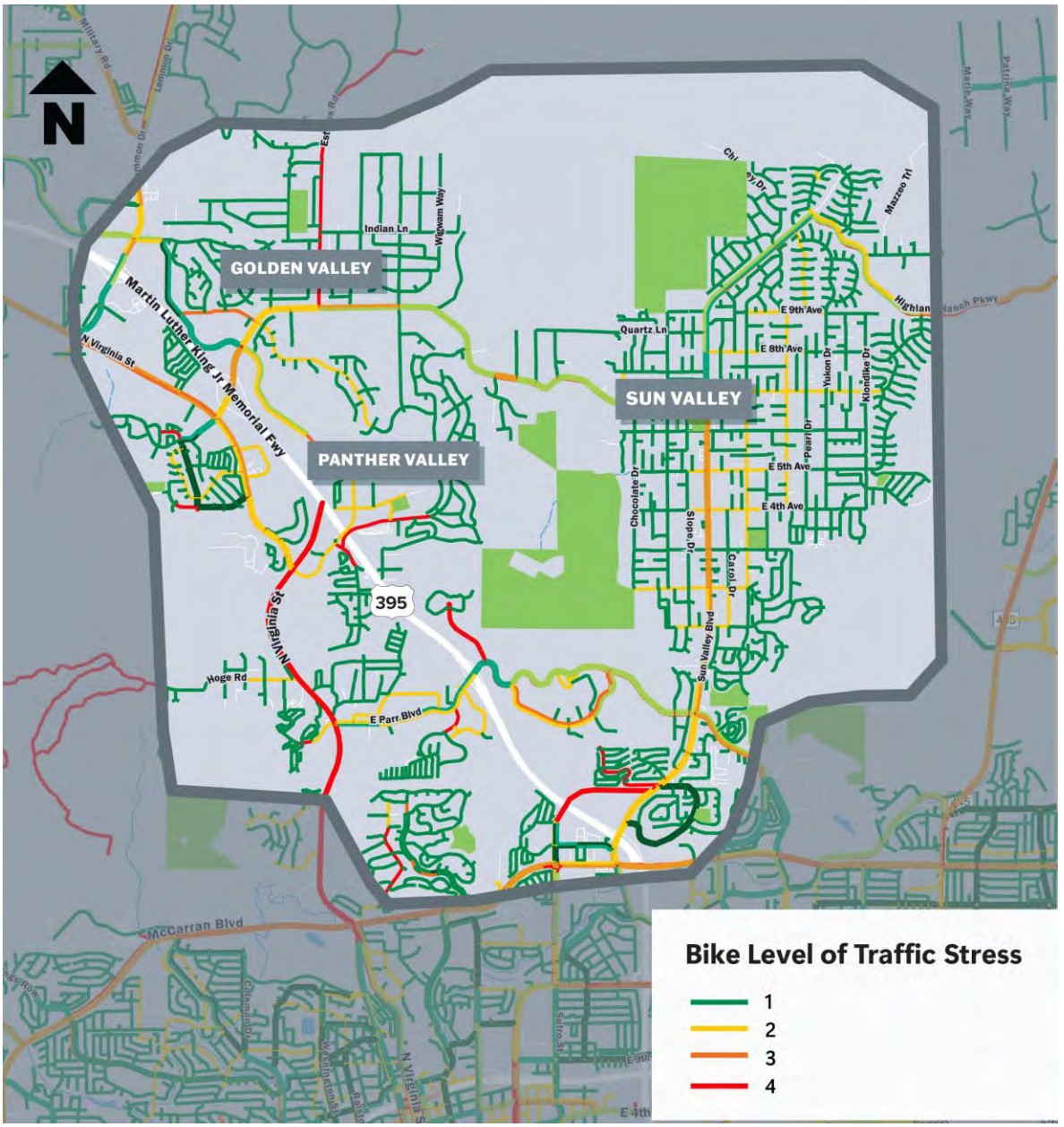


Illustration of Bicycle Level of Traffic Stress

Many of the major connecting streets in the NNP area such as Golden Valley Road, Sun Valley Boulevard, and Dandini Boulevard have BLTS scores of 3 and 4 due to higher traffic volumes, speeds, and a general absence of bicycle facilities. These higher stress environments on key corridors present an obstacle to people bicycling between Sun Valley and Panther Valley, or to access the greater Reno metro region. Many of the streets with lower traffic volumes in the study area have BLTS scores of 1 or 2 and present an accessible network of streets for many riders. These low stress bicycle facilities can provide connections to the regional network which would enable community residents to access important destinations in their neighborhood such as schools, parks, and shopping centers. It is generally more cost effective and well-suited to quick-build to improve a corridor from BLTS 2 to 1 compared to upgrading from a BLTS 4 or 3 to BLTS 2.

Figure A-6. Bike Level of Traffic Stress



Transit

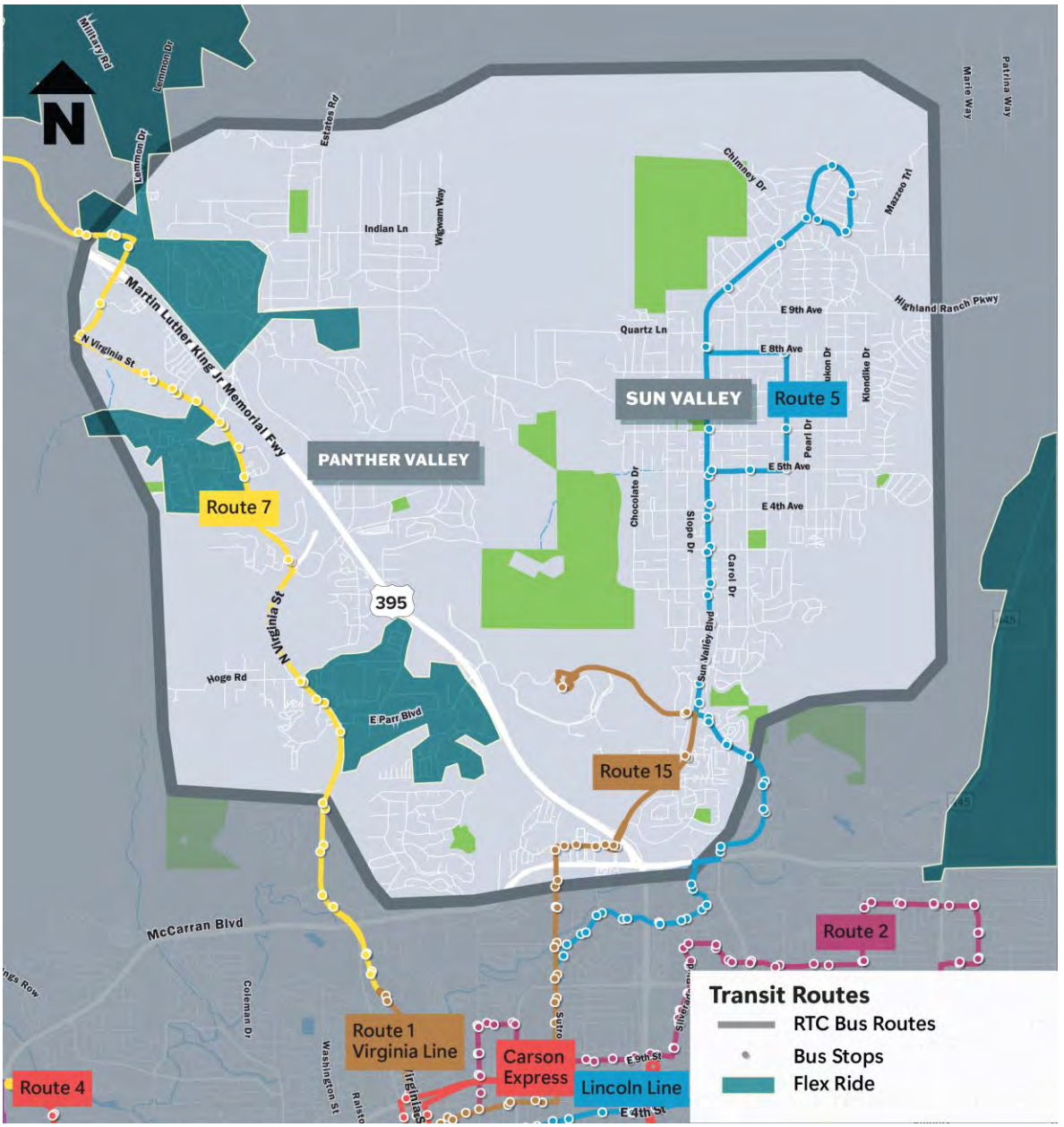
RTC transit service provides many residents and employees with access across the region. The transit routes in the neighborhood are described in Table A-2 and illustrated in Figure A-7.

Table A-2. Transit Service

Route	Service Frequency	Major Destinations	July 2025 Ridership
Route 5 Sutro - Sun Valley	30 minutes (weekdays) 1 hour (weekends)	• Desert Skies Middle School • Hug High School • Downtown Reno • Washoe County Services	29,700
Route 7 Stead	30 minutes (weekdays) 1 hour (weekends)	• Bonanza Casino • UNR • Rancho San Rafael Park • Amazon • Grocery Stores	31,100
Route 15 Sutro – Wedekind - TMCC	30 minutes (weekdays) 1 hour (weekends)	• Senior Center • TMCC • Washoe County Complex	14,000
North Valleys FlexRIDE On-Demand Service	On-demand service	• Alice Smith Elementary School • North Valleys High School	4,800

Source: RTC

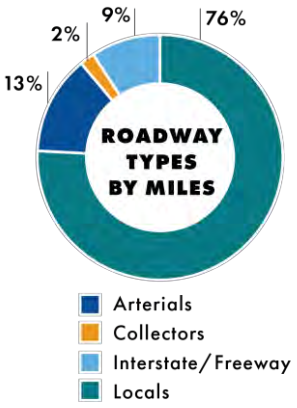
Figure A-7. Transit Service



Roadways

Functional classification categorizes roadways based on how they move people and vehicles and provide access to adjacent land uses. Four functional classes can be found within the study area:

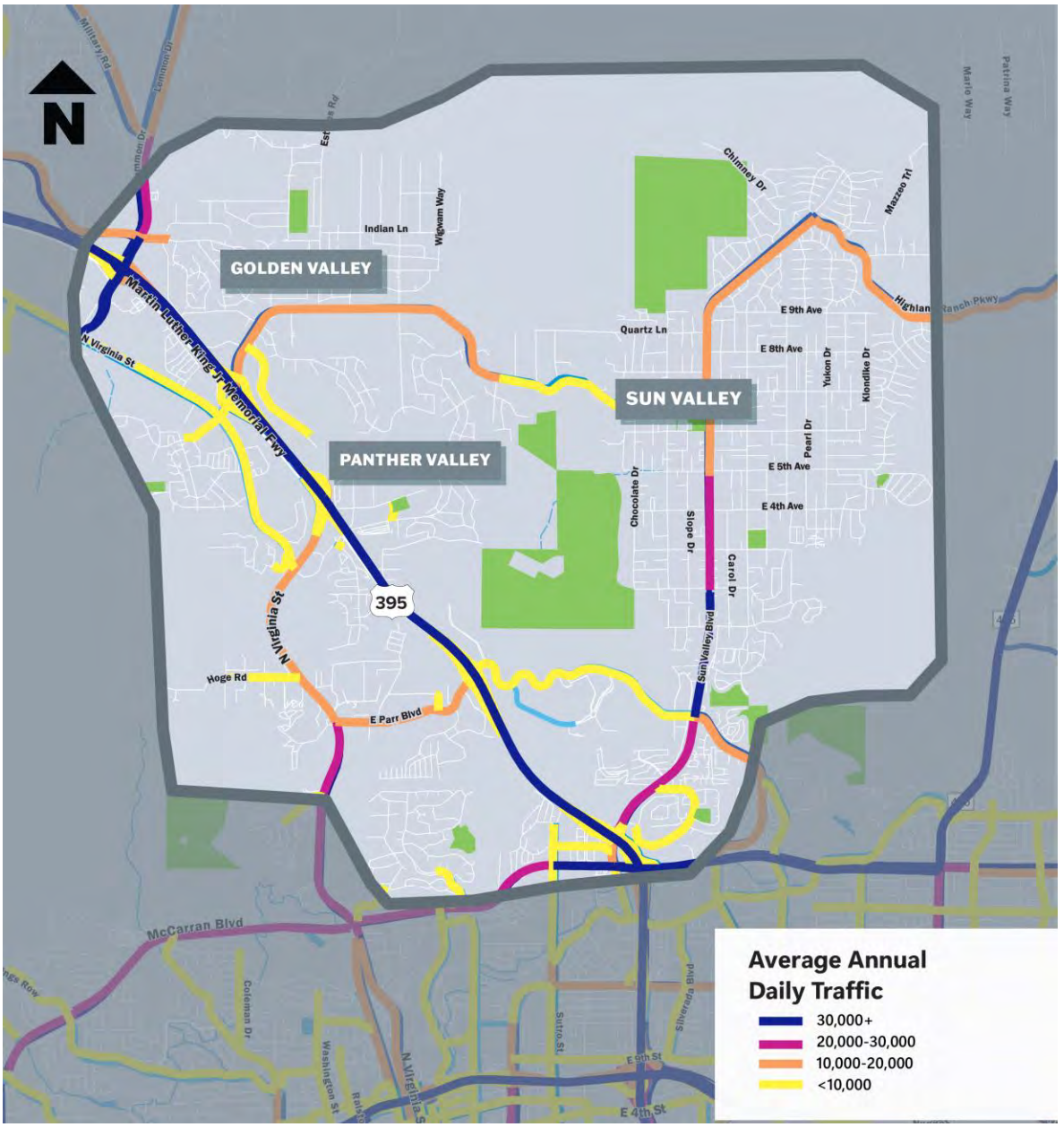
- **Interstates and Freeways**: Serve long-distance, high-speed travel with limited access, prioritizing regional mobility
- **Arterials**: Carry high traffic volumes through the area, connecting major destinations while balancing mobility and access
- **Collectors**: Connect local streets to arterials, channeling traffic from neighborhoods to higher-capacity roads
- **Local Roads**: Provide direct access to homes and businesses, supporting low-speed, low-volume neighborhood travel





US 395 is a major highway that bisects the planning area, providing access-controlled regional connectivity through six interchanges in the NNP area. As expected, this corridor carries the highest traffic volumes in the study area—up to 103,000 vehicles per day on the southern end. North Virginia Street connects US 395 to North McCarran Boulevard and downtown Reno and also serves as an alternate US 395 business route. Golden Valley Road, Sun Valley Boulevard, and Parr Boulevard/Dandini Boulevard are minor arterials that provide key connections between residential neighborhoods and major destinations in Sun Valley and Panther Valley. Among these routes, Golden Valley Road carries the highest volumes at about 18,000 vehicles per day, followed by Parr Boulevard and Sun Valley Boulevard at roughly 10,000 vehicles per day each. Traffic volumes have risen substantially over the past decade, highlighting the need for multimodal options and active transportation facilities that are separated from vehicular traffic. Traffic volumes are shown in Figure A-8.

Figure A-8. Traffic Volumes



SUN VALLEY & PANTHER VALLEY
NEIGHBORHOOD NETWORK PLAN

The RTC, through its Active Transportation Program, is working with community members to develop Neighborhood Network Plans (NNPs) to make walking, biking, and rolling safer and more comfortable.

The NNPs will be tailored to the needs of each neighborhood and recommend projects that improve safety and create a comfortable experience for everyone.

The Sun Valley & Panther Valley NNP is expected to be completed by summer 2026 and will include recommendations for quick-build projects that can bring rapid improvements in transportation safety.



Get involved with the project by:

- **Completing the survey and adding to the virtual comment map at rtcwashoe.com/neighborhood**
- **Reaching out to the project team at neighborhoodplans@rtcwashoe.com**
- **Following @rtcwashoe on social media platforms**

SEPTEMBER-NOVEMBER 2025
Assess existing conditions

DECEMBER 2025
Commmunity workshop on December 9 from 5-6:30 and survey

DECEMBER 2025-MARCH 2026
Develop and refine improvement concepts

APRIL-MAY 2026
Community meetings

MARCH-JULY 2026
Develop Neighborhood Network Plan

AUGUST 2026
Neighborhood Network Plan finalized

For more information contact the project team at neighborhoodplans@rtcwashoe.com or visit www.rtcwashoe.com/neighborhood

NEIGHBORHOOD NETWORK PLAN
SUN VALLEY & PANTHER VALLEY

SUN VALLEY Y PANTHER VALLEY
PLAN DE RED PARA LA VESINDAD

RTC, por parte de su programa transporte activo, está trabajando con los miembros de la comunidad para desarrollar planes de Red para el Vecindario (NNPs, por sus siglas en inglés) con el objetivo de poder caminar, andar en bicicleta y desplazarse con algún dispositivo de movilidad, sintiendose, seguro y cómodo.

El NNP se adaptará a las necesidades de cada vecindario y recomendarán mejoran la seguridad que generan una experiencia más cómoda para todos.

Se espera que el NNP de Sun Valley y Panther Valley sea completado para el verano de 2026 e incluirá recomendaciones para proyectos de construcción rápida ("quick-build") que puedan generar mejoras rápidas de seguridad y transporte.



El Taller Comunitario De Sun Valley Y Panther Valley Es:

El 9 de diciembre del 2025

5-6:30 p.m.

Procter R. Hug High School | 3530 Sullivan Lane | Sparks, NV

SEPTIEMBRE-NOVIEMBRE 2025
Evaluar las condiciones actuales

DICIEMBRE 2025
Taller comunitatio el 9 de diciembre entre 5-6:30 PM y encuesta

DICIEMBRE 2025-MARZO 2026
Crear y mejorar conceptos

ABRIL-MAYO 2026
Reuniones comunitarias

MARZO-JULIO 2026
Desarrollar el plan de red de vecindad

AGOSTO 2026
Finalizar el plan de red de vecindad

Para mas informacion contacte al personal del proyecto en neighborhoodplans@rtcwashoe.com o visite www.rtcwashoe.com/neighborhood

December 2025

WELCOME!

Thank you for attending this **Neighborhood Network Plan** community workshop. The Regional Transportation Commission of Washoe County (RTC) wants to hear your ideas about how to make walking and bicycling safer in your community. Tonight's meeting is from 5:00 to 6:30 p.m. A **brief presentation beginning at 5:15 p.m**. will be followed by **small group discussions with the project team** at tables around the room. Project materials shared during the in-person meeting are also available on the project website at www.rtcwashoe.com/neighborhood.

As you enter the room, you will notice displays describing the study, the project area, safety trends, current conditions for walking and bicycling, and ways you can participate. Maps are provided so you can identify places where improvements are needed. Project representatives (wearing name tags) are located near the displays and maps. Please take this opportunity to discuss the project with them, ask questions, and share your ideas and comments.

Ways to Participate

We want your input! Your comments are welcome and encouraged on topics related to this study – either during this meeting or using the methods below (through February 2026):Fill out a survey during tonight's meeting and leave it with the project team or at the welcome desk or complete it online.

- Visit the project website and fill out a survey at https://rtcwashoe.com/planning/neighborhood.
- Email your comments to neighborhoodplans@rtcwashoe.com.
- Write a letter or mail your comment to:

  Marquis Williams, RTC Project Manager
  1105 Terminal Way, Suite 108
  Reno, Nevada 89502

Thank you for attending this workshop and for your interest in the study. Visit www.rtcwashoe.com/neighborhood for more information. Please let us know if you would like your name and contact information added to the study mailing list to receive updates and future meeting notices.

Sincerely,

Marquis Williams
RTC Project Manager
www.rtcwashoe.com

Welcome to the Neighborhood Network Plan Survey

Thank you for participating in this survey. Your input will help shape improvements to walking, biking, and neighborhood travel options as part of the Meadowood & Hidden Valley Neighborhood Network Plan. Please answer the following questions about your travel habits and experiences in your neighborhood. This survey takes about 5 minutes to complete.

Which neighborhood do you live in?

- ☐ Meadowood
- ☐ Hidden Valley
- ☐ Sun Valley
- ☐ Panther Valley

Other _____

How do you regularly travel in your neighborhood? Select all that apply.

- ☐ Drive
- ☐ Walk
- ☐ Bicycle/E-Bike
- ☐ Scooter/E-Scooter
- ☐ Transit
- ☐ Carpool/Rideshare

Other _____

How often do you make a trip as a pedestrian (on foot or via mobility device), including travel to/from a bus stop?

- ☐ Daily / A few times per week
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

How safe do you feel as a pedestrian in your neighborhood?

- ☐ Very safe
- ☐ Somewhat safe
- ☐ Not Safe at all
- ☐ Not applicable

What conditions make it difficult or uncomfortable to walk in your neighborhood?

- ☐ Lack of sidewalks
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

How often do you make a trip on a bicycle, e-bike, e-scooter, or similar device?

- ☐ Daily / A few times per week
- ☐ Weekly
- ☐ Monthly
- ☐ A few times per year
- ☐ Rarely / Never

How safe do you feel riding a bicycle or scooter in your neighborhood?

- ☐ Very Safe
- ☐ Somewhat safe
- ☐ Not safe at all
- ☐ Not applicable

What conditions make it difficult or uncomfortable to ride a bike or scooter in your neighborhood?

- ☐ Lack of safe bike lanes or separated bike paths
- ☐ Crossing the street does not feel safe
- ☐ Not enough street lighting
- ☐ Too much traffic/vehicles drive too fast

Other (please specify) _____

Please rate the condition of key walking and biking features in your neighborhood.

	In good/ acceptable condition	Existing facilities need improvement	New or expanded facilities are needed	Not sure/not applicable
Sidewalks	☐	☐	☐	☐
Crosswalks	☐	☐	☐	☐
Street lighting	☐	☐	☐	☐
Traffic signals	☐	☐	☐	☐
Bike lanes or paths	☐	☐	☐	☐
Separation from traffic (buffers or barriers)	☐	☐	☐	☐
Bus stop or transit access	☐	☐	☐	☐

Where do you go, or where would you like to go, by walking, biking, or using a scooter in your neighborhood? Select all that apply.

- ☐ Work
- ☐ School
- ☐ Grocery/shopping
- ☐ Dining/entertainment
- ☐ Parks/recreation areas

Other _____

Please enter any specific streets, intersections, or locations within the neighborhood you would like to comment on. _____

_____

_____

What is your ZIP code? (optional) _____

What is a major intersection near your residence or workplace? (optional)
Example: S. McCarran Blvd & Longley Ln

_____

_____

Welcome to the Neighborhood Network Plan Survey

¡Muchas Gracias por participar en esta encuesta! Su opinión es muy importante porque nos ayuda a desarrollar y mejorar las opciones de transporte ya sea a pie o en bicicleta, como parte del Plan de Red Vecinal de Sun Valley / Panther Valley. Por favor, conteste a las siguientes preguntas sobre sus viajes habituales y su experiencias en la comunidad. Esta encuesta toma aproximadamente 5 minutos en completarse.

¿En qué area vive?

- ☐ Meadowood
- ☐ Hidden Valley
- ☐ Sun Valley
- ☐ Panther Valley

Otro _____

¿Cómo suele viajar dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ En automóvil
- ☐ Caminando
- ☐ En bicicleta/bicicleta eléctrica
- ☐ En patinete/patinete eléctrico
- ☐ En transporte público
- ☐ En automóvil compartido/servicio de transporte

Otro _____

¿Con qué frecuencia realiza un viaje como peatón, incluyendo el trayecto hacia/desde una parada de autobús (a pie o con algún dispositivo de movilidad)?

- ☐ A diario/Varias veces por semana
- ☐ Semanalmente
- ☐ Mensualmente
- ☐ Unas pocas veces al año
- ☐ Rara vez/Nunca

¿Qué tan seguro(a) se siente como peatón en su vecindario

- ☐ Muy seguro(a)
- ☐ Algo seguro(a)
- ☐ Nada seguro(a)
- ☐ No aplica

¿Qué condiciones le impiden o limitan caminar en su vecindario?

- ☐ Falta de aceras
- ☐ Al Cruzar la calle, no se siente seguro
- ☐ Falta de visibilidad o iluminación en las calles
- ☐ Demasiado tráfico / los vehículos van demasiado rápidofast

Otro (especifique) _____

¿Con qué frecuencia realiza un viaje en bicicleta, regula o eléctrica o patinete (u otro dispositivo similar)?

- ☐ A diario/Varias veces por semanaSemanalmente
- ☐ Mensualmente
- ☐ Unas pocas veces al año
- ☐ Rara vez/Nunca

¿Qué tan seguro(a) se siente al andar en bicicleta o patinete en su vecindario?

- ☐ Muy seguro(a)
- ☐ Algo seguro(a)
- ☐ Nada seguro(a)
- ☐ No aplica

¿Qué condiciones le impiden o limitan andar en bicicleta o patineta en su vecindario?

- ☐ Falta de ciclovías/carriles para ciclismo
- ☐ Falta de senderos o carriles separados para bicicletasNot enough street lighting
- ☐ Cruzar la calle no se siente seguro
- ☐ Falta de iluminación en las calles
- ☐ Demasiado tráfico / los vehículos van demasiado rápido

Otro (pespecifique) _____

¿Cómo calificaría el estado actual de los siguientes elementos en su comunidad?

	Aceptable/ Satisfactorio	Las instalaciones existentes necesitan mejoras	Se necesitan nuevas o ampliadas instalaciones	No está seguro/ No aplica
Aceras	☐	☐	☐	☐
Cruces peatonales	☐	☐	☐	☐
Iluminación en las calles	☐	☐	☐	☐
Semáforos	☐	☐	☐	☐
Ciclovías o senderos para bicicletas	☐	☐	☐	☐
Tráfico más lento o reducido	☐	☐	☐	☐
Acceso a paradas de autobús o transporte público	☐	☐	☐	☐

¿A qué lugares va, o le gustaría ir, caminando, en bicicleta o en patineta dentro de su comunidad? Seleccione todas las que apliquen.

- ☐ Trabajo
- ☐ Escuela
- ☐ Supermercado / compras
- ☐ Restaurantes / entretenimiento
- ☐ Parques / áreas recreativas

Otro _____

Ingrese las calles que más utiliza o un lugar en específico dentro de esta área, que le gustaría comentar.

_____

_____

¿Cuál es su código postal? (opcional) _____

W¿Cuál es una intersección principal cerca de su residencia o lugar de trabajo? (opcional)

_____

Location: RTC 1st Floor Conference Room & Teams **Meeting Date:** November 6, 2025

Subject: Sun Valley/Panther Valley Neighborhood Network Plan Steering Committee Meeting

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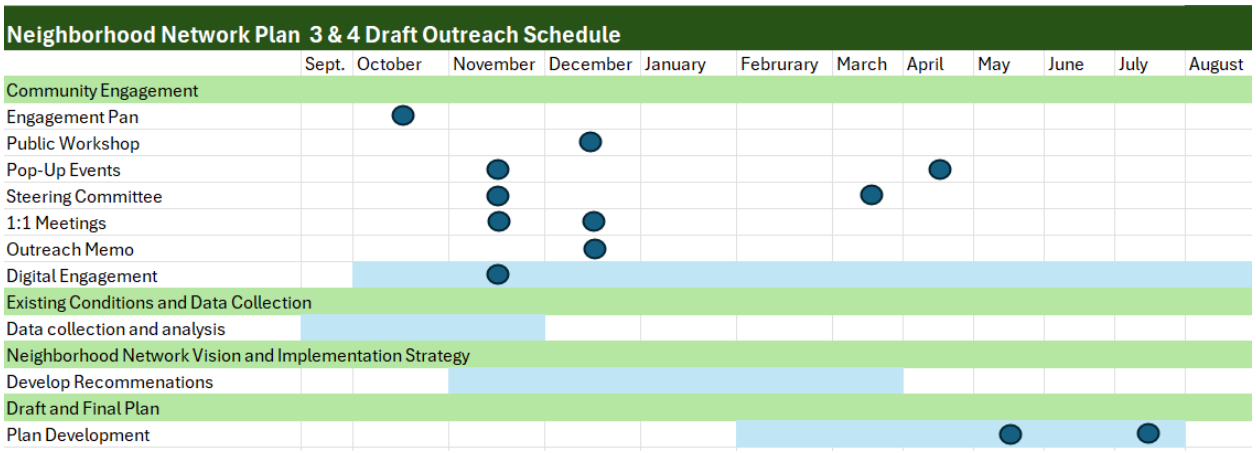
Welcome and Introductions

- RTC: Marquis Williams, Graham Dollarhide, Alex Cruz, Sara Going, Josh MacEachern, LaShonn Ford, Thomas Tsunemoto
- City of Reno: Tara Smaltz
- Washoe County: Mariam Ahmad, Michon Reede
- Washoe County School District: Robbie Pape (SRTS), Jennifer Iverson (SRTS), Tomas Macaluso (North Valleys HS), Scott Lee (Transportation Services)
- NDOT: Laura Wise, Mat Morris
- TMCC: Marcus Ollom, Ayodele Akinola
- Parametrix: Amy Cummings, Erin David, Dan Doenges, Rachel Graff, Jackie Kuechenmeister, Jillian Emery

Study Purpose

- Provide safe and convenient mobility options for Sun Valley/Panther Valley. Support stronger communities through transportation investments that:
  - Improve safety,
  - Expand active transportation mode share,
  - Maintain the system sustainability, and
  - Enhance the community.

Schedule



Previous Efforts

- Incorporating findings from previous planning efforts, such as the 2050 RTP, Active Transportation Plan, North Valleys Multimodal Transportation Study, and the Sun Valley Boulevard Transportation Improvement Project.

Engagement

- Steering Committee
- Community Workshop

- 1:1 Meetings
- Flyer
- Website/Digital
- Pop-ups

- **Survey/Discussion: What organizations/people should we contact?**
  - *Washoe County Sheriff's Office*
  - *Sun Valley GID*
  - *Desert Research Institute (DRI)*
  - *UNR*
  - *NABs*
- **Active Transportation Comments**
  - Concerns about lack of sidewalks and bike facilities, especially near schools
  - Requests for improved pedestrian crossings
  - Concerns about driver behavior
- **Safety**
  - 2,034 crashes reported in the study area, based on NDOT's 2019-2023 crash data
    - 52 serious injury crashes, including 5 pedestrian and 3 bicyclist-involved crashes
    - 14 fatal crashes, including 2 pedestrian fatalities
  - Hotspots
    - Sun Valley Blvd
    - McCarran Blvd
  - Common crash types
    - Angle (39%)
    - Rear end (28%)
    - Non-collision (17%)
- **Traffic**
  - Volumes differ depending on corridor type. Sun Valley Boulevard, Golden Valley, East Parr and North Virginia have the highest traffic volumes
    - *Numbers on 395 seem higher than expected*
    - *Sheriff's data is not incorporated into TRINA, but should be looked at, as it may be more accurate for this area, especially on Sun Valley.*
- **Transit**
  - Three bus routes traverse this area and serves major employment centers (Routes 5, 7, and 15); Route 7 (North Virginia) and Route 5 (Sun Valley) are two of RTC's highest performing routes
- **Active Transportation Infrastructure**
  - Planned improvements on Sun Valley Blvd and Golden Valley Rd/W 7th
  - Limited facilities on neighborhood streets
  - Maps show the RTC data for Pedestrian Experience Index and Bicycle Level of Stress

- **Land Use and Development**
  - Presented a map showing key destinations, such as employment centers, schools, and commercial centers

- **Needs and Opportunities**
  - *TMCC*
    - *Enrollment is ~ 12,100 students*
    - *Traffic has diverted into neighborhoods (Dandini) to avoid US 395 construction, expected to worsen with new housing development*
    - *Have had conversations with RTC for sidewalk improvements on Dandini*
  - *North Valleys High School*
    - *Traffic flow from school, exiting onto Golden Valley (turning right into the neighborhood via Spearhead to Beckwourth, perception is that it's faster than waiting to turn left, speeding is an issue), Golden Valley is heavily congested between high school and freeway*
    - *North Valleys High School has the highest number of buses going to a single school each day (66 daily trips), many buses are consistently late due to construction and increased traffic*
    - *Many students walk/bike to school (bus zone is 3+ miles out)*
    - *Many students fall on the edge of the walk zone (west of freeway) and live in Section 8 housing and walk, but have to cross the freeway, have few sidewalks - major safety obstacles; School District looking at bus options*
    - *RTC FlexRIDE zone covers North Valleys HS and area west of freeway*
  - *Large amount of kids from Sun Valley area go to Hug High School*
    - *Walk along Sun Valley Blvd to El Rancho to Sullivan where the high school is located*
    - *Students are good at using the crosswalks but pass through roundabouts in continuous stream before and after school which causes significant traffic congestion (including for buses)*
    - *Emergency services access to high school difficult*
  - *All high schools have a Student Voice Committee – can tap into them for their input*
  - *Desert Skies Middle School: lots of pedestrians and bicyclists*
  - *Intersection of Highland Ranch and Sun Valley Boulevard gets really congested right before school starts*
  - *Several comments received during the ATP near Sun Valley Elementary School regarding pedestrian access, limited and incomplete sidewalks*
  - *Washoe County staff said traffic calming measures are not popular in with residents in Sun Valley*

- **ATP Vision**
  - We envision a connected network of comfortable, convenient, and consistent facilities for people of all ages and abilities walking, bicycling, and rolling on a mobility device that prioritizes accessibility to schools, jobs, shopping, neighborhoods, community facilities, parks, and regional trails within the Truckee Meadows.

  - **Is this still appropriate for the NNP?**
    - *Recommend clarifying that "facilities" means transportation infrastructure and adding "transit" to access priorities.*

- **ATP Goals**
  - Improve Safety
  - Expand Mode Share
  - Maintain the System Sustainably
  - Enhance the Community
  - **Is this still appropriate for the NNP?**
    - *Yes*

- **Next Steps**
  - Needs analysis
    - *Comment was made regarding potential recommendations specifically for e-bikes*
    - *Question was asked about potential pedestrian counts for some locations*
  - Community workshop
  - Develop concept alternatives
  - Opportunities for pop-up meetings:
    - *Basketball season/sporting events at high schools*
    - *TMCC campus*

Location: Teams **Meeting Date:** July 23, 2026

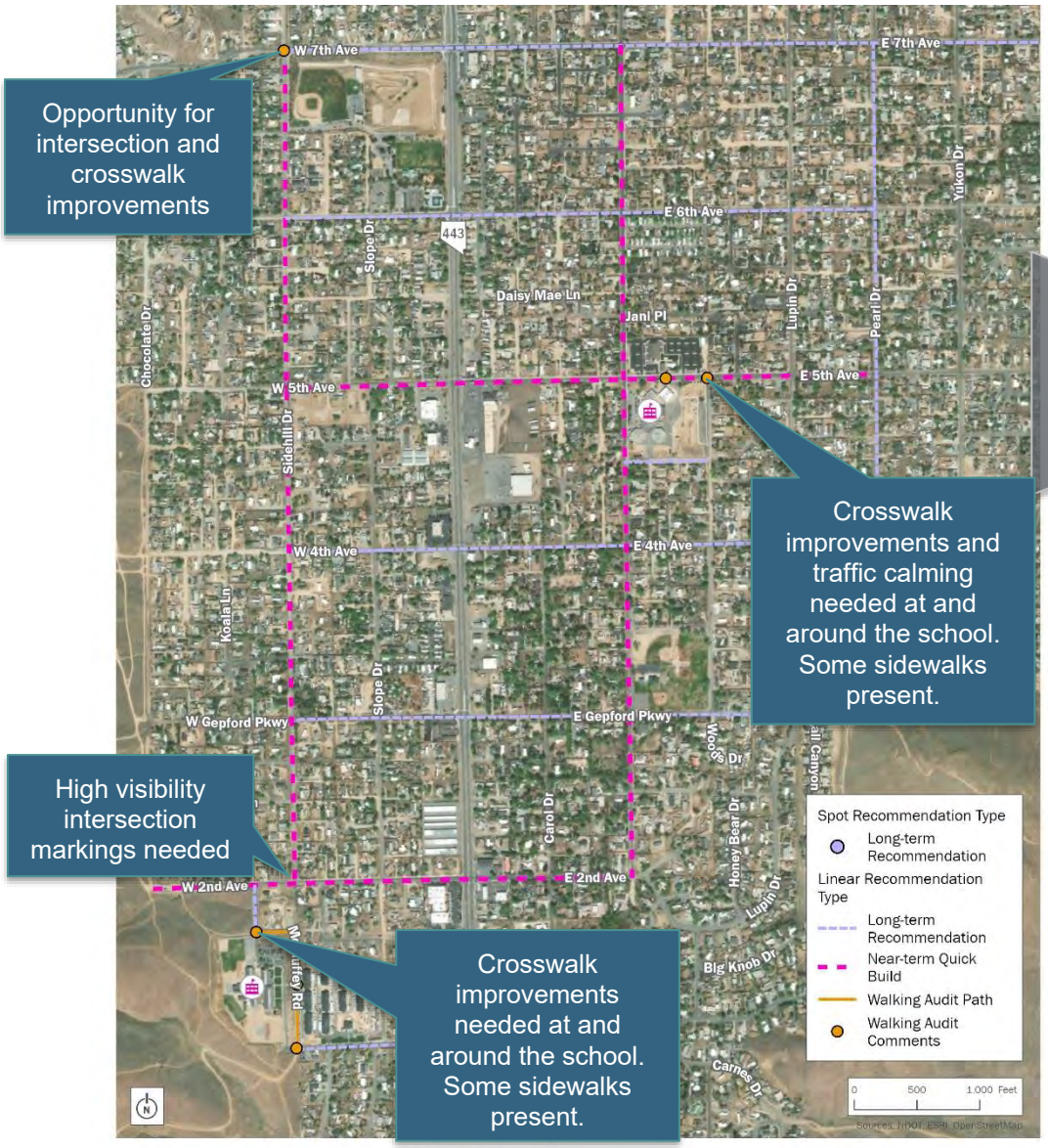
Subject: Meadowood/Hidden Valley and Sun Valley / Panther Valley Neighborhood Network Plan Steering Committee Meeting

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- **Welcome and Introductions**
  - RTC: Marquis Williams, Alex Cruz, Josh MacEachern, LaShonn Ford
  - City of Reno: Tara Smaltz
  - Washoe County: Michon Reede, Kat Oakley
  - Washoe County School District: Jennifer Iverson (Safe Routes to School (SRTS)), Kyle Chisholm, Tom Macaluso
  - Nevada Department of Transportation (NDOT): Chantelle Ewing
  - Sun Valley General Improvement District: Chris Melton
  - Parametrix: Amy Cummings, Dan Doenges, Jillian Emery
- **Review Planning Process**
  - Program background as part of the RTC Active transportation Program with $2.5 million identified for short-term, quick-build improvements
  - Review of project vision and goals
  - Discussion of alternatives development and evaluation process
  - Community outreach
- **Review Proposed Recommendations**
  - The project team provided an overview of the proposed short-term quick-build and longer-term proposed improvements for discussion.
- **Discussion**
  - There was a question about whether near-term improvements could be extended for all of Beckwourth. Amy suggested that this improvement could benefit from a potential future preservation project. Full improvements limited by funding.
  - The school district anticipates a significant increase in active transportation with proposed development near Alice Smith Elementary School. The project team is looking at potential off-street trails as part of plan recommendations.
  - Washoe County and Sun Valley staff supportive of proposed improvements in Sun Valley.
  - RTC described the intent of the program to conduct continued data collection and analysis and highlighted the ability to make iterative adjustments for improvement given the quick build nature of the projects.
  - The RTC Pembroke Drive improvement project east of Veterans Parkway is currently under construction.
  - Looking at October for RTC Advisory Committee and Board meetings.
  - Central Reno & Sparks Community Bike Ride is under development to celebrate implementation of first NNP areas (probably in 2027).
  - RTC encouraged committee members to share the draft with colleagues.

Walk Audit Assessment
Sun Valley

The goal of the walk audit is to identify barriers to walking and biking in the study area.



Opportunity for intersection and crosswalk improvements

Crosswalk improvements and traffic calming needed at and around the school. Some sidewalks present.

High visibility intersection markings needed

Crosswalk improvements needed at and around the school. Some sidewalks present.




W 2nd Ave
Crosswalk improvements needed
Crosswalk improvements needed
Mc Guffey Rd
Spot Recommendation Type
Long-term Recommendation
Linear Recommendation Type
Long-term Recommendation
Near-term Quick Build
Walking Audit Path
Walking Audit Comments
N


Crosswalk needed
Crosswalk improvements needed
E 4th Ave

Summary Comments and Observations



7th Avenue and Sidehill Drive– This intersection appeared to have high traffic volumes and high levels of pedestrian activity at the time of the walk audit. Improved crosswalk visibility would be beneficial. The power pole on the northwest side of the intersection has a streetlight.



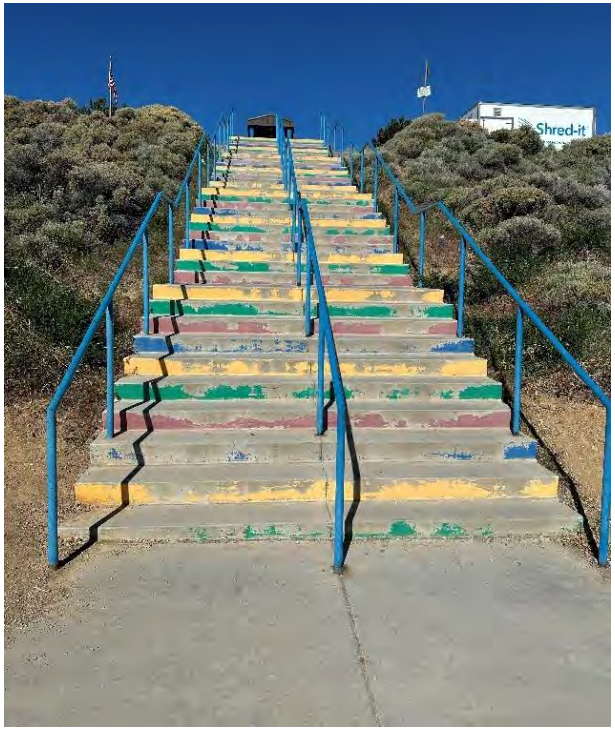


Sidehill Drive intersections – The intersections between 2nd Avenue and 7th Avenue lack clear pavement markings. Higher visibility treatments such as stop bars and solar powered flashing stop signs would be beneficial. Streetlights are mounted on power poles at one corner of most intersections.

Summary Comments and Observations



McGuffey Road - A new crosswalk with signage and ADA ramps has been installed between the apartment complex and an access point for Allen Elementary.



Stairs lead from the crosswalk to the school entrance. Sidewalks continue to other access points on 1st Avenue and Whittenmore Way.

Summary Comments and Observations





Whittenmore Way – There is no crosswalk striping in this area that is signed as a crosswalk. Families were observed to cross here during the field visit. People must cross because there is only sidewalk on one side of the street between this intersection and the school entrance. No streetlight is present at this location.

Summary Comments and Observations



5th Avenue at school gate – Highly used crossing area for school access. Proposed high visibility crosswalk and traffic calming. No streetlight is present at this location.



5th Avenue and Wood Avenue Intersection – Highly used crossing area for school access. Does not meet current standards for high visibility crosswalk. Recommend upgrade. No streetlight is present at this location.

Audit Information	
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Sun Valley

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians
	☒ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☒ Adult
	☐ Elderly
	☒ Children
	☒ Families
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure

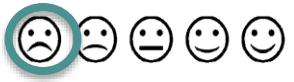
Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☒ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations: Short segments of sidewalks exist in some blocks around the school. Most roadway segments have no sidewalks and have a ditch next to the roadway.		

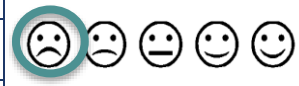
Overall, the quality and safety of the sidewalk infrastructure is: (circle your choice)



Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s. _____		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☒ There is no signage along the route indicating that bicycles may be sharing the roadway.		
☒ There are no designated locations to park and lock bicycles along the route.		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)

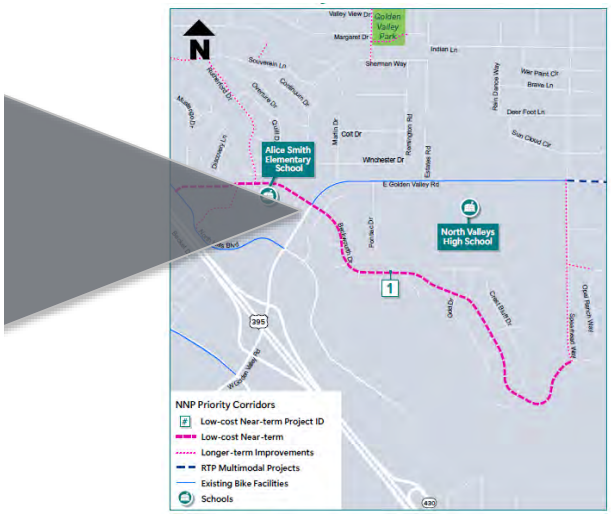


Street Crossings and Intersections		
☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) 
☐ Street names, route names, and walking paths are not clearly labeled.		
☒ Pedestrian signage does not exist or is not well-maintained.		
☒ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☒ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☒ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☒ Crosswalks are poorly lit.		
Other observations: There are few segments of sidewalks, and large segments with no sidewalks and a ditch next to the road.		

Walk Audit Assessment
Beckwourth Drive

The goal of the walk audit is to identify barriers to walking and biking in the study area.





Neighborhood Network Plans | Beckwourth Walking Audit **Parametrix**


Spot Recommendation Type
Long-term Recommendation
Linear Recommendation Type
Long-term Recommendation
Near-term Quick Build
Walking Audit Path
Walking Audit Comments
E Golden Valley Rd
Pontiac Dr
Wide roadway, no bike lanes. Opportunity for bike lanes and wayfinding for trail
Beckwourth Dr
Opportunity for wayfinding for trail

Summary Comments and Observations



Multiuse path behind North Valleys High School. A multiuse path extends across the neighborhood behind the high school to provide access and an alternative to traveling on roadways. There is an access point on Beckwourth Drive and through some cul-de-sacs. No wayfinding signage is currently available. A streetlight is located at the intersection where trail access is provided near Creek Canyon Drive.



Beckwourth Drive – Existing sidewalks on both sides of the street are in good condition. The roadway is wide and there are no bike lanes or other pavement markings. Streetlights are located at intersections.

Audit Information	
Participants/Organization	☒ RTC
	☒ City of Reno
	☒ Washoe County
	☒ Parametrix
Date	4/29/26
Route segment walked/observed (refer to map)	Beckwourth Drive and North Valleys HS Multiuse Path

Environment	
Who are the primary users of this route segment? Select all that apply.	☒ Pedestrians – for multiuse path segment
	☐ Bicyclists
	☒ Vehicular Traffic
	☐ Transit
	☐ Trucks and Freight
	☐ Other: _____
Type of pedestrians using the route? Select all that apply.	☐ Adult
	☐ Elderly
	☒ Children (NVHS multiuse path)
	☒ Families (NVHS multiuse path)
	☐ Differently Abled
	☐ Other: _____

Pedestrian and Cyclist Infrastructure

Are there sidewalks?	☒ Yes ☐ No	
If yes, select all that apply.	☐ The sidewalk is not continuous. There are sections missing.	
	☐ The sidewalk is too narrow to accommodate pedestrians.	
	☐ The sidewalk is blocked by poles or other infrastructure.	
Are there shared use paths?	☒ Yes ☐ No	
If yes, select all that apply.	☒ The shared use path is difficult to find; there is no signage/wayfinding.	
	☐ The shared use path is too narrow to fit both pedestrians and cyclists.	
	☐ The shared use path does not connect to pedestrian facilities/areas.	
Other Observations		

Overall, the quality and safety of the pedestrian infrastructure is: (circle your choice)



Are there bicycle lanes?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The bicycle lane is not clearly marked.	
	☐ The bicycle lane is too narrow.	
	☐ The bicycle lane is not properly maintained.	
	☐ Conventional ☐ Buffered ☐ Separated	
If the bicycle lane is not properly maintained, please describe the issue/s. _____		
Are there sharrows?	☐ Yes ☒ No	
If yes, select all that apply.	☐ The sharrow is not positioned in the middle of the lane.	
☒ There is no signage along the route indicating that bicycles may be sharing the roadway.		
☒ There are no designated locations to park and lock bicycles along the route.		

Overall, the quality and safety of the bicycle infrastructure is: (circle your choice)



Pedestrian and Cyclist Infrastructure

Other observations: Sidewalks are in good condition. The roadway is wide and traffic volumes are low. Complaints of speeding have been provided to the City of Reno and NVHS. The multiuse path provides an off-street connection to the back of NVHS and an alternative to walking or biking on Golden Valley Drive.		

Street Crossings and Intersections

☐ There are too many driveways along the route that make it uncomfortable or unsafe to walk.		Overall, the quality and safety of street crossings and intersections are: (circle your choice) 
☐ Street names, route names, and walking paths are not clearly labeled.		
☒ Pedestrian signage does not exist or is not well-maintained.		
☐ Pedestrian crossings do not have pushbuttons.		
☐ Pedestrian pushbuttons are not close to the crosswalk.		
☐ There are bumps, curbs, or gutters that may block the passage of people using wheelchairs or people with low mobility.		
☐ Curb ramps are missing at intersections and alley entrances/exits.		
☐ Crossings/streets are too wide for slower pedestrians to cross safely.		
☐ There are blind spots where pedestrians may not see oncoming traffic or vice-versa.		
☐ Crosswalks are poorly lit.		
Other observations: The neighborhood streets do not have crosswalks. The signal at Beckwourth Golden Valley Drive should have a protected pedestrian phase. There is no wayfinding information about the multiuse paths.		

Appendix D: Concept Development and Prioritization Process

Quick-Build Improvements Toolkit

The following types of improvements provide an overview of the type of short-term quick-build improvements considered in the AT Program. Table D-1 describes improvements on roadway segments and Table D-2 highlights options for intersections. This toolkit was considered as potential design solutions were proposed for corridors within the neighborhood.

Speed management is a key consideration regarding the development of potential improvements. Higher travel speeds increase crash risks and the likelihood of fatalities, particularly for active transportation users. Designing streets for safe speeds instead of speed limits can increase safety benefits. For example, a design speed between 10 and 30 MPH is typically suitable for urban streets, with a design speed of 20 MPH or lower often appropriate for streets where children frequently walk or bike. Many of the toolbox options are intended to encourage safe driving speeds.

Table D-1. Roadway Segment Treatments

Treatment	Example / Illustration	Description
Neighborhood Byway		Neighborhood byways offer low-speed and low-stress connections. Traffic is calmed through treatments such as speed tables and curb extensions. These measures help maintain low speeds to create a place where people biking can comfortably share space with people driving. This improvement assumes the application of traffic calming treatments at appropriate intervals throughout the corridor.
Bike Lane		Bike lanes provide dedicated space for bicycle travel adjacent to vehicle traffic, which enables people biking to ride at their preferred speed. This facility is separated from vehicle traffic by a painted lane line.
Buffered Bike Lane		This enhanced bike lane provides increased separation between people biking and people driving through a striped buffer, which creates a more comfortable environment for people biking. They can be implemented in a quick-build fashion given sufficient existing right of way.
Protected Bike Lane		The most comfortable on-street facility type for people biking, this facility provides a physical barrier between people biking and people driving. In a quick-build project, the separation may be with concrete parking stops, planters, parking, or other physical barriers.
Pedestrian Lane		This quick-build solution is considered where sidewalks are not already present in the corridor. In a quick-build setting, it is defined using striping and/or barriers such as concrete parking stops.

Table D-2. Roadway Intersection and Mid-Block Crossing Treatments

Treatment	Example / Illustration	Description
High-Visibility Crosswalk		This crosswalk type includes thick white bars to increase driver awareness of the crossing. This crosswalk design has been shown to increase driver awareness compared to the standard crosswalk design with two parallel white lines on the outside of the crosswalk.
Quick-Build Curb Extension / Painted Bulbouts with Delineators		This improvement reduces the total crossing distance for people walking, reduces speed of turning vehicles and increases pedestrian visibility at the crosswalk. These may be implemented with delineators to offer more visual and physical separation.
Intersection Daylighting		Daylighting refers to improving visibility at intersections by not allowing vehicles to park in areas that block sight lines.
Conflict Striping		This describes green pavement markings that show where bicycles should ride to cross intersections. It is recommended at signalized intersections and other appropriate locations.
Raised Crosswalk		This improvement brings the crosswalk up to sidewalk level to increase pedestrian visibility and reduce vehicle speeds as they travel over the raised crosswalk. These are typically installed on lower volume/lower-speed roadways.

Treatment	Example / Illustration	Description
Leading Pedestrian Interval		This provides people walking with a 3- to 7-second head start when crossing at a signalized intersection by showing the walk symbol while people driving have a red light. This helps make pedestrians more visible at intersections and improves pedestrian safety.
Bicycle Wayfinding		Signage to indicate distance and direction to key destinations along a bike corridor, or within the network to help bicyclists stay on the most comfortable streets. This improvement can be used in transition areas where riders may benefit from directional signage.
Bike Cut Through		This is a type of modal filtering that modifies the existing median to provide bicyclists with a small opening to enable them to continue straight. This creates a more direct network for people biking with minimal impact to the overall roadway.
Bike Box		An area at the front of a traffic lane at signalized intersections where people biking can wait ahead of vehicles to make left turns more easily. This makes bicyclists more visible, reduces delays for bicyclists, and helps keep vehicles from encroaching into the crosswalk.
Two-Staged Turn Box		These roadway markings help bicyclists make left turns at complex intersections without merging with vehicle traffic and allow bicyclists to wait for a green light ahead of vehicles to be more visible.

Treatment	Example / Illustration	Description
Pedestrian Hybrid Beacon (PHB)		This pedestrian-activated flasher improves crossings at unsignalized intersections or midblock crossings on major streets. PHBs include a signal head with two red lenses over a single yellow lens. These are suitable in areas with three or more lanes or speed limits that exceed 35 MPH.
Rectangular Rapid Flashing Beacon (RRFB)		This pedestrian activated flasher improves crossings at unsignalized intersections or midblock crossings on single or multi-lane roadways. This includes flashing amber lights which alert drivers to the person crossing. RRFBs are typically installed on roadways with speed limits up to 35 MPH.
Traffic Signal Adjustments		Traffic signal adjustments have the potential to be low cost and provide highly efficient benefits for active transportation users. Examples include bike detection, extending the time provided for pedestrians to cross, leading pedestrian interval, and leading bicycle interval.

Projects considered to be quick-build type improvements were prioritized based on safety, infrastructure condition, access to community facilities, connectivity, and community input, which are described below.

- **Safety** – The greater the safety need, the higher the concept scores. The Sun Valley area experienced crashes at many roadway intersections during the study period, including injury crashes on Sidehill Drive, Leon Drive, 2nd Avenue, Gepford Parkway, 4th Avenue, and 5th Avenue.
- **Infrastructure Condition** – Corridors with poorer conditions are scored higher. Examples include the lack of sidewalks and crosswalks in much of Sun Valley.
- **Access** – Corridors that improve access to community resources such as schools, transit service, or parks, received a higher score. As examples, Sun Valley Boulevard and Virginia Street offer access to RTC transit routes.
- **Connectivity** – Improvements that fill a network gap or connect to regional bike or pedestrian facilities scored higher. As an example, Beckwourth Drive links to shared use paths that provide off-street multimodal connections.
- **Community Input** – Concepts that received positive public and agency comments were scored higher.

The potential quick-build improvements were given a qualitative score for each of the above criteria in the form of a low (1), medium (2), or high (3). The average of these scores is provided as a summary measure in Table D-3.

Table D-3. Evaluation of Potential Quick-Build Projects

	Name	Safety Need	Infrastructure Condition	Access	Connectivity	Community Input	Average Score
1	Debussey Drive/ Donatello Drive						
2	Rutherford Drive/ Buck Drive						
3	Spearhead Way Bike Lanes						
4	7th Avenue/ Magenta Drive/ Lightning Drive/ Midnight Drive						
5	Pearl Drive						
6	6th Avenue						
7	Gepford Parkway						
8	Sidehill Drive						
9	2nd Avenue						
10	Beckwourth Drive						
11	5th Avenue						
12	Leon Drive						
13	4th Avenue						

LEVEL OF NEED

LOW >>>>

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.3.2**

To: Regional Transportation Commission

From: Shay League, Senior Transportation Planner

SUBJECT: Rock Boulevard Corridor Study

RECOMMENDED ACTION

Approve the Rock Boulevard Corridor Study.

BACKGROUND AND DISCUSSION

The purpose of the Rock Boulevard Corridor Study is to identify safety and mobility improvements for people who walk, bike, take transit, drive, and move freight along the corridor between North McCarran Boulevard and the Truckee River. The recommended improvements address traffic flow and truck movement, safety, and the accessibility of transit and active transportation.

The study launched in September 2025, when RTC's Board of Commissioners approved a contract with consultant GCW. The City of Sparks prioritized this study by nominating it for the Unified Planning Work Program (UPWP). The UPWP is a two-year program for planning activities, currently covering Fiscal Years (FY) 2026 and 2027.

The Rock Boulevard Corridor Study recommends 15 improvements along the corridor. Key improvements include:

- Safety and accessibility spot improvements at multiple locations, including speed management adjacent to Maxwell Elementary School;
- Sidewalk widening north of Oddie Boulevard;
- Minor I-80 interchange modifications to address congestion ahead of major upcoming NDOT improvements; and,
- A multi-use path connecting Victorian Avenue to the Truckee River Path.

The current estimate for all recommended improvements is approximately $46.8 million. This estimate includes $3.5 million for spot improvements, $15 million for sidewalk widening, $5.3 million for I-80

interchange modifications, and $23 million for a multi-use path. Funding has not yet been identified for these improvements. Recommended improvements will be considered for prioritized through the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) process.

In October 2026, the Draft Plan was presented to the RTC Board, TAC and CMAC and a 21-day public comment period was provided in order to gain feedback on the Draft Plan. A total of 35 comments were received. All comments as well as responses to each comment and any changes made as a result are included on the attached Comment Matrix. Four changes were made to the Final Draft as a result of feedback provided. The changes included two improvements to the readability of the document, a recommendation to incorporate art into project design, and a statement describing municipal involvement in future steps toward project implementation.

This item supports Strategic Roadmap Goal #2, "Promote neighborhood mobility" and study adoption will close out the FY2027 RTC Goal, "Complete: Rock Boulevard Corridor Study".

FISCAL IMPACT

Funding for this item has been budgeted in the FY2026-FY2027 Unified Planning Work Program (UPWP) and is included in the FY 2027 RTC budget.

PREVIOUS BOARD ACTION

10/16/2026 - Received a presentation on the draft Rock Boulevard Corridor Study.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
Resident or Other Stakeholder	I have been pleasantly surprised by the designs being proposed for most of the project. I feel that road projects have often been degrading the quality of the surrounding areas by giving more room for vehicles and pavement with little thought given for trees and people.	Thank you for the support.
Resident or Other Stakeholder	For the section from Oddie to McCarran, I feel that the plan is very appropriate for the area and just want to make sure that the median trees will be protected at all costs. Rock Blvd. (and most streets in the Reno/Sparks area) are very underserved when it comes to landscaping. The routes to walk, bike, and travel outside of a car are hot and dangerous without them. If there is any question of being able to save the trees, I would sooner see no changes made. The note in cross section B-4 about the median narrowing impacting the trees has me very concerned on this matter. Again, for someone living in that area, keeping those trees is more impactful than almost anything else that is being proposed. I would gladly see the street parking outside my residence removed if needed as well.	The median that currently exists is 12'. The proposed change would be to bring the median from 12' to 9' and preservation of the trees is likely. Your words of caution are appreciated, and the pro-tree stance echoes the support for street trees that RTC received during public outreach. No immediate changes were made in response to this comment. This item is best addressed in the design phase and documentation in this comment matrix will help inform preliminary engineering.
Resident or Other Stakeholder	I would love to see more thought given to landscaping. Separated sidewalks/multi-use paths, street trees, groundcovers, etc. all contribute greatly to keeping people and vehicles safer and happier. Please seek opportunities to include planting beds instead of expanded concrete or just rock areas where possible. Medians that might be too narrow for trees still deserve plantings with even just ornamental grasses or small shrubs. This would be well worth the investment for the community instead of continuing the concrete/rock/asphalt standard for everything.	The importance of incorporating greenery into the urban environment is understood. When improving roadways and surrounding elements, one consideration of many is whether a local municipality has the resources to support ongoing maintenance and related expenses. No changes were made in response to this comment. The question of what to include in the designated landscaping areas and street-tree medians will be revisited in the design phase and will be informed by what City of Sparks can sustain. Documentation of your comment in this comment matrix will help inform preliminary engineering.
Resident or Other Stakeholder	I bike down Rock Blvd. most days on my way to work. I agree that using 15th street is a smarter route over Rock Blvd. for connecting south, but please do no disregard Rock Blvd. in that section from 15th to Prater. The businesses and people in the area also deserve proper sidewalk widths and streetscape to provide safe routes. There are a lot of opportunities in that area.	Given the available right-of-way and feedback from stakeholders that traffic lane removal is not a desired recommendation from this study, there is not currently room to include cycling facilities. No immediate changes were made in response to this comment. This item may be revisited in the design phase and documentation in this comment matrix will help inform preliminary engineering.
Resident or Other Stakeholder	I have noticed more and more ALPRs being installed around the area. I do not want Reno/Sparks to become even more of a surveillance state. Please consider removing these cameras both along the corridor in question and in general throughout our community. Safety matters, but so does privacy.	Your concern about Automatic License Plate Readers is understood; however, RTC does not install ALPRs or govern whether they may be placed in a given area. No changes were made in response to this comment; this concern is best addressed at the municipal level.
RTC Washoe Staff or Board	Other cities have invested in pedestrian corridors that go under freeways, with neon lights, artwork, motion artwork, murals, or specialty lighting. We certainly don't want a major investment in something that could be changed eventually, but also that project [NDOT's Spaghetti Bowl] is many years in the future. I wonder if there is an opportunity to look for an NEA grant to go under the freeway and support [City of Sparks] staff with that. I don't know if it would be appropriate for RTC to bring something like that, but there are opportunities for those public art grants that are part of transportation corridors and Reno's gotten a bunch of them, so, just a thought, if there would be a willingness to do that.	This comment was incorporated on page 13 of the study report, as follows: *Lighting underneath the railroad bridge and interchange overpass is insufficient. While this concern will need to be addressed, it is outside the scope of this study to consider lighting design on highway and railroad facilities. Coordination between multiple agencies will be necessary.* *The need for lighting at this location presents a unique opportunity to also enrich the community through incorporating public art. A possible source of funding would be a grant from the National Endowment for the Arts (NEA). It is recommended that RTC and City of Sparks collaborate to apply for an NEA grant or other additional funding sources .*

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
Resident or Other Stakeholder	I agree with the modification of the crossings at F, G, H and I Streets. Addition of the RRFB will go along way to help with the safety of those crossing Rock Blvd through that stretch. I would also like to provide comment on the proposed modification where 15th Street enters Rock Blvd heading North. Quite a number of school buses use 15th Street to head North on Rick Blvd. Your proposed change would make it difficult, if not impossible, for a school bus to turn right on Rock Blvd. I would highly recommend leaving the lane from 15th to Rock Blvd as is. Close off the current left turn lane...	Thank you for support about the crossings, and for identifying a possible conflict between the proposed improvement and the school bus route. This concern was not previously identified, and is something RTC will want to work through with Washoe County School District and Sparks High. This item will be revisited in the design phase if this project moves forward, and your comment is documented here in the public comment matrix to help inform preliminary engineering. No immediate changes were made in response to this comment.
Resident or Other Stakeholder	As a Civil Engineer, the ultimate solution is to elevate Rock to an overpass. You would leave the existing as pedestrian/bicycle. In the 50 years I have lived here, the trench under the railroad and I-80 has flooded numerous times. Furthermore, you could eliminate at least 4 traffic lights. No more stop and go slug flow. Get NDOT to submit to FHA. Federal money combined with State and RTC should be enough to get the job done. While you are at it, maybe fix the Nugget HVAC problem to widen I-80. This is also the safest solution because you will separate pedestrians and vehicles. Maybe turn the trench into a park? Whatever you do, do not reduce traffic lanes, like RTC has done many times to create bicycle lanes.	This study's approach to the interchange and railroad bridge area was to focus on quick wins, such as restriping or minor signal improvements, to help ease some of the congestion around the interchange before the NDOT's larger scale Spaghetti Bowl project is constructed. While the preferred alternative identified by that project is not to elevate Rock as an overpass, some of the concerns you mentioned are likely to be addressed by that project, which you can learn more about here: https://www.dot.nv.gov/projects-programs/transportation-projects/reno-spaghetti-bowl-project This study does recommend a multi-use path to connect the Truckee River Path to Victorian Avenue, but no traffic lanes need to be removed for that to happen. If that project is selected for implementation, then one of the major design considerations is likely to be if there is anything that can be done to address drainage at the railroad bridge. No immediate changes were made as a result of this comment, but this comment matrix will help inform the design phase if the suggested improvements within this study are selected for implementation.
Resident or Other Stakeholder	On Figure 12 the section of where 15th street goes into Rock street I like removing the straight shot on 15th street but as I've been coaching tennis over at Sparks High I would have some concerns about school busses getting out of there during rush hour. I see them many times dropping kids off in front of SHS and going North up Rock. Suppose they may be able turn before but just a thought that may be good to chat with WCSD on how they feel there with that change. I love that we're getting some more RRFB along this corridor. We had an accident a year or two ago with a Sparks High Student that I'm hopeful could have been avoided with this improvement and I love the radar signs too that were talked about as well. I just saw something somewhere about how their is data to show they do help reduce speed on a street so I'm happy to see those going in. I love the connecting of Victorian to the Truckee River. As someone who has rode my bicycle under the freeway right there it is very spooky and I try to avoid it at all costs. Looking forward to that improvement going through.	Thank you for support about the crossings, Truckee River Path access, and also for identifying a possible conflict between the proposed improvement and the school bus route. This concern was not previously identified, and is something RTC will want to work through with Washoe County School District and Sparks High. This item will be revisited in the design phase if this project moves forward, and your comment is documented here in the public comment matrix to help inform preliminary engineering. No immediate changes were made in response to this comment.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
Resident or Other Stakeholder	I've had the opportunity to review the draft corridor study and its supporting data, and I appreciate that RTC has recognized the safety concerns surrounding the Rock Boulevard and Greenbrae Drive intersection. While I'm glad to see the proposed pedestrian flashing beacons, I still have concerns about whether these improvements will adequately address the overall safety of the intersection, particularly for vehicles attempting to enter or cross Rock Boulevard from Greenbrae Drive. After reviewing the crash data included in the study, I was especially concerned to see the documented collisions at this intersection, including incidents involving pedestrians and bicyclists. The public engagement findings also identify Greenbrae as a significant safety concern among residents and students. I would like to formally request that RTC and the City of Sparks consider conducting or revisiting a traffic signal warrant study for this intersection before finalizing the recommendations. I would also appreciate clarification on whether a full traffic signal has already been evaluated and, if so, what findings led to the recommendation for flashing beacons instead. I support improvements that make the intersection safer, but I want to ensure that the concerns of both pedestrians and drivers are being addressed. Please include these comments in the official public comment record for the Rock Boulevard Corridor Study.	As a response to previous public comments expressing concern about this issue, the project team used traffic volumes from "RRFB & Crosswalk Evaluation – Rock Boulevard/Greenbrae Drive", which was conducted by City of Sparks in 2023, to review this intersection against MUTCD traffic signal warrant criteria. In order to address safety concerns, the project team recommended that the City and/or property owner(s) trim vegetation near the intersection to improve sight distance issues, and that appears to have already been performed as an immediate improvement. The installation of the RRFB system is programmed through an upcoming RTC project and expected to be constructed next summer. No immediate changes were made as a result of this comment. That said, this is an item that would be appropriate to revisit during the design phase if the recommended improvement is selected for implementation. As requested, your comment is documented here in the public comment matrix to help inform preliminary engineering.
RTC Washoe Staff, Committee, or Board	One quick comment of my own on the draft plan is that there are no page numbers. At least not that I could see. I would recommend adding (or making more prominent).	Page numbers have been added to the final study report.
Resident or Other Stakeholder	I've heard from lots of neighbors over the years about speeding down Greenbrae and just overall safety of crossing Rock at Greenbrae. As someone who has done it for almost 20 years it is definitely spooky and I try to avoid it the best I can. I will echo the comments in the report as well about how unsafe that intersection is for our whole community. I know flashers are going in there but I would support a light going in but y'all are the experts on traffic.	As a response to previous public comments expressing concern about this issue, the project team used traffic volumes from "RRFB & Crosswalk Evaluation – Rock Bouelvard/Greenbrae Drive", which was conducted by City of Sparks in 2023, to review this intersection against MUTCD traffic signal warrant criteria. In order to address safety concerns, the project team recommended that the City and/or property owner(s) trim vegetation near the intersection to improve sight ditance issues, and that appears to have already been performed as an immediate improvement. The installation of the RRFB system is programmed through an upcoming RTC project and expected to be constructed next summer. No immediate changes were made as a result of this comment. That said, this is an item that would be appropriate to revisit during the design phase if the recommended improvement is selected for implementation. Your comment is documented here in the public comment matrix to help inform preliminary engineering.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
Resident or Other Stakeholder	The area around Mawell ES definitely needs improvement. The sidewalks are crowded and I see people walking along the street to let others pass esspecially around school drop off and pickup times. That area needs the wider sidewalks and traffic calming being proposed. a. Building on that, I noticed the section for this area (B-4) notes that the median trees "could be impacted". It is critical for those trees to be protected. If the plating median is reduced, please ensure that the trees are not killed in the process. They provide much needed shade, traffic calming, and visual appeal to the street and neighborhood. b. The double right turn at McCarran and Rock is a smart plan for a clear issue. Happy to see that included!	Thank you for your support for wider sidewalks and the double right turn. Regarding the median trees, the median that currently exists is 12'. The proposed change would be to bring the median from 12' to 9' and preservation of the trees is likely. Your words of caution are appreciated, and the pro-tree stance echoes the support for street trees that RTC received during public outreach. No immediate changes were made in response to this comment. This item is best addressed in the design phase and documentation in this comment matrix will help inform preliminary engineering.
Resident or Other Stakeholder	If someone is biking south from McCarran through oddie, how are they expected to transition to the routing along 15th st. without being forced to merge with traffic to turn left? Will that be a consideration for this project?	This is something that will be addressed in preliminary engineering. Because a multi-use path is required to be 10', a 9' bi-directional sidepath is proposed as a "widened sidewalk" between Oddie and 15th. If this project is prioritized, additional road markings, such as how best to transition from the sidepath to southbound 15th Street will be considered during the design phase. No immediate changes were made in response to this comment.
Resident or Other Stakeholder	As a whole, there are a lot of good ideas that would improve the dangerous conditions along the Rock Blvd corridor. One of my concerns is the lack of consideration given to trees and plantings. Street trees are vital to creating routes that are safe and enjoyable. Even narrow plantings beds with small shrubs create a much better buffer for pedestrians and cyclists than more asphalt/concrete or nothing at all. They also keep the air cleaner, filter runoff, and have many more benefits that make the cost worth it. Please look into ways to incorporate more green space for the various sections proposed.	The importance of incorporating greenery into the urban environment is understood. When improving roadways and surrounding elements, one consideration of many is whether a local municipality has the resources to support ongoing maintenance and related expenses. No changes were made in response to this comment. The question of what to include in the designated landscaping areas and street-tree medians will be revisited in the design phase and will be informed by what City of Sparks can sustain. Documentation of your comment in this comment matrix will help inform preliminary engineering.
Resident or Other Stakeholder	I would love to comment but Ian't read the print not ks too small. Whatever you do put drainage on the section under the train tracks it always floods during storms.	RTC will investigate appropriate actions to correct drainage issues around the railroad bridge if the multi-use path that passes underneath it is selected for implementation. No immediate changes were made in response to this comment . Documentation of your comment in this public comment matrix will help inform preliminary engineering.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
Resident or Other Stakeholder	While not groundbreaking, I am impressed by the number of overdue multimodal improvements despite the study's proclaimed focus on mobility. These recommendations improve safety for everyone. My only remaining comment is for p. 31 in the Dual Northbound Right Turn Lanes at McCarran section. While it says that "pedestrian/crosswalk and signal phasing revisions will need to be considered during the design phase," I think this is an understatement. I'm unsure whether it could be recommended, but a leading pedestrian interval combined with tighter corner radii to shorten the distance would mitigate crossing safety concerns across McCarran Blvd. Signage also needs to be considered, which is not mentioned; there is an existing, dynamic no right turn sign that activates with the red light for Rock Blvd. While I'm unsure if it activates always or only during peak times, certainly the new, shared right turn should have right turn on red prohibited at all times, which would require signage updates in addition to crosswalk and signal phasing revisions.	Appropriate signal and signage configuration and other improvements (such as minimizing corner radii) at this intersection were not contemplated because McCarran Boulevard was not selected as one of the six "key intersections" to collect data and specifically consider for spot improvements. This is primarily because the intersection was evaluated as part of the 2023 McCarran Boulevard Corridor Study and other intersections along Rock have not been evaluated as recently. That said, an overall corridor review of bike/ped crash data and traffic queuing/congestion data indicated that both a signal modification and turn lane reconfiguration are necessary here. Easy access to the data required to justify a turn lane reconfiguration allowed a firm recommendation there, but additional data is needed to determine appropriate timing for a leading pedestrian interval and what to do about the "No Left Turn" signage. Minimizing corner radii is not integrated into this spot improvement, but is a likely consideration along the entire corridor if the bike path and widened sidewalks are implemented. No immediate changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
City of Sparks Staff	Comment regarding previous RTC-Sparks comment exchanges: For the two references [to Sullivan Lane], please add references and/or make it clear that the Sullivan Multi-modal project is subject to approval and support by the City of Sparks.	This comment will be addressed by adding one disclaimer that covers all references in the final study report. As requested at the 10/28 meeting, the originally proposed language has been altered to include a tie-in to explain how City of Sparks maintenance responsibilities factor into the decision-making process and to add an emphasis on City of Sparks as the decisionmaker. The disclaimer now reads as follows: *This study and other planning-level studies referenced in this document identify recommended improvements for consideration in the Regional Transportation Plan (RTP), which is RTC Washoe's long-term, 20-year plan. As the RTP is developed, potential projects will be evaluated and prioritized for future implementation. Local municipalities and community members will have opportunities to provide input on which improvements should move forward.* *Beyond the RTP prioritization process, there are additional steps in the planning-to-implementation process that determine what improvements are implemented and when. Some of the factors that will affect timing and design are funding availability, project development, and local maintenance capacity. RTC will work closely with City of Sparks throughout the planning process, the prioritization process, and subsequent design phases to ensure improvements are feasible to implement and sustain.*

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
City of Sparks Staff	Comment regarding previous RTC-Sparks comment exchanges: In response to RTC's request that crossings remain as RRFBs rather than switching to an extended median with pedestrian refuge island and signage: a. The proposed RRFB at Gault should remain as a tentative crossing location to only be installed when applicable pedestrian volumes of 20 per hour are met. b. The RRFB location at Vance is not supported as it does not appear to be a necessary enhanced crossing location when paired with the proposed mid-block crossing to the north at the school's entry way. RRFBs in school zones should be limited to areas along safe routes to school paths. However, staff is open to a future engineering evaluation that considers the following but not limited to: driver's expectation, RRFB visibility and its effectiveness from simultaneous nearby activations, sight and stopping sight distances, crash data, and pedestrian crossing volumes to determine if the device is warranted.	No changes were made in response to this comment. The final design reflects the original comment from City of Sparks for fewer RRFBs and includes extended medians with pedestrian islands and signage at Vance, Gault, and I Street. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
City of Sparks Staff	Comment regarding previous RTC-Sparks comment exchanges: Alternatively, if level 2 or 3 [interim interchange improvements are] desired and needed in the future, striping and signs should be used to convey the "Do Not Block Intersection" to reduce	No changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
City of Sparks Staff	Comment regarding Page 2 of the Draft Study Report: The references such as "B-5", "A-4" should be referenced to its location in the document. Agreed, thank you for helping	Agreed, thank you for helping to improve the readability of the document. The following note was added to the final study report on page 2, below the recommended improvements table. *Note: Please refer to pages 26-31 for cross sections or diagrams and descriptions of recommended improvements.*
City of Sparks Staff	Comment regarding Figure 6 in the Draft Study Report: Does not look clear if route 11 continues westward from 15th St.	This diagram is intended to illustrate transit routes as they relate to the Rock corridor as a whole; specifically, to help determine what roadway segments and intersections along Rock have one or more transit routes. Because this map adequately conveys that, and because public funds are limited, this map was not updated to clarify Route 11's exact location. No changes were made in response to this comment. That said, the concern that including multiple overlapping routes made this map difficult to read is valid, and maps for future studies will consider whether there is a clearer way to symbologize the routes. If there are further concerns about exact route location, please see the RTC Transit Map, which is available through the Planning Open Data Hub on rtcwashoe.com: https://regional-transportation- commission-washoe-open-data-rtcwashoe.hub.arcgis.com/
City of Sparks Staff	Comment regarding Page 20 of the Draft Study Report: Checking if this is a typo. Is the overall intersection LOS E or is the northbound left-turn causing the LOS E at Rock Blvd/15th?	LOS E reflects the side-street left-turn movement rather than the overall intersection. For side-street stop-controlled intersections, LOS is reported based on the critical approach or movement consistent with HCM methodology. No changes were made in response to this comment.
City of Sparks Staff	Comment regarding Exhibit 8 in the Draft Study Report: The Rock Blvd / I-80 EB Ramps shows the middle lane as a through-right. Please check if this was supposed to be a shared left-through-right lane.	The dual right-turn lanes shown on Exhibit 8 are intentional under the interim condition and intended to address the notable AM peak-hour right-turn demand of approximately 473 vehicles. That said, it is understood that City of Sparks may want to revisit this question. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering. No changes were made in response to this comment.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
City of Sparks Staff	Comment regarding Table 2 in the Draft Study Report: The cost seems low for the following: a. I-80 Interchange Modifications Level 1 – Is there enough room to stripe the three lanes? Signal modifications and/or new poles and mast arms may be needed. b. Dual Northbound Right-Turn Lanes – Were signal modifications considered in the cost estimate?	Both alternatives are intended as lower-cost, striping-level improvements, with only minor traffic signal modifications (signal heads, mast arm signs, etc.). Major signal modifications, including new poles or mast arms, are not assumed as part of the alternatives. The eastbound approach was previously striped with three lanes prior to 2005, indicating that the proposed lane configuration can be accommodated. No changes were made in response to this comment.
City of Sparks Staff	Comment regarding Figure 11 in the Draft Study Report: For areas where crosswalks are recommended for removal, will signage be provided to either direct traffic to the adjacent crossings with improved safety, and/or prohibit crossing at that location?	No immediate changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
NDOT Roadway Design	The proposed new lane widths and shoulder widths of the ramps are unknown. From a high level, quick measurement, calculation, 3 - 11' lanes with possible 2' shoulders after the taper could potentially fit on the I-80 EB off ramp. It appears the existing road will be utilized with restriping but trucks making a right turn may or may not use up both lanes when making that turn at the intersection.	No immediate changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
NDOT Roadway Design	There are similar concerns for traffic turning from NB Rock Blvd to WB I-80 on ramp. Have turn templates been ran and analyzed, especially given the reduced lane widths and the addition of a second LT turn lane?	No immediate changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
NDOT Structures	The recommended improvement for Rock Blvd under I-80 shows an increase in width of the existing sidewalk on the west side of the existing west bridge columns of I-1005, which will need to be accommodated by a cut into the existing fill slope of the open abutments. This cut will need to be stabilized by a retaining wall, which will most likely need to be a tieback wall to protect the I-1005 west abutment from loss of stability and excess deflections. The need for a tieback wall should be investigated, and if needed, the engineering and construction costs for a tieback wall should be included in the cost estimate for this portion of the corridor. Constructability of a tieback wall in this area should be evaluated given the current vertical clearance of the bridge and the proximity of the wall to the existing bridge columns.	Because this project has not yet been prioritized through the Regional Transportation Plan (RTP) process, it is currently unknown if this item will be constructed and whether that would take place before or after the Reno Spaghetti Bowl Phase 2 project. As a result, the planning level cost estimate does not contain items that would differ as a result of project timing. It is understood that the cost estimate may need to be revised based on timing, and RTC is committed to working with NDOT to ensure ompatibility between the two improvements. No immediate changes were made as a result of this comment.
NDOT Structures	The current preferred alternative for the Reno Spaghetti Bowl Phase 2 at Rock Blvd. replaces I-1005 with a longer, wider set of bridges to accommodate additional lanes on Rock Blvd. If an existing tieback wall is constructed before these new bridges can be built, construction of the new bridges may be complicated and/or become more expensive to build if high strength strand from the tieback walls needs to be cut and excavated for new bridge foundation construction.	Because this project has not yet been prioritized through the Regional Transportation Plan (RTP) process, it is currently unknown if this item will be constructed and whether that would take place before or after the Reno Spaghetti Bowl Phase 2 project. As a result, the planning level cost estimate does not contain items that would differ as a result of project timing. It is understood that the cost estimate may need to be revised based on timing, and RTC is committed to working with NDOT to ensure compatibility between the two improvements. No immediate changes were made as a result of this comment.
NDOT Structures	The recommended improvement from this study for the I-80E off ramp is to increase the number of lanes from two to three. It is difficult to determine if there will be enough room for an additional lane on the off ramp between I-80E and the Nugget Ave. off ramp. Retaining walls may be necessary to accommodate an additional lane. If a retaining wall is needed, design and construction cost for this wall should be included in the cost estimate for this portion of the project. Additionally, there may be issues with enough space for the required truck turning radius from the #3 lane, closest to the Nugget Ave. off ramp, at the intersection of the I-80E off ramp and Rock Blvd. Also, relocation/protection of the signal poles and bridge columns may be needed at this location. The design and construction costs for this work should be included in the cost estimate for this portion of the project.	Additional in-depth analysis will be conducted during the design phase if this improvement is prioritized and selected for implementation. Because the scope of this study intends to address only low-cost improvements to the interchange, significant design barriers such as the need for a retaining wall is likely to result in not implementing the recommended improvement. No immediate changes were made in response to this comment.
NDOT Hydraulics	The lane reconfiguration will change the spread on the roadway. Additional drop inlets will be needed and tied into the drainage and pumping system.	No immediate changes were made in response to this comment. This item is best addressed in the design phase and will be documented in the public comment matrix to inform preliminary engineering.
NDOT Traffic Operations	Any modifications or changes to the freeway ramps or ramp terminals requires concurrence from the FHWA.	All local, federal, and state requirements will be followed in the design and implementation phases. No immediate changes were made in response to this comment. This comment will also be documented in the public comment matrix to inform preliminary engineering.

Rock Boulevard Corridor Study

Draft Report Comment Matrix

Commenter	Comment	Response
NDOT Traffic Operations	The Synchro reports use the correct lane configurations for each "Level" analysis, but the truck percentages vary between the AM and PM. The reason is unclear.	This study provides recommendations to improve the heavy congestion and significant queuing on Rock Boulevard for the purposes of long-term programming of funding. NDOT has already acknowledge the freeway needs improvement, hence NDOT's significant long term improvement plan. Ultimate configurations/design will be determined through a future traffic study and permit process through NDOT.
NDOT Traffic Operations	The HCS analysis of I-80 weaving segments yields LOS F in both the eastbound and westbound directions during both the AM and PM peaks. It also yields LOS E for the I-80 westbound at Rock Blvd Interchange on-ramps for the AM peak. This means that, without improvement to the freeway, adding more vehicles to the freeway from Rock Blvd would worsen freeway operations.	This study provides recommendations to improve the heavy congestion and significant queuing on Rock Boulevard for the purposes of long-term programming of funding. NDOT has already acknowledge the freeway needs improvement, hence NDOT's significant long term improvement plan. Ultimate configurations/design will be determined through a future traffic study and permit process through NDOT.

ROCK
BOULEVARD
CORRIDOR STUDY

RTC



ROCK BOULEVARD
CORRIDOR STUDY

November 2026

GCW
ENGINEERS \ SURVEYORS

Parametrix

EXECUTIVE SUMMARY

The Rock Boulevard Corridor Study was conducted to identify transportation improvements that enhance safety, mobility, accessibility, and connectivity for all users of the corridor. Rock Boulevard is a critical north-south arterial in the City of Sparks that connects residential neighborhoods, schools, commercial districts, and industrial employment centers. The corridor serves a broad range of users including motorists, freight operators, pedestrians, bicyclists, transit riders, and students. The study identified the following critical priorities:

- Operational improvements at the I-80 Interchange
- Multimodal connection between the Truckee River and Victorian Avenue
- Pedestrian crossing safety throughout the corridor

The *Recommended Improvements* section is the centerpiece of this corridor study, translating the findings and analyses into a comprehensive set of recommended transportation improvements. The study recommends a combination of alternatives that provide meaningful corridor benefits to all users while balancing the diverse needs of the community. The identified improvements will be forwarded for consideration during the next Regional Transportation Plan (RTP) update process, where they will be prioritized and programmed based on regional needs, priorities, and available funding. The RTC would need to program approximately $46,800,000 (current 2026 dollars) to fund the recommended improvements.

Recommended Improvements

Recommended Improvement	Implementation Strategy	Cost Estimate
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard. Package improvements together as one capacity and multimodal spot improvement package.	$80,000
Wayfinding Signage		$50,000
Remove Right Turn Slip Lane at C Street		$400,000
Crossing Treatments (F through I Street)		$400,000
Shared Roadway (B-5)		$50,000
Widen Sidewalk (15th to Oddie) (B-3)		$700,000
Speed Management (Tyler Way to Plymouth Way)		$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)		$700,000
Dual Northbound Right Turn Lanes at McCarran		$70,000
Transit Improvements		$750,000
	Spot Improvement Package Subtotal	***$3,500,000***
Multi-Use Path (A-1, A-2, A-4)	Mid-term multimodal improvement project. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this project.	$22,000,000
Slip Lane Modifications		$1,000,000
	Multi-Use Path Package Subtotal	***$23,000,000***
I-80 Interchange Modifications Level 2	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.	$300,000
I-80 Interchange Modifications Level 3		$5,000,000
	I-80 Interchange Package Subtotal	***$5,300,000***
Widen Sidewalk on Both Sides (B-4)	Multimodal improvement project.	$15,000,000
	Widen Sidewalk Package Subtotal	***$15,000,000***
Total Planning Level Cost Estimate		**$46,800,000**

Note: Please refer to pages 26-31 for cross sections or diagrams and descriptions of recommended improvements.

ACKNOWLEDGEMENTS

The Rock Boulevard Corridor Study was funded and administered by the Regional Transportation Commission of Washoe County (RTC), in partnership with the City of Sparks, to improve mobility, safety, and accessibility for all who travel along the corridor, whether walking, bicycling, using transit, or driving. The corridor's diverse travel demands create a complex set of transportation challenges and opportunities. The project team sincerely thanks the residents, students, businesses, stakeholders, technical advisors, and agency partners who generously shared their time, experience, and local knowledge throughout the study. Their input was instrumental in developing balanced recommendations that reflect community priorities and will guide future improvements on Rock Boulevard.

Technical Advisory Committee

Name	Agency/Organization
Vanessa Lacer	RTC Washoe
Graham Dollarhide	RTC Washoe
Shay League	RTC Washoe
Marquis Williams	RTC Washoe
Jeff Wilbrecht	RTC Washoe
Sara Going	RTC Washoe
Josh MacEachern	RTC Washoe
Scott Carey	City of Sparks
Amber Sosa	City of Sparks
Andrew Jayankura	City of Sparks
Jeff Bickett	City of Sparks
Julie Duewel	City of Sparks
Nick Johnson	NDOT
Christine Chia	NDOT

Consulting Team

Loren Chilson	GCW
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Dan Doenges	Parametrix
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TABLE OF CONTENTS

PURPOSE AND NEED	6
PUBLIC AND STAKEHOLDER ENGAGEMENT	8
EXISTING CONDITIONS	10
TRAFFIC OPERATIONS ANALYSIS	17
ALTERNATIVES ANALYSIS	21
RECOMMENDED IMPROVEMENTS	22
IMPLEMENTATION STRATEGY	32
PLANNING LEVEL COST ESTIMATES	33

Figures

Figure 1 – Study Area

Figure 2 – Crash Severity Map

Figure 3 – Crash Heat Map

Figure 4 – Pedestrian Experience Index (PEI)

Figure 5 – Bicycle Level of Traffic Stress (BLTS)

Figure 6 – Transit Routes

Figure 7 – Study Intersections and Roadway Segments

Figure 8 – 2050 Operations Summary

Figure 9 – Recommended Alternatives (South of Victorian Ave)

Figure 10 – Recommended Alternatives (North of Victorian Ave)

Figure 11 – Crosswalk Master Plan

Figure 12 – Widen Sidewalk (15th to Oddie)

Appendices

Appendix A – Public Engagement Documentation

Appendix B – Existing Conditions

Appendix C – Crash Data

Appendix D – Speed Data

Appendix E – Transit Stop Evaluations

Appendix F – Traffic Operations Analysis

Appendix G – Alternatives Analysis

Appendix H – Scoring Criteria Matrix

Appendix I – Concepts of Recommended Potential Improvements

Appendix J – Cost Estimate Details

PURPOSE AND NEED

Purpose

The purpose of the Rock Boulevard Corridor Study is to identify capacity, safety, and mobility improvement options on Rock Boulevard for all corridor users between North McCarran Boulevard and the Truckee River. The study area is shown in **Figure 1**. This includes traffic operations and freight movement enhancements, safety improvements, and upgrading infrastructure for accessible walking, bicycling, and transit.

Need

Rock Boulevard is an important corridor that provides north-south connectivity across the Truckee River, Union Pacific Railroad (UPRR), and I-80. It serves a wide variety of land uses, including residential neighborhoods, industrial centers, retail and entertainment destinations, public schools, places of worship, and community parks.

Rock Boulevard serves over 20,000 vehicles per day and experiences regular traffic congestion and travel delay at critical locations, such as the I-80 interchange (**Exhibit 1**).

Between 2019 and 2023, 456 crashes occurred in the corridor, including four fatalities and nine serious injuries. Thirteen crashes involved a pedestrian and seven involved bicyclists, including one fatality for each group. Active transportation options are limited, with the only bicycle lanes adjacent to Rock Park in the southern portion of the corridor. As identified in the RTC Active Transportation Plan, the corridor scores poorly when evaluated using the Pedestrian Experience Index and Bicycle Level of Traffic Stress index.



Exhibit 1. Queuing and Congestion at I-80 Interchange



ROCK BOULEVARD CORRIDOR STUDY

Figure 1

Rock Boulevard Corridor Study

Study Area

PUBLIC AND STAKEHOLDER ENGAGEMENT

The Rock Boulevard Corridor Study has incorporated input from the public and agency partners regarding both corridor challenges and proposed solutions. An Engagement Plan was created to outline the outreach approach, strategies, and tools and is aligned with the strategies defined in the RTC Public Participation Plan (PPP). The Engagement Plan is provided in **Appendix A**.

Public Engagement Strategies

The project team used a multi-channel outreach strategy (digital content, surveys, events) to maximize participation and accessibility. English and Spanish outreach materials were developed to encourage participation from all residents and the traveling public within the corridor study limits. Diverse outreach methods used included the following:

- RTC press releases and digital and social media.
- Outreach materials, including informational flyers, posters, and printed materials displaying maps, data, and other information for public outreach events and general distribution.
- Online public survey and a targeted printed survey for 5th grade elementary school students attending Maxwell Elementary School, which is located on Rock Boulevard.
- Presentation and information sharing at organized events, pop-up events, and at select locations within the study area.

Specific outreach events included:

- An information gathering meeting with Maxwell Elementary School staff and subsequent attendance at an "Art Night" event hosted at the school to share information with parents and students (**Exhibit 2**).
- An information gathering meeting with Sparks High School staff and subsequent presentation to the Sparks High School Student Voice, the school-specific Student Advisory Council.
- A pop-up meeting at RTC Centennial Plaza to engage transit riders near the corridor as well as those on routes along the corridor.
- Distribution of project flyers to local businesses and organizations within the study area.
- Meeting with Washoe County School District regarding Safe Routes to School.

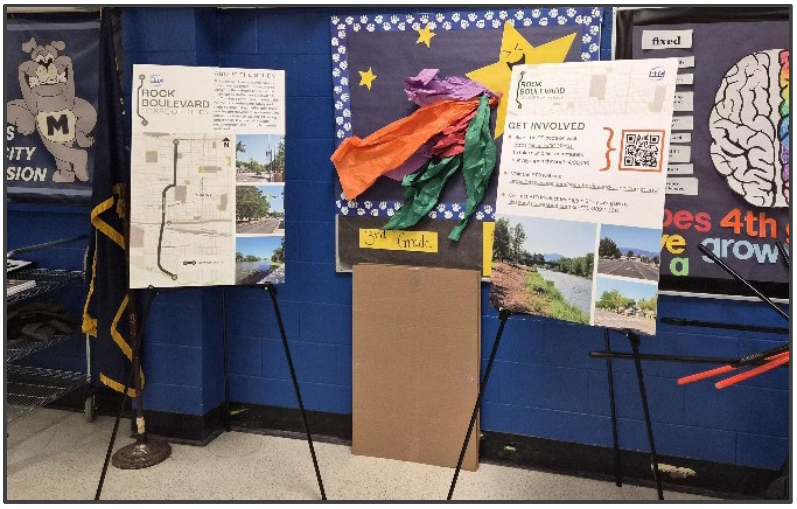


Exhibit 2. Project Information Meeting at Maxwell Elementary

Partner Agency and Stakeholder Engagement

The project team met regularly with partner agency staff from RTC Departments (Planning, Engineering, Public Transportation), City of Sparks, Nevada Department of Transportation (NDOT), and the Washoe County School District throughout development of the Rock Boulevard Corridor Study. In addition to regularly scheduled project Technical Advisory Committee (TAC) meetings, the project team held individual meetings with agency staff to discuss unique issues, concerns, and proposed improvements as they relate to each agency's policies, plans, and operations. These individual meetings were conducted through a combination of site visits and in-person or virtual meeting formats.

RTC staff also provided updates to their advisory committee members (RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee) as well as the RTC Board to reach a broader base of agency staff, public interest representatives, and elected officials. Feedback and direction from these groups was incorporated into the final plan.

Key Themes

Safety and traffic congestion on Rock Boulevard were consistently identified as the top concerns among community members (**Exhibit 3**). The following are key findings and general themes from corridor users:

- Traffic congestion and signal timing problems, notably at the I-80/Rock Boulevard Interchange
- Speed and aggressive driving issues
- Pedestrian safety concerns especially around schools, major intersections, and near I-80
- Desire for safer bicycle infrastructure

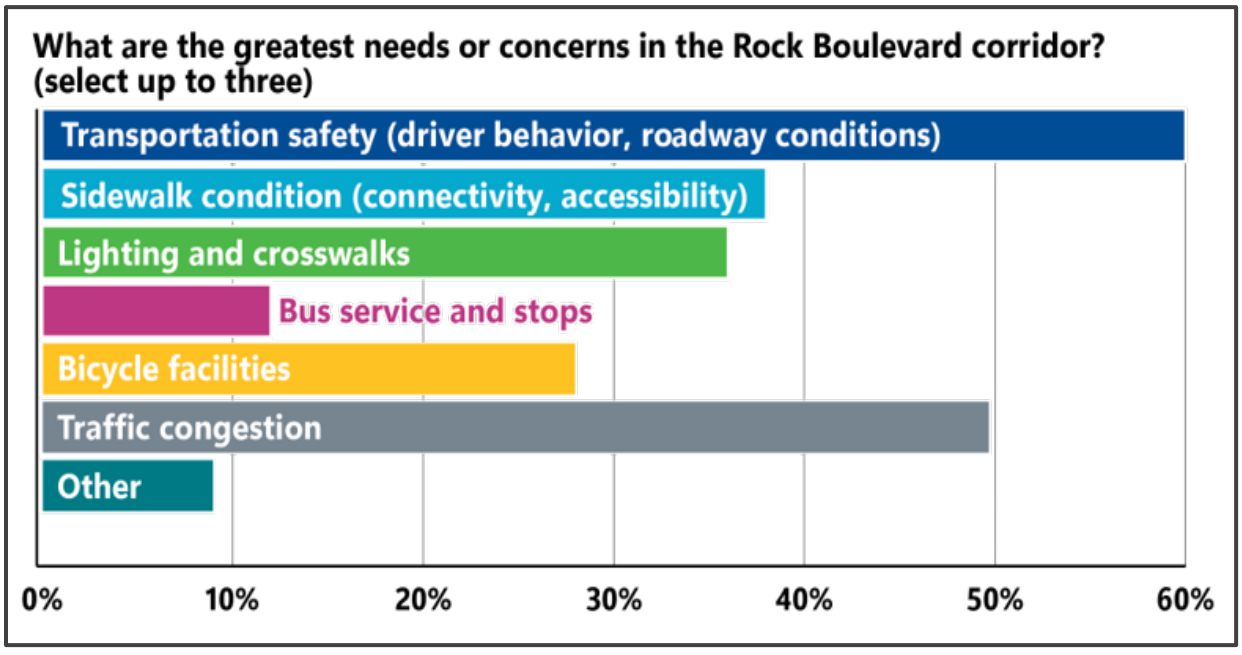


Exhibit 3. Online Survey Results

EXISTING CONDITIONS

The project team collected, organized, and evaluated relevant existing data and background information to develop a clear understanding of existing conditions and identify key transportation issues in the study area. Additional existing conditions documentation is provided in **Appendix B.**

Plan Review

The team reviewed key planning documents to inform the corridor analysis and concept development, including the Sparks Comprehensive Plan, the Central Sparks Neighborhood Network Plan (NNP), and the 2050 RTP (**Exhibit 4**). This review helped identify corridor priorities, multimodal recommendations, and opportunities to strengthen connectivity, while also providing a policy and planning framework for evaluating existing conditions and shaping potential improvement concepts. The findings from these documents were used to better understand how the Rock Boulevard corridor fits within broader local and regional planning efforts and to support the development of practical, context-sensitive multimodal concepts. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a "Complete Street", which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

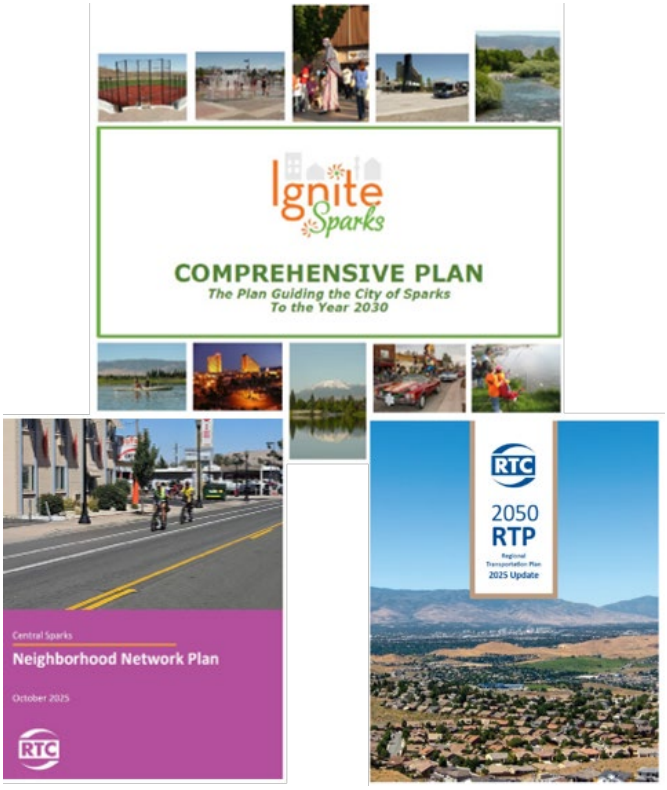


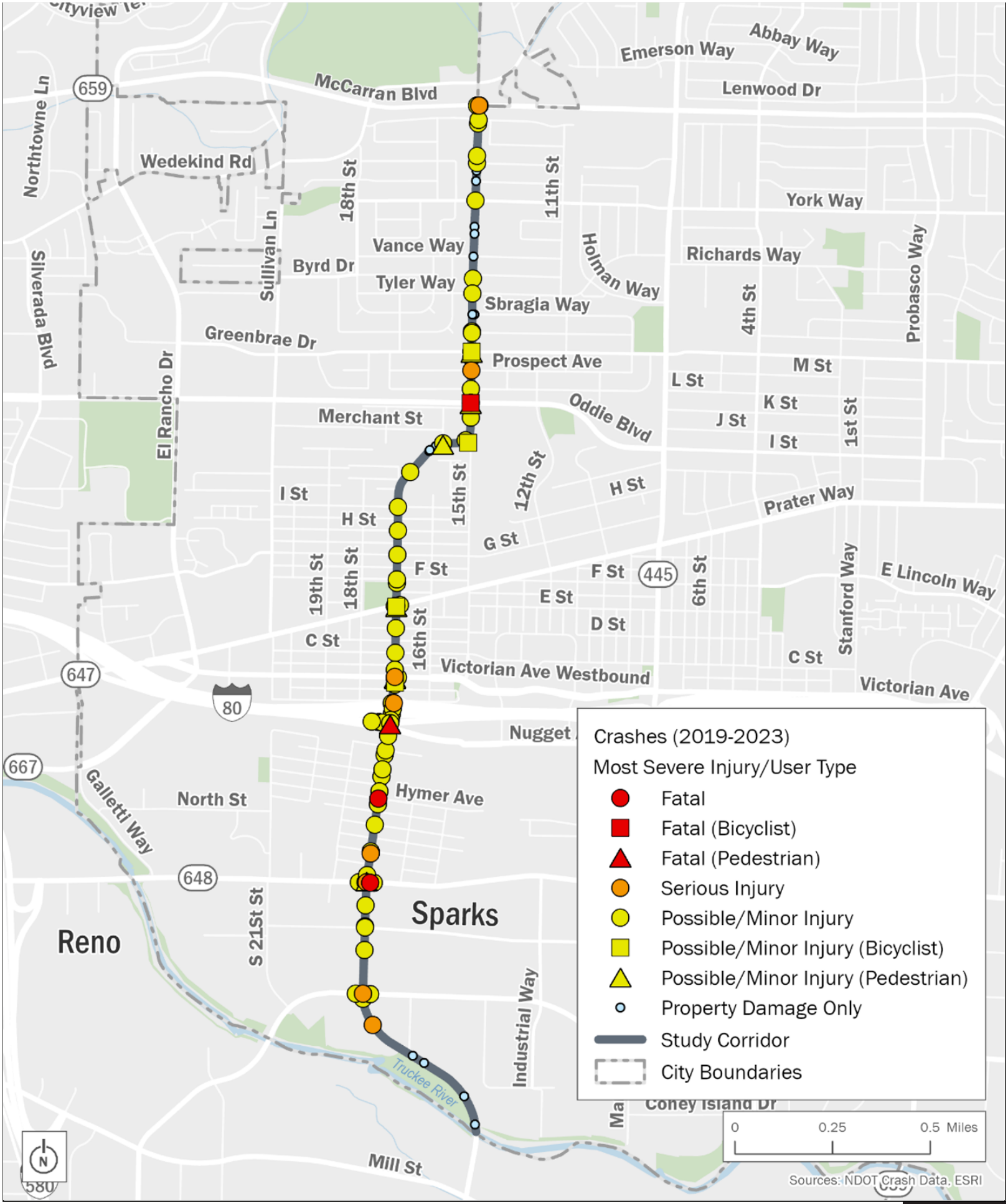
Exhibit 4. Key Planning Documents

Crash Data

Crash data for the study area was obtained from NDOT for the 2019-2023 period and supplemental data was received from the City of Sparks Police Department for the 2024 -2025 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries as shown in **Figure 2**. Crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occur at intersections or at the I-80 interchange as shown in **Figure 3**. Complete crash data is provided in **Appendix C**.

Speed Data

Vehicular speed data on Rock Boulevard was obtained from the RTC for two locations, between York Way and Oddie Boulevard, and between Greg Street and the Truckee River. Between York Way and Oddie Boulevard (30 mph posted speed limit), the average speed was 33.3 mph and the 85th percentile speed was 37.3 mph. Between Greg Street and the Truckee River (30/45 mph posted speed limit), the average speed was 42 mph and the 85th percentile speed was 48.5 mph. Both surveyed locations indicate elevated vehicle speeds (greater than 7 mph over the posted speed limit) within the study corridor. Complete speed data is provided in **Appendix D**.

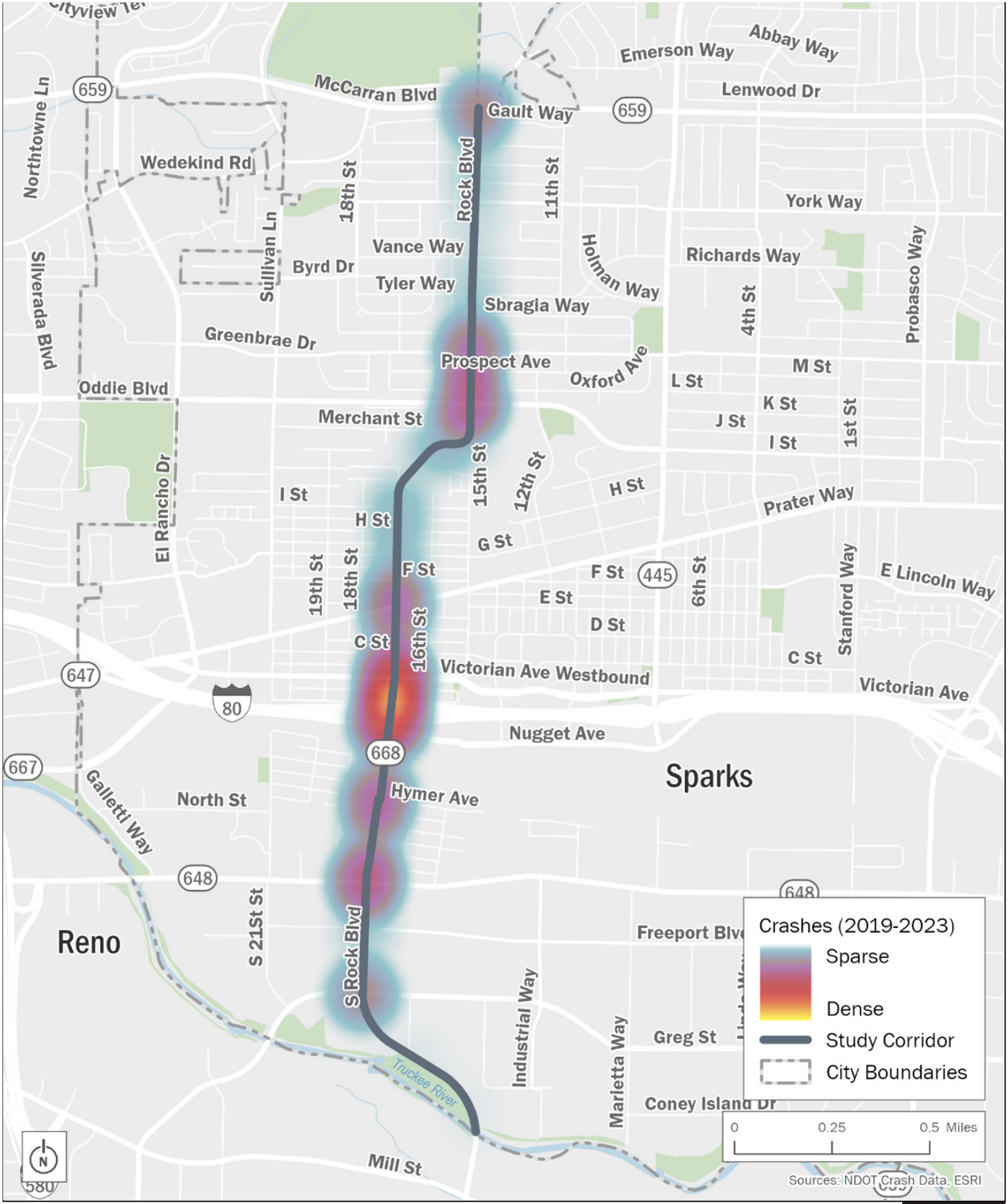


ROCK BOULEVARD CORRIDOR STUDY

Figure 2

Rock Boulevard Corridor Study

Crash Severity Map



ROCK BOULEVARD CORRIDOR STUDY

Figure 3
Rock Boulevard Corridor Study
Crash Heat Map

Existing Active Transportation Facilities

Pedestrian Conditions

Figure 4 shows the Pedestrian Experience Index (PEI) and indicates that much of the corridor is generally uncomfortable for walking, particularly south of Greg Street and near the I-80 interchange. Sidewalk gaps are also present in several locations, including south of Greg Street, between Freeport Boulevard and Glendale Avenue, and between Hymer Avenue and Victorian Avenue, where the east side lacks a continuous sidewalk and the west side has limited connectivity.

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. There is high student walking potential in the northern portion of the study corridor (generally north of Victorian Avenue) since the schools are located in residential areas.

Bicycle Conditions

Bicycle facilities are limited along most of Rock Boulevard, with existing bike lanes only provided south of Greg Street near Rock Park. **Figure 5** shows the Bicycle Level of Traffic Stress (BLTS) for the study corridor and surrounding roadways. Most corridor segments on Rock Boulevard are rated Bicycle Level of Traffic Stress (BLTS) 4, indicating high-stress conditions due to high speeds, traffic volumes, and the absence of bikeways. The northern and southern segments are somewhat less stressful at BLTS 3, but still uncomfortable for most riders.

Transit Service

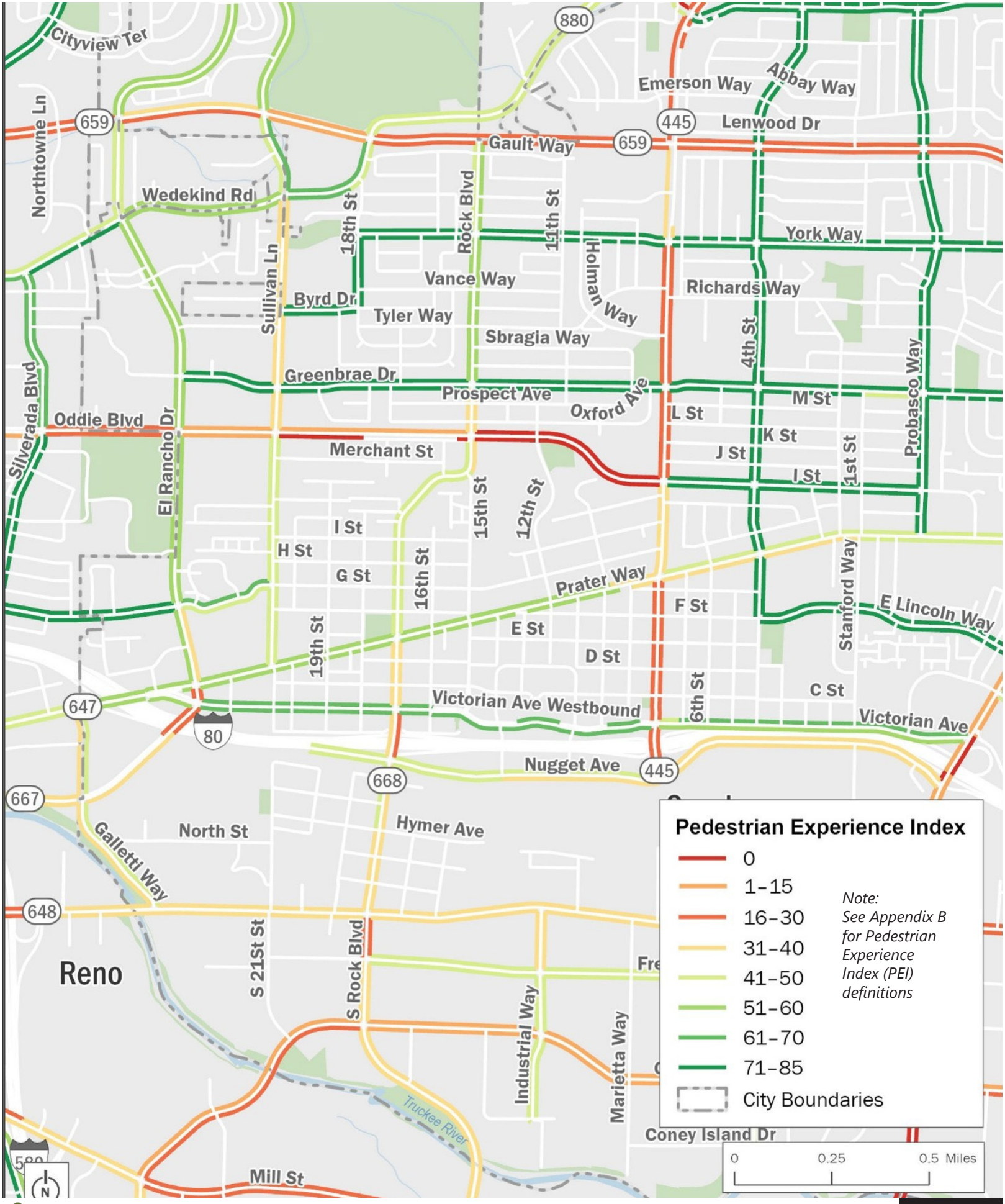
Rock Boulevard functions as an important transit corridor, with multiple RTC routes intersecting or traveling through the study area. The existing transit routes are summarized below and shown in **Figure 6**:

- Five RTC routes intersect or run along the corridor: Routes 2, 9, 11, 18, and 54.
- There are 13 bus stops on Rock Boulevard; none include shelters, and more than half have no amenities.
- The corridor serves both high- and lower-ridership routes, including Route 11, which has the second-highest ridership in the system, and Route 2, which ranks fifth in the system.

Lighting

Lighting underneath the railroad bridge and interchange overpass is insufficient. While this concern will need to be addressed, it is outside the scope of this study to consider lighting design on highway and railroad facilities. Coordination between multiple agencies will be necessary.

The need for lighting at this location presents a unique opportunity to also enrich the community through incorporating public art. A possible source of funding would be a grant from the National Endowment for the Arts (NEA). It is recommended that RTC and City of Sparks collaborate to apply for an NEA grant or other additional funding sources.

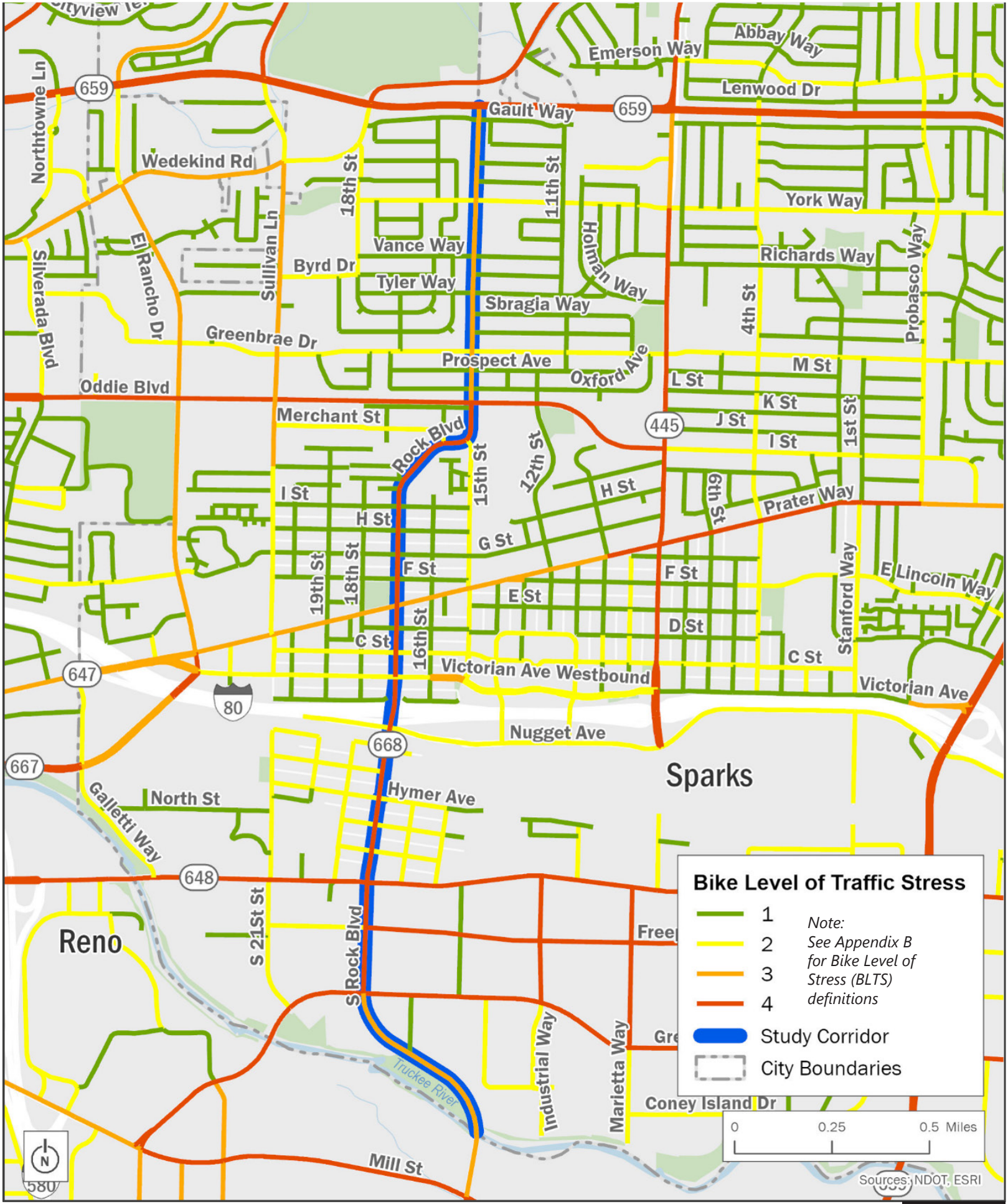


ROCK BOULEVARD CORRIDOR STUDY

Figure 4

Rock Boulevard Corridor Study

Pedestrian Experience Index (PEI)

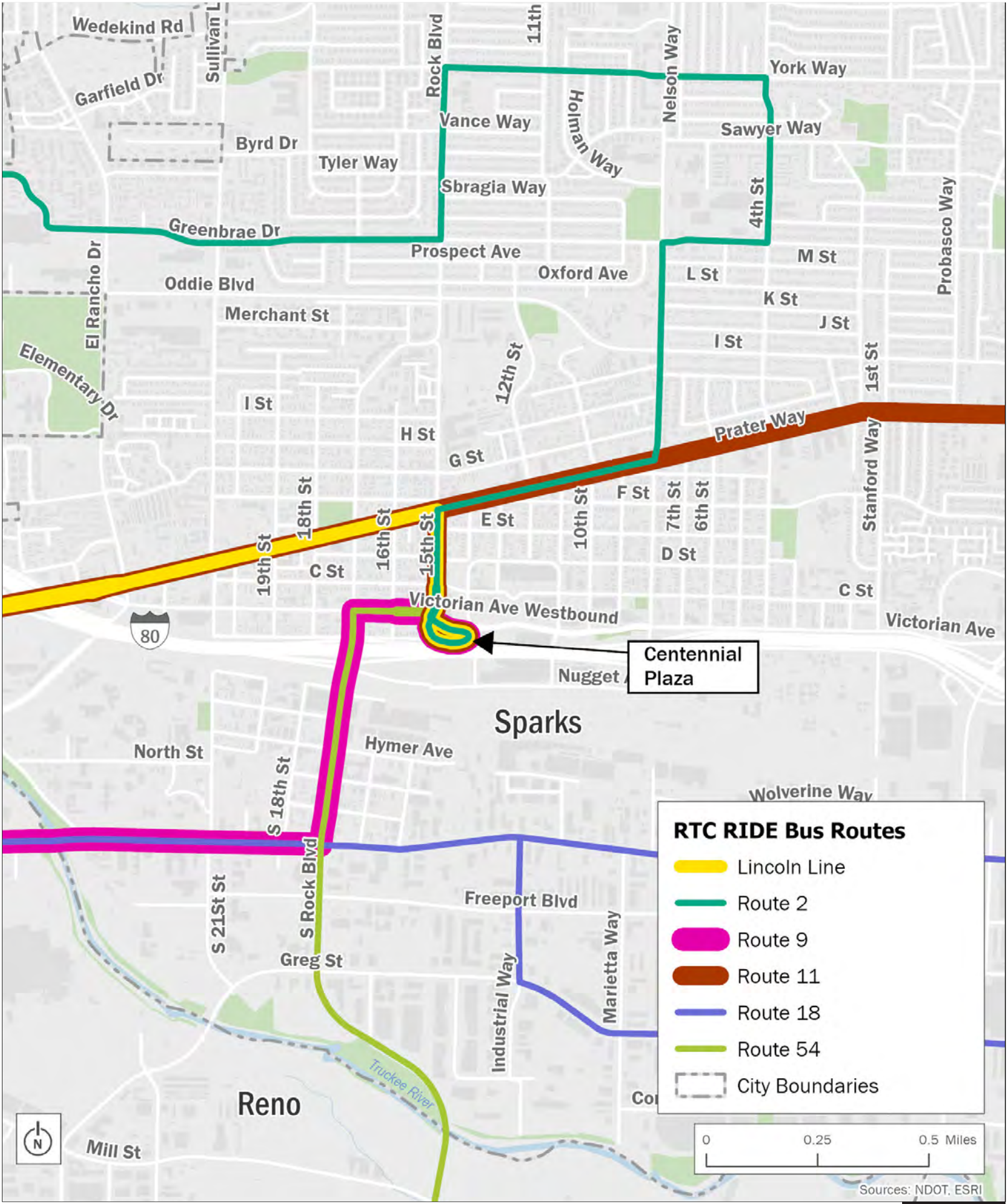


ROCK BOULEVARD CORRIDOR STUDY

Figure 5

Rock Boulevard Corridor Study

Bicycle Level of Traffic Stress (BLTS)



ROCK BOULEVARD CORRIDOR STUDY

Figure 6
Rock Boulevard Corridor Study
Transit Routes

TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis was conducted to evaluate how the Rock Boulevard corridor currently functions and how it is expected to perform in the future. The analysis focused on intersection and roadway segment operations, identifying localized congestion, queuing, and operational constraints. Detailed assumptions, turning movement volumes, and level of service analysis are provided in **Appendix F**.

Critical Intersections and Roadway Segments

The purpose of the Rock Boulevard Corridor Study is to identify the most significant issues and long-term needs in the corridor for all modes of travel for programming purposes. Note that N. McCarran Boulevard was studied as part of the RTC's recent McCarran Boulevard Corridor Study. Additionally, the Rock Boulevard / Greenbrae Drive intersection has been recently evaluated by the City of Sparks/GCW for crosswalk safety. Oddie Boulevard was recently improved through the RTC's Oddie/Wells Project. Prater Way was improved through the RTC's 4th Street/Prater Way BRT project. Additionally, NDOT is currently underway with planning efforts for the *Reno Spaghetti Bowl Project* which will reconfigure the I-80 and Rock Boulevard interchange in the future. Therefore, the focus of this study was placed on other locations with the highest volumes and activity. The study area roadway segments and intersections are shown in **Figure 7**.

Study Intersections

The following six (6) intersections were identified as the critical intersections within the corridor and those that were analyzed in this study:

1. Rock Boulevard / 15th Street
2. Rock Boulevard / C Street
3. Rock Boulevard / Victorian Avenue
4. Rock Boulevard / Hymer Avenue
5. Rock Boulevard / Glendale Avenue
6. Rock Boulevard / Greg Street

Study Roadway Segments

The Rock Boulevard corridor was studied in segments based on the differing characteristics and logical breakpoints in traffic volumes. The study segments and general character (as noted in **Figure 7**) are:

- N. McCarran Boulevard to Oddie Boulevard (Residential)
- Oddie Boulevard to Victorian Avenue (Residential / Commercial)
- Victorian Avenue to Hymer Avenue (I-80 Interchange)
- Hymer Avenue to Greg Street (Industrial)
- Greg Street to Truckee River (River)



ROCK BOULEVARD CORRIDOR STUDY

Figure 7

Rock Boulevard Corridor Study

Study Intersections and Roadway Segments

Existing Conditions Level of Service Analysis

The study intersections and roadway segments currently operate within overall level of service policy (which is LOS "F" near the interchange from Glendale Ave to Victorian Ave and "LOS D" along the remainder of the corridor). Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably, congestion occurs in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp is the primary operational constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future. However, interim improvements are recommended due to the likelihood that NDOT improvements will not be implemented within the next 10-plus years.

Traffic Volume Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange (**Exhibit 5**) which will cause significant changes to traffic volumes. NDOT's *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for NDOT's Preferred Alternative (Alternative 2). Future turning movement volumes were forecasted using the RTC Travel Demand Model and then balanced with the NDOT traffic analysis report for overall consistency.

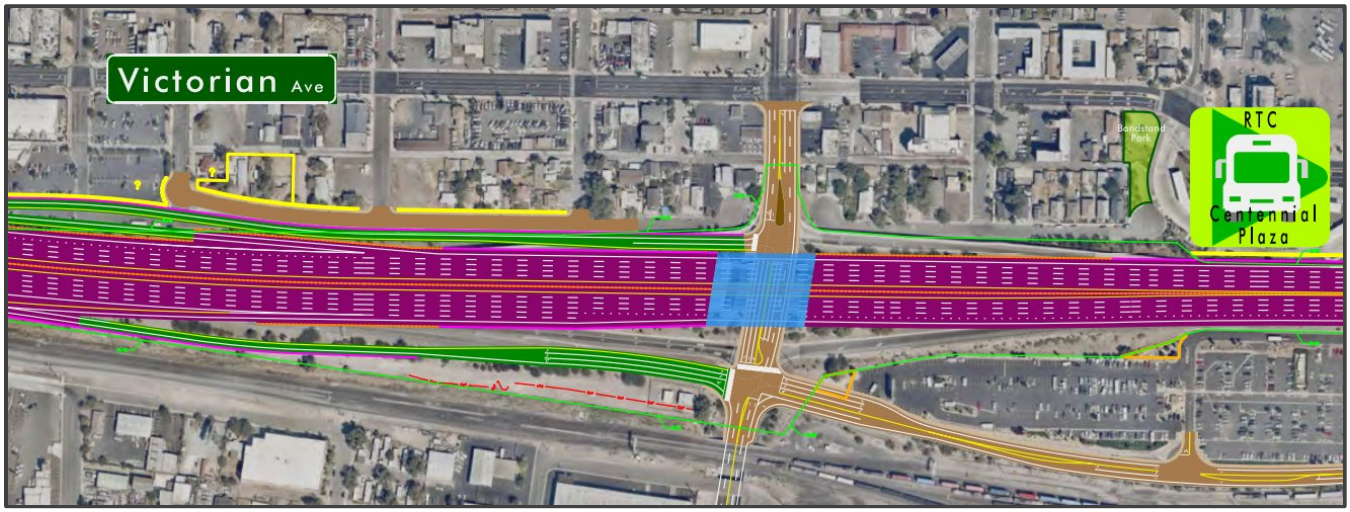
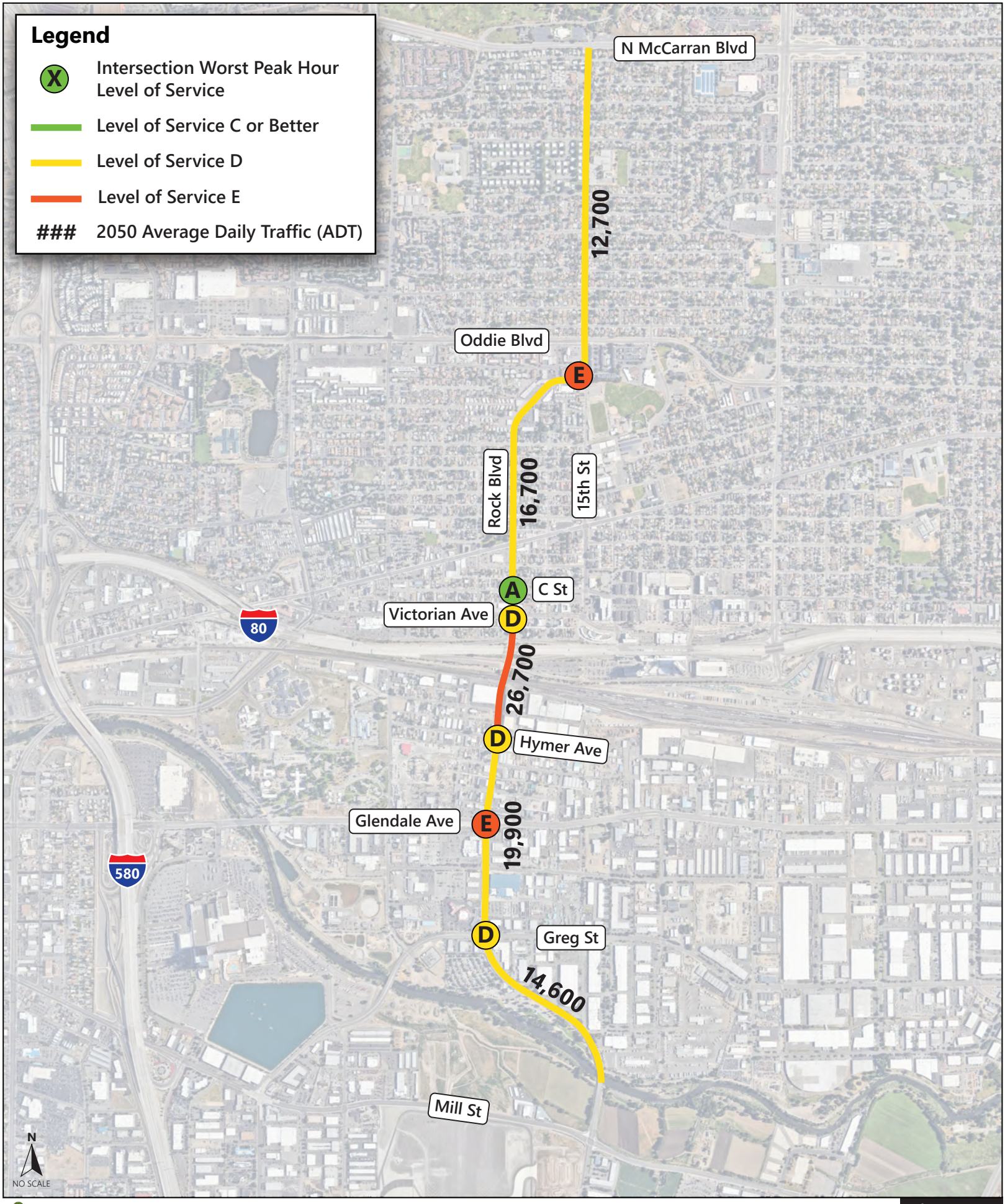


Exhibit 5. NDOT I-80 Preferred Alternative at Rock Blvd

Future Conditions Level of Service Analysis

Under future conditions, the study intersections and roadway segments are anticipated to technically operate within overall level of service policy. However, heavier traffic volumes and movements (peak hour conditions) within the interchange area are still expected to experience significant congestion in the future. Improvements at the I-80 interchange to reduce queuing and congestion are a high priority for the Rock Boulevard corridor. The Future Year Conditions (2050) operation summary is shown in **Figure 8**.



Note: Study intersections and roadways operate within level of service policy; however, peak-hour congestion and queuing occur at heavier movements near the I-80 interchange.

ROCK BOULEVARD CORRIDOR STUDY

Figure 8
Rock Boulevard Corridor Study
2050 Operations Summary

ALTERNATIVES ANALYSIS

A variety of potential traffic, pedestrian, and bicycle improvement options that address safety, vehicular capacity, and active transportation mobility were explored in this corridor study. The corridor was evaluated as a connected system and a range of improvement concepts were considered, based on input received through community engagement activities and TAC meetings. The alternatives analysis background, calculations, and considered but dismissed alternatives are provided in **Appendix G**.

Projects Already Identified

Following is a list of projects that are already identified within the study area:

- Rock Boulevard/Hymer Avenue Traffic Signal Modifications
- Rock Boulevard/Commerce Street Rectangular Rapid Flashing Beacon (RRFB)
- Rock Boulevard/Greenbrae Drive Rectangular Rapid Flashing Beacon (RRFB)
- Sullivan Lane Multimodal Improvements (Under separate study, for reference only)
- Improvements to the I-80/Rock Boulevard Interchange by NDOT (long-term timeframe)

Scoring Criteria

Each improvement alternative was screened and scored using a comprehensive scoring matrix. The scoring matrix is comprised of nine categories (100 total points) generally covering bicycle and pedestrian safety, traffic operations and freight movement, land use compatibility, and cost effectiveness and feasibility. Potential alternatives scoring less than 50 points were dismissed and alternatives scoring more than 50 points were carried forward as recommendations. The scoring criteria matrix is provided in **Appendix H.** Although some concepts did not advance to the final recommendations, they helped inform corridor needs, constraints, and opportunities.

Railroad Undercrossing Constraint

Significant capacity improvements, including roadway widening, were deemed impractical due to right-of-way constraints (**Exhibit 6**) within the interchange area (I-80 overcrossing and Union Pacific railroad bridge). It is estimated that the cost for railroad bridge widening would be in the tens of millions of dollars ($30M to $50M) and would involve an extensive approval process with Union Pacific Railroad (UPRR). Roadway widening within this segment of Rock Boulevard would provide capacity benefits in this congested portion of the corridor, however, was not specifically analyzed in this study due to scope and feasibility. Roadway widening within the interchange area (I-80 overcrossing and Union Pacific railroad bridge) could be reconsidered in the future in coordination with NDOT's improvements.



Exhibit 6. UPRR Undercrossing Constraint

RECOMMENDED IMPROVEMENTS

Figure 9 and **Figure 10** summarize the improvement concepts that were advanced and carried forward for prioritization and implementation planning through a future Regional Transportation Plan (RTP) update. The identified potential improvements will be prioritized and programmed during the RTP process based on regional needs, priorities, and available funding. Each potential improvement is briefly discussed and outlined within this section with detailed corridor concepts for major roadway improvements provided in **Appendix I**.

Highest Priorities

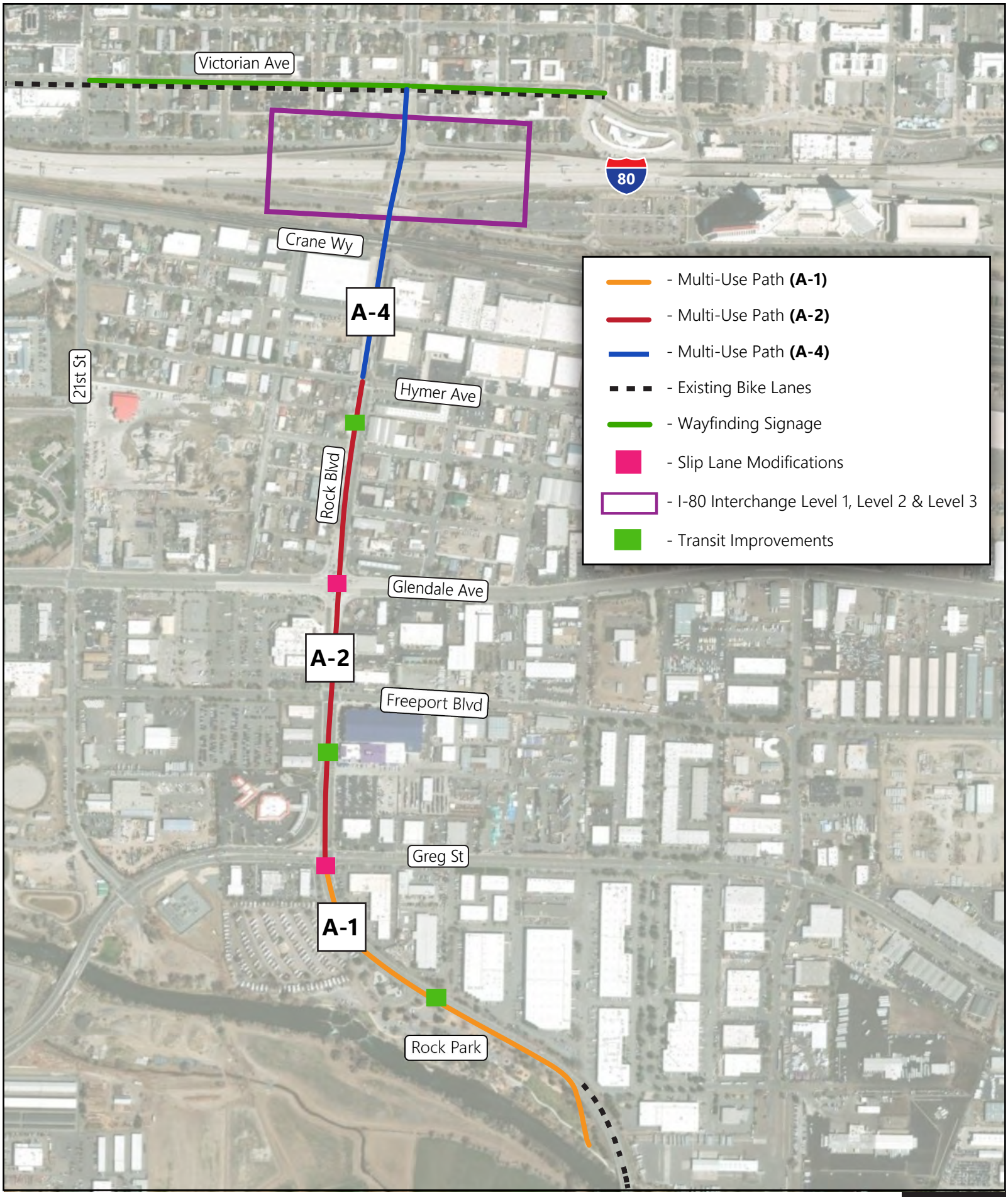
Following are the critical priorities identified in this corridor study:

- *Operational Improvements at I-80 Interchange:* Rock Boulevard currently experiences significant congestion issues at the I-80 interchange, notably in the northbound direction during the PM peak hour. The congestion issues cause significant queuing and back-ups along Rock Boulevard from I-80 to Greg Street. Coordination and planning improvements with NDOT is critical to improve traffic operations within this corridor.
- *Multimodal Connection between the Truckee River and Victorian Avenue:* Analysis conducted for the RTC Active Transportation Plan and field tours of the corridor indicate that the corridor is generally not comfortable for walking or cycling. This is particularly pronounced on the southern end of the corridor where traffic volumes are high, and sidewalks are not always present. Accommodation of multimodal improvements within this segment is vital to improve pedestrian and bicyclist safety and connectivity to the Truckee River Path and the recreational amenities available at Rock Park.
- *Pedestrian Crossing Safety*: Rock Boulevard currently carries relatively high traffic volumes throughout the corridor. Providing safe and enhanced crossings will improve pedestrian safety and connectivity throughout the corridor. The guiding engineering principle is that marked crosswalks on four-lane roadways should have protected crossings or enhancements for increased driver awareness such as overhead Rectangular Rapid Flashing Beacons (RRFB), pedestrian refuge islands or other treatments. However, RRFBs should not be installed at numerous adjacent intersections, or they will lose their "high visibility" value, and too many warning devices can be confusing for drivers. A Rock Boulevard crosswalk master plan is provided in **Figure 11**.

Planning-to-Implementation Process

This study and other planning-level studies referenced in this document identify recommended improvements for consideration in the Regional Transportation Plan (RTP), which is RTC Washoe's long-term, 20-year plan. As the RTP is developed, potential projects will be evaluated and prioritized for future implementation. Local municipalities and community members will have opportunities to provide input on which improvements should move forward.

Beyond the RTP prioritization process, there are additional steps in the planning-to-implementation process that determine what improvements are implemented and when. Some of the factors that will affect timing and design are funding availability, project development, and local maintenance capacity. RTC will work closely with City of Sparks throughout the planning process, the prioritization process, and subsequent design phases to ensure improvements are feasible to implement and sustain.



ROCK BOULEVARD CORRIDOR STUDY

N

NO SCALE

Figure 9

Rock Boulevard Corridor Study

Recommended Alternatives (South of Victorian Ave)

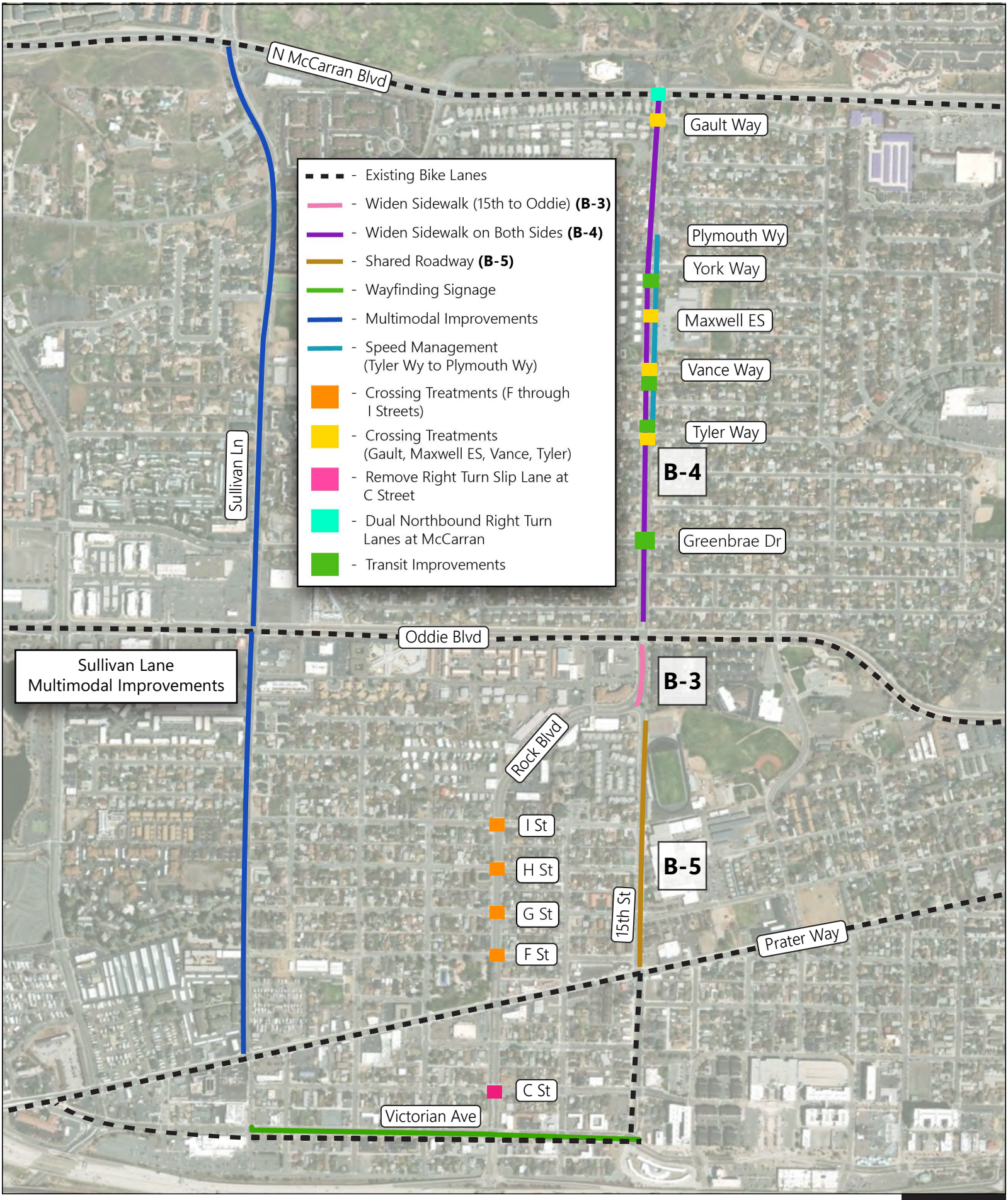


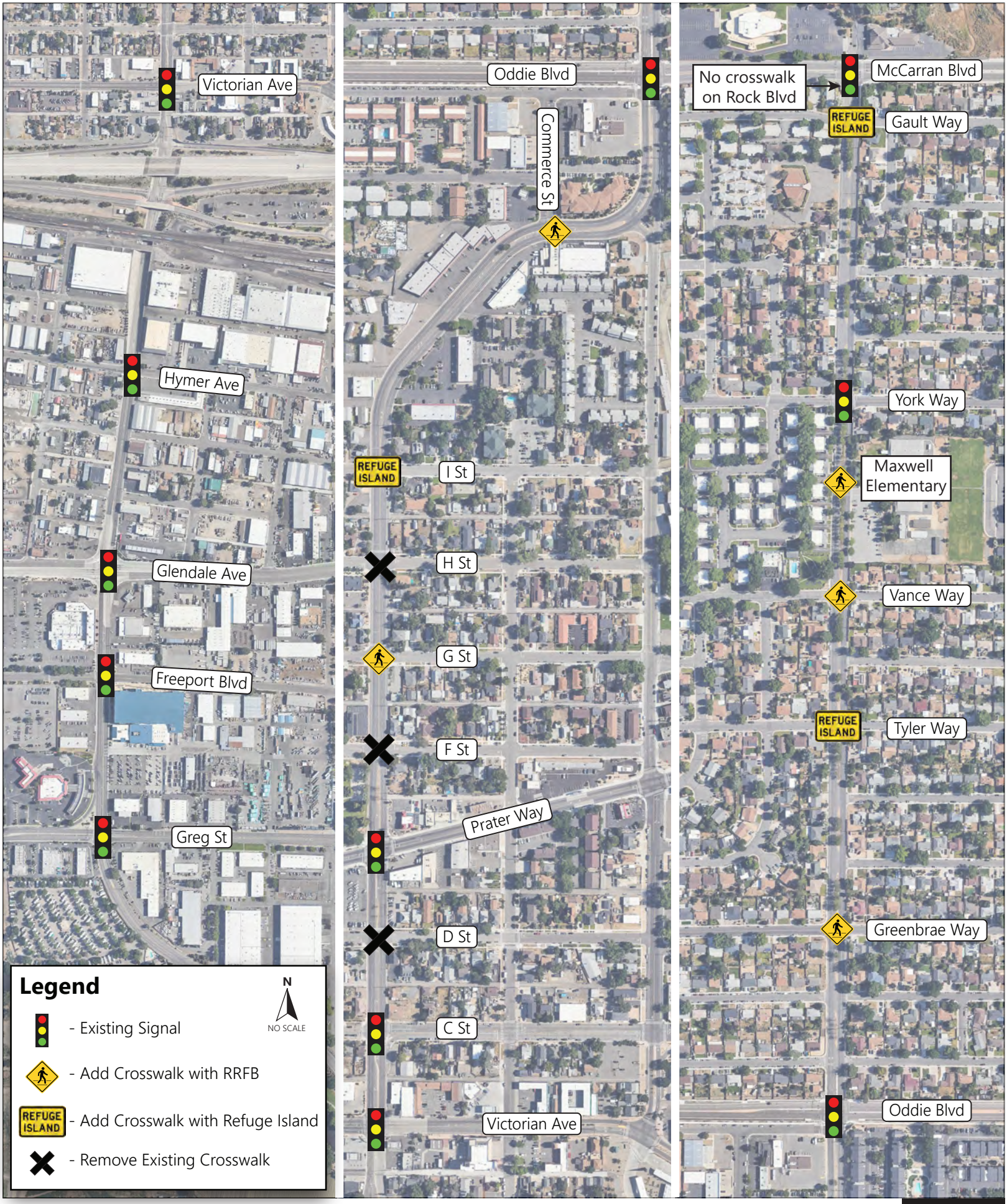
Figure 10

ROCK BOULEVARD CORRIDOR STUDY

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Rock Boulevard
Corridor Study
Recommended Alternatives (North of Victorian Ave)



ROCK BOULEVARD CORRIDOR STUDY

Figure 11

Rock Boulevard Corridor Study

Crosswalk Master Plan

Truckee River to Victorian Avenue

Multi-Use Path (Cross-sections A-1, A-2 & A-4)

The Multi-Use Path A-1 and A-2 option (**Exhibit 7**) illustrates acquiring an estimated 8 to 12 feet of right-of-way and widening Rock Boulevard in order to construct a multi-use path on the west side of the roadway between Rock Park and Hymer Avenue. No other feasible options have been identified for this segment due to the constrained conditions. On-street bicycle lanes are not recommended in this high-volume road segment. Existing infrastructure on the east side of Rock Boulevard was maintained for both Multi-Use Path A-1 and A-2 options.

Cross-section A-4 (**Exhibit 7**) is specially for the roadway segment between Hymer Avenue and Victorian Avenue and shows reconfiguring the roadway (narrowing of existing wide lanes) beneath Crane Way and the UPRR underpass to move the curb and gutter inward and widen the sidewalk on the west side of the road. Reconfiguration of the bridge abutment beneath I-80 will be necessary to fit a similarly wide sidewalk between the UPRR underpass and Victorian Avenue and is included in the cost estimates. The reconfiguration beneath the UPRR and Crane Way bridges would address the most severe pedestrian discomfort and safety issue.



Exhibit 7. Multi-Use Path, Cross-sections A-1, A-2, A-4

Slip Lane Modifications

The right turn slip lane configurations at Greg Street and Glendale Avenue allow drivers to make right turns with limited need to stop or yield, reducing driver attention to pedestrians, and result in higher vehicle speeds at crosswalks. The conflicts with pedestrians and cyclists are anticipated to increase with a multi-use path and associated higher bicycle and pedestrian volumes. It is recommended that the current right turn lane configurations be modified to remove free flow right turns and be constructed with tighter turning radii.

I-80 Interchange Modifications Level 1, Level 2 & Level 3

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is unknown currently, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine what near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. The recommendations were developed assuming that neither the I-80 nor railroad undercrossing would be widened in interim conditions to add travel lanes. The following are three recommendations (**Exhibit 8**) that could be constructed as interim improvements at the I-80 Interchange:

- Level 1: Restripe the eastbound & westbound off-ramps to add dual turning lanes
- Level 2: Remove the southbound left turn movement to the eastbound on-ramp
- Level 3: Remove the southbound left turn movement and construct dual northbound left turn lanes

Level 3 would have the highest associated cost, but it would provide the greatest operational benefit by constructing the needed northbound dual left turn lanes (550+ PM peak hour left turns).

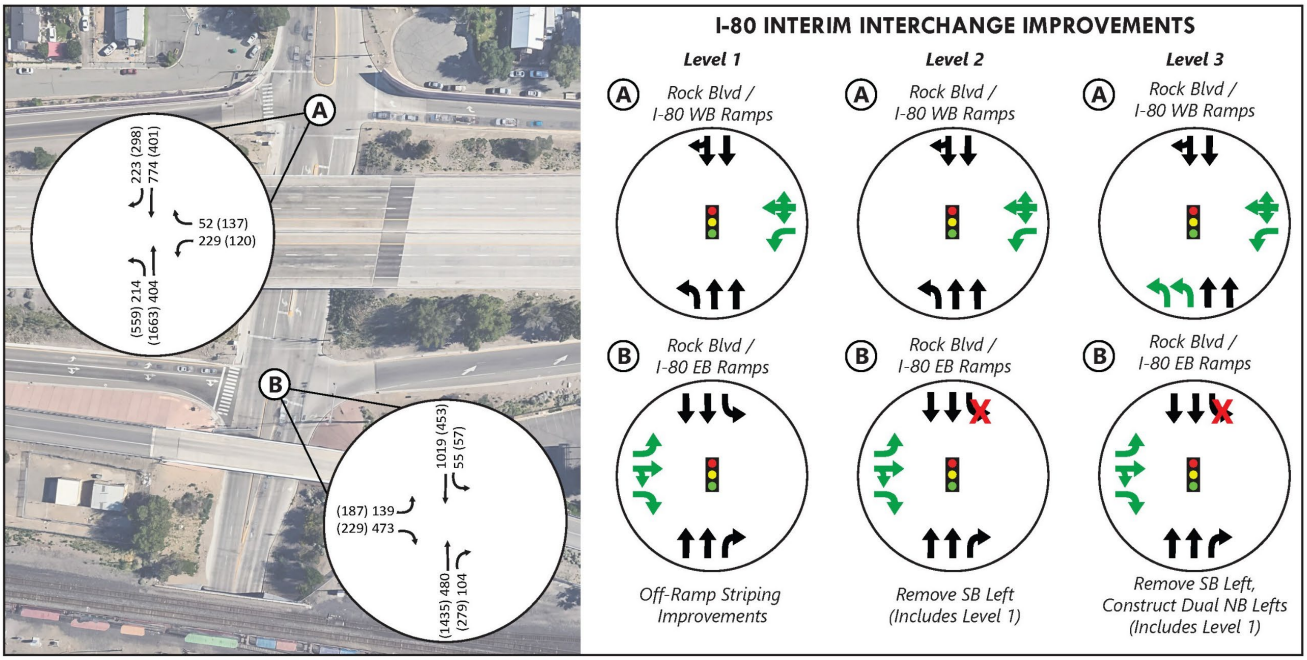


Exhibit 8. Interim I-80 Interchange Improvements

Transit Improvements

The transit stop evaluation (Appendix E) found that most stops lack fully compliant boarding pads and other passenger amenities. The evaluation provides a prioritized framework for improving transit accessibility and service quality along the corridor. Recommendations include ADA upgrades, benches, shelters, improved pedestrian connections, crossing enhancements, lighting, and potential stop relocations where safety or operational concerns exist. A transit improvement project is included as a recommended improvement to address these items as one package.

Victorian Avenue to Oddie Boulevard

Wayfinding Signage

If the project for Sullivan Lane detailed in the *Central Sparks Neighborhood Network Plan* (RTC, 2025) and the project for 15th Street detailed herein are constructed, it is recommended that wayfinding signage be installed to guide cyclists to Sullivan Lane and/or 15th Street, which are the parallel lower stress routes north of I-80. Wayfinding signage would be installed directing northbound cyclists on Rock Boulevard at Victorian Avenue to travel east to 15th Street and/or west to Sullivan Lane to continue north. Wayfinding signage would also be provided for southbound cyclists on Sullivan Lane and/or 15th Street at Victorian Avenue to use Rock Boulevard to continue south.

Remove Right Turn Slip Lane at C Street

Similar to the right turn slip lane modifications in the southern end of the corridor at Greg Street and Glendale Avenue, it is recommended that the slip lane at C Street be modified to reduce vehicular and pedestrian conflicts. The northbound right turn lane could be completely removed to shorten pedestrian crosswalks at the C Street intersection.

Crossing Treatments (F through I Streets)

Pedestrian crossing safety improvements between F and I Streets are recommended due to pedestrian activity near Deer Park and student walking activity near Sparks High School. I Street is suggested as a key crossing location since it connects to the front door of Sparks High School. G Street is also suggested for crossing treatments since it is a contemplated east-west bike connection in the *Central Sparks Neighborhood Network Plan*. A marked crosswalk with refuge island is recommended at I Street and an overhead RRFB is recommended at G Street. Removing the marked crosswalks at F Street and H Street is also recommended to focus crossings at the enhanced crosswalks.

Shared Roadway (Cross-section B-5)

A shared roadway (sharrow markings) on 15th Street between Prater Way and Rock Boulevard is recommended as 15th Street is determined to be a preferred multimodal corridor instead of placing dedicated cycling facilities on Rock Boulevard between Victorian Avenue and Oddie Boulevard. Cyclists would share the travel lane with vehicles (**Exhibit 9**) on this low volume, low speed roadway where most adults would feel comfortable riding.



Exhibit 9. Shared Roadway (Cross-section B-5)

Widen Sidewalk (15th to Oddie) (Cross-section B-3)

This sidewalk segment on the east side of Rock Boulevard between 15th Street and Oddie Boulevard is highly utilized by students walking between the neighborhoods north of Oddie Boulevard and Sparks High School located south on 15th Street. **Exhibit 10** illustrates a concept for the segment between 15th Street and Oddie Boulevard focusing on widening the sidewalk on the east side of Rock Boulevard to improve pedestrian safety and comfort. Narrowing the median and travel lanes on Rock Boulevard would be necessary to create additional sidewalk width. A barrier rail should be provided between the roadway and sidewalk, as exists today, for pedestrian safety and to keep errant vehicles away from the adjacent apartment complex buildings. The left turn movement from 15th Street is located within a horizontal curve on Rock Boulevard and has poor sight lines and safety implications. Very low left turn volumes (less than 10 during the peak hours) were observed during the data collection period. Therefore, consideration should be given to prohibiting the left turn movement from 15th Street to Rock Boulevard. A detailed concept is shown in **Figure 12**.

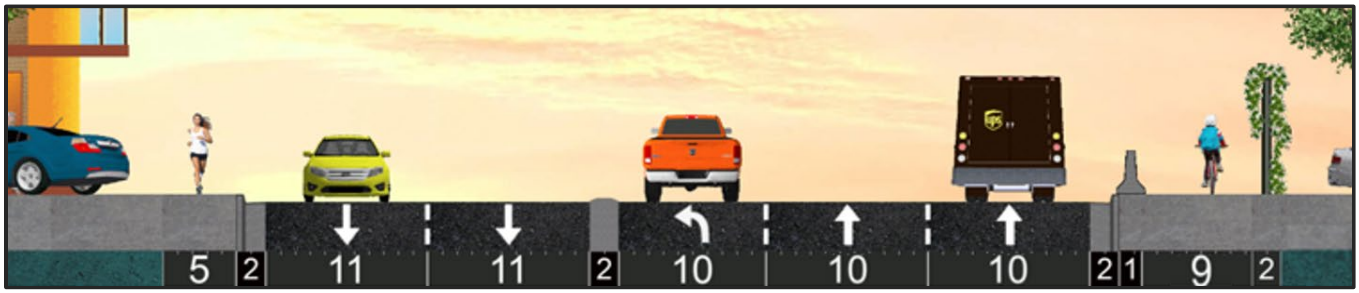


Exhibit 10. Widen Sidewalk (15th to Oddie) (Cross-section B-3)

Oddie Boulevard to N. McCarran Boulevard

Widen Sidewalk Both Sides (Cross-section B-4)

This concept (**Exhibit 11**) is specific to the segment between Oddie Boulevard and N. McCarran Boulevard, which currently has narrow sidewalks and a wide landscaped median with mature trees. This option proposes reducing the width of the raised median (which could impact the trees) and/or travel lanes to create additional space for sidewalk widening on both sides of the street. The intent is to construct sidewalks that comply with ADA width requirements by moving the curb and gutter inward and reconstructing the sidewalks, matching the existing back of walk locations to avoid right-of-way acquisition. Narrower travel lanes would provide a slight traffic calming effect beneficial to speed management. It is acknowledged that this improvement is aimed more toward pedestrians than cyclists.

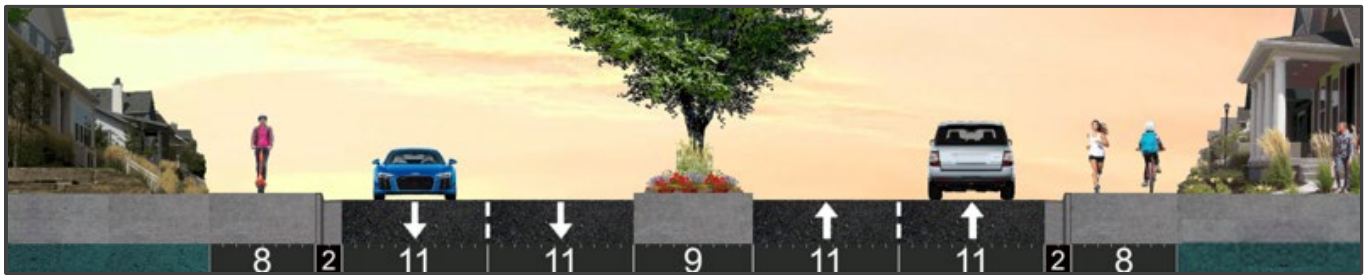


Exhibit 11. Widen Sidewalk Both Sides (Cross-section B-4)



ROCK BOULEVARD CORRIDOR STUDY

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NO SCALE

Figure 12

Rock Boulevard Corridor Study

Widen Sidewalk (15th to Oddie)

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

The proposed crosswalk enhancement and safety improvements at Gault Way, Maxwell Elementary School, Tyler Way, and Vance Way are intended to enhance pedestrian visibility, reduce crossing distances, and improve access to nearby neighborhoods, schools, parks, and transit stops. Recommended treatments include high-visibility crosswalk markings, rectangular rapid flashing beacons (RRFBs) at Vance Way and Maxwell Elementary School, and median refuge islands at Tyler Way and Gault Way.

Speed Management (Tyler Way to Plymouth Way)

Observed operating speeds and driver behavior between Tyler Way and Plymouth Way indicate a need for additional speed management measures to improve safety for all corridor users. The Speed Management (Tyler Way to Plymouth Way) improvement is intended to encourage lower operating speeds through a combination of narrowing lanes via striping, pavement markings, and speed feedback signs. The speed management recommendations are intended as low cost interim measures prior to implementation of the Widen Sidewalk Both Sides (Cross-section B-4) improvement.

Dual Northbound Right Turn Lanes at McCarran

Field observations indicate that the northbound right turn movement at the Rock Boulevard/N. McCarran Boulevard intersection experiences significant queuing and congestion. The prior *McCarran Boulevard Corridor Study* (RTC/NDOT, 2023) confirms that this movement carries a high right turn demand. To improve operations, it is recommended that the existing northbound approach be restriped with a shared left-through-right lane and a dedicated right turn lane, allowing for dual right turn operations (**Exhibit 12**). This option is expected to improve intersection level of service. Pedestrian/crosswalk and signal phasing revisions will need to be considered during the design phase.

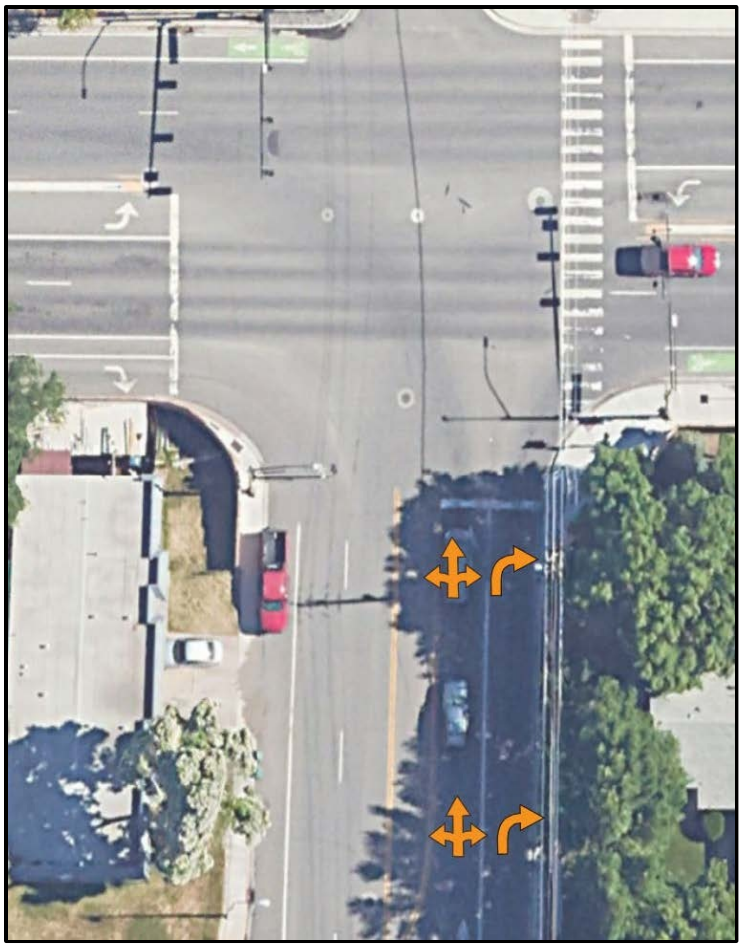


Exhibit 12. Dual Northbound Right Turn Lanes at McCarran

IMPLEMENTATION STRATEGY

The recommended improvements are organized into packages based on general proximity and efficient project delivery. Packages may be implemented individually or combined in future RTP updates. The improvement list and implementation strategies are presented in **Table 1**. The projects are generally listed south to north within each package rather than in order of priority. Project prioritization and implementation timing will be evaluated during future RTP updates based on regional needs and funding considerations.

As previously discussed, reducing congestion at the I-80 interchange during the PM peak hour is critical for Rock Boulevard. Long-term improvements are complex due to the current constraints under the I-80 bridge overcrossing and the Union Pacific railroad bridge. Interim improvements are important and should be programmed as outlined in this study.

Table 1. Improvement List and Implementation Strategy

Recommended Improvement	Implementation Strategy
Spot Improvement Package	
I-80 Interchange Modifications Level 1	Minor spot improvements on Rock Boulevard. Package improvements together as one capacity and multimodal spot improvement package.
Wayfinding Signage	
Remove Right Turn Slip Lane at C Street	
Crossing Treatments (F through I Street)	
Shared Roadway (B-5)	
Widen Sidewalk (15th to Oddie) (B-3)	
Speed Management (Tyler Way to Plymouth Way)	
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	
Dual Northbound Right Turn Lanes at McCarran	
Transit Improvements	
Multi-Use Path Package	
Multi-Use Path (A-1, A-2, A-4)	Multimodal improvement package between the Truckee River and Victorian Avenue. Slip lane modifications would be constructed concurrently with the Multi-Use Path. Elements of the I-80 Level 2 or Level 3 could be constructed within the A-4 segment of this package.
Slip Lane Modifications	
I-80 Interchange Package	
I-80 Interchange Modifications Level 2 and Level 3	Potential interim improvements prior to the long-term NDOT I-80/Rock Blvd interchange project. Elements of the Multi-Use Path (A-4) could potentially be constructed with Level 2 or Level 3.
Widen Sidewalk Package	
Widen Sidewalk on Both Sides (B-4)	Multimodal improvements between Oddie Boulevard and N. McCarran Boulevard.

PLANNING LEVEL COST ESTIMATES

This section presents preliminary planning level cost estimates for the broad range of recommended improvements. The quantities and costs have been generalized based on planning level conceptual designs. It is not feasible at this time to address all the specific items that would be included in construction ready documents. Soft costs (engineering, specialty consultant services, construction administration, etc.) and contingency were included to present complete project budgets. Should these prices be extended into future years, it would be advisable to include a 3% to 5% per-year increase to allow for inflation and other pricing fluctuations. **Table 2** presents planning level cost estimates for the various recommended improvements. Cost estimate assumptions and details are provided in **Appendix J**.

Table 2. Planning Level Cost Estimates

Recommended Improvement	Planning Level Estimate
I-80 Interchange Modifications Level 1	$80,000
Wayfinding Signage	$50,000
Remove Right Turn Slip Lane at C Street	$400,000
Crossing Treatments (F through I Street)	$400,000
Shared Roadway (B-5)	$50,000
Widen Sidewalk (15th to Oddie) (B-3)	$700,000
Speed Management (Tyler Way to Plymouth Way)	$300,000
Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	$700,000
Dual Northbound Right Turn Lanes at McCarran	$70,000
Transit Improvements	$750,000
Spot Improvement Subtotal	***$3,500,000***
Multi-Use Path (A-1, A-2, A-4)	$22,000,000
Slip Lane Modifications	$1,000,000
Multi-Use Path Subtotal	***$23,000,000***
I-80 Interchange Modifications Level 2	$300,000
I-80 Interchange Modifications Level 3	$5,000,000
I-80 Interchange Subtotal	***$5,300,000***
Widen Sidewalk on Both Sides (B-4)	$15,000,000
Widen Sidewalk Subtotal	***$15,000,000***
Total Planning Level Cost Estimate	**$46,800,000**

As shown in the table, the RTC would need to program approximately $46,800,000 (current 2026 dollars) to fund the identified improvements. The recommended improvements will enhance mobility, safety, and accessibility throughout the Rock Boulevard corridor while preserving its important role as a regional transportation route. Together, these investments provide long-term benefits by improving connectivity, supporting economic activity, and creating a safer and more efficient transportation experience for all corridor users.

APPENDIX A

Public Engagement Documentation

ROCK BOULEVARD
CORRIDOR STUDY



Rock Boulevard Corridor Study
Engagement Documentation

Prepared by:
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May 2026

TABLE OF CONTENTS

1. Public Engagement Strategies 37
   1.1. Project Messaging 37
   1.2. Digital Outreach 37
   1.3. Graphics and Visualizations 37
   1.4. Surveys 37
   1.5. Community Engagement 37
2. Outreach Events 38
   2.1. Maxwell Elementary School 38
   2.2. Sparks High School 39
   2.3. Centennial Plaza 40
3. Surveys 41
   3.1. Maxwell Elementary School Student Survey 41
   3.2. Online Survey 48
4. Agency and Stakeholder Engagement 49
   4.1 Technical Advisory Committee 49
   4.2 City of Sparks Field Review 50
   4.3 Washoe County School District Staff Meeting 50

1. Public Engagement Strategies

The project team incorporated the following strategies and tools to provide information on the Rock Boulevard Corridor Study and solicit input and feedback from the public on challenges and potential solutions for incorporation into the plan document. Outreach materials were developed in both English- and Spanish-language text.

1.1. Project Messaging

Consistent messaging was provided throughout the project across engagement materials and media channels to project partners and the public. Content included key messaging such as project information and background, solicitation for public input, and project schedule and milestones. Earned media coverage generated eight broadcast events across local television outlets, reaching 32,823 local viewers.

1.2. Digital Outreach

The project team worked with RTC to develop concise and impactful digital public outreach content, including content for the RTC website and social media. The RTC paid social media campaign reached 22,539 unique viewers. The team also developed a project flyer (see Attachment A), which provided an overview of key project objectives, elements, and events. Online materials were designed to meet ADA accessibility standards. All handouts and surveys were provided in English and Spanish.

1.3. Graphics and Visualizations

The project team developed effective graphics and other tools to help communicate complex information in an easy-to-understand format. These graphics and visualizations were prepared for use at public meetings and the project website to represent key concepts.

1.4. Surveys

The project team developed an online survey (see Attachment B) to help gauge resident and stakeholder needs, wants, and concerns related to transportation along the study corridor. Survey information was promoted through social media, schools, corridor businesses and institutions, and through public engagement events. In addition, a special student survey was prepared for 5th grade students at Maxwell Elementary School (see Attachment C).

1.5. Community Engagement

The project team collected feedback about corridor needs and key plan features through discussions with school leaders, students, and residents living and traveling through the corridor. Flyers containing project information and survey links were distributed throughout the corridor to local businesses and institutions.

2. Outreach Events

2.1. Maxwell Elementary School

On February 20, 2026, the project team met with the principal of Maxwell Elementary School, which is located directly on Rock Boulevard between York Way and Vance Way within the study limits. Topics discussed were generally focused on transportation safety and operations on Rock Boulevard related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Excessive speeding is a concern during school drop off/pick up times and driver behavior with school zone compliance is inconsistent.
- Signage has recently been installed at the intersection with Vance Way, which has improved prohibited U-turn compliance; however, there has been an increase of illegal U-turns at York Way which currently lacks signage.
- Most parents/caregivers drop off/pick up children on school property and very few park on Rock Boulevard during these times.
- Based on conversations with school officials, it is estimated that about 1/3 of students (of approximately 380 enrolled) walk to school either alone or with a parent/caregiver. Almost no students ride a bike to school and very few ride a scooter.
- There are two volunteer staff that serve as crossing guards for Rock Boulevard in front of the school entrance during pick up/drop off times, but they are not trained professionals and occasionally must deal with hostile drivers.
- There is a northbound RTC RIDE bus stop on Rock Boulevard in front of school property and there have been concerns with kindergarteners interacting with bus riders waiting at the stop. The school has installed a partial privacy fence to mitigate these issues but concerns remain.
- There are plans for capital improvements to the school within the existing footprint, but specific dates have yet to be determined. Additionally, there will be a potential re-zoning of the school enrollment area which could increase or decrease enrollment. There is currently one traditional bus and two special education buses that provide transportation to the school.
- Permission was granted to distribute two surveys, one for parents/caregivers of children attending the school, and one for 5th grade students.

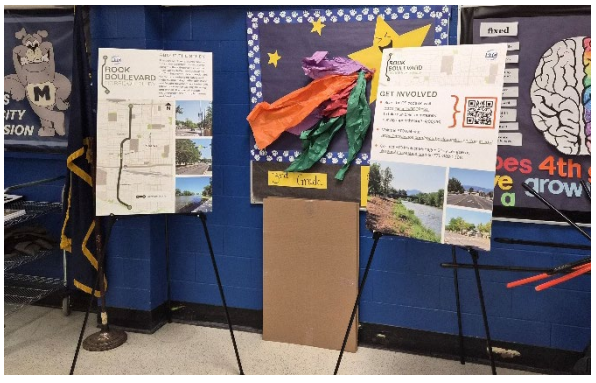


Figure 1. Maxwell ES Art Night

Following the initial school visit, the project team was invited to attend the Art Night event at the school on April 8, 2026, to staff a table, provide information on the project, and promote the online survey. Information boards were developed which highlighted project details and instructions on how to participate and provide feedback on the project (see Attachment D). Approximately 20 adults (including school staff) and several students attended the event. In addition, Maxwell Elementary School provided information through the school communication system to parents and caregivers with access to the survey.

2.2. Sparks High School

On March 6, 2026, the project team met with the principal of Sparks High School, which is located on 15th Street, a parallel roadway to Rock Boulevard which directly intersects Rock Boulevard on the north terminus. Topics discussed were generally focused on transportation safety and operations within the Rock Boulevard corridor related to school access, primarily during pre-bell and school release times.

Some key takeaways from the discussion include the following:

- Most students (over half) walk, many from as far as the Sparks Marina (along Prater Way), McCarran Boulevard, and Sullivan Lane.
- Many students walk to Kate Smith Elementary School (on F Street) to pick up younger siblings after school.
- From a driver's perspective, it's difficult to make a left turn onto Rock Boulevard from cross streets (a concern is that many student drivers don't have patience/experience). This is especially true when making a left turn from northbound 15th Street to southbound Rock Boulevard.
- A suggestion was made to implement bike and pedestrian facilities on Rock Boulevard north of Oddie Boulevard. Speeding on this section of Rock Boulevard was noted as a concern as well as low compliance in the school zone at Maxwell Elementary School, which aligns with comments received during the visit with that school.
- There is generally good compliance within the school zone on 15th Street in front of Sparks High School; however, there are frequently illegal U-turns observed. Enforcement of traffic laws occurs when school police are present.
- Sparks High School has an open campus and approximately half of students leave during the lunch period. Most visit the restaurants on Prater Way, while some go to the Subway on Rock Boulevard, and a few go north to cross at Commerce Street to get to Rainbow Market (convenience store).
- Many students cross Rock Boulevard to get to/from school, and indicated that H and I Streets are the most utilized.

The project team met with the Sparks High School Student Voice on April 17, 2026. The Student Voice is a Washoe County School District program which encourages student viewpoints for school improvement through the Student Advisory Council.

The team presented information on the Rock Boulevard Corridor Study and encouraged students to identify challenges and concerns along the corridor from their perspective. Some high-level comments received include the following:

- Vehicles (including those driven by other high school students) don't stop for pedestrians at crosswalks, and students sometimes must wait for several cars to pass before a driver yields.
- A similar concern was voiced about vehicles making turning movements (e.g., trying to turn quickly to avoid having to wait for someone at the crosswalk).
- Vehicles ignore pedestrians at the overhead beacons by Commerce Street (students report going the "long way" to get to Rainbow Market).
- There is perceived speeding on Rock Boulevard and adjacent streets.
- The intersection with Greenbrae Drive was identified as an unsafe intersection due to sight distance issues. Participants cited several crashes at this intersection.
- There were suggestions for more/expanded sidewalks, rectangular rapid flashing beacons (RRFBs), and other improvements to make drivers more aware of pedestrians.
- Much of the existing sidewalk on Rock Boulevard is not in good condition. The sidewalk panels are lifted or otherwise obstructed, and it would be difficult for someone in a wheelchair to navigate.
- There was support for better connections to Rock Park.

Students were also encouraged to participate in the online survey and to promote the survey among their peers. There were approximately 25 students in attendance. In addition, Sparks High School provided links to the survey on their social media accounts.

2.3. Centennial Plaza

On April 29, 2026, the project team set up an engagement table at the RTC Centennial Plaza Transit Center to provide information about the project as well as to promote participation in the online survey. This location was chosen due to its relative proximity to the corridor, as well as serving as a transfer point for several RTC RIDE routes that run on segments of Rock Boulevard or intersect the corridor with bus stops nearby. The project team discussed the corridor study with several individuals passing through the transit center. A total of 37 flyers containing project information and a QR code linked to the online survey were distributed during rider interactions.

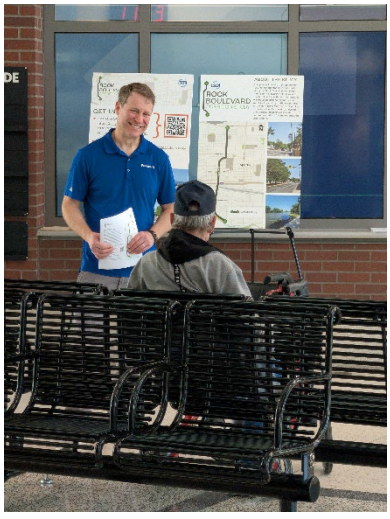


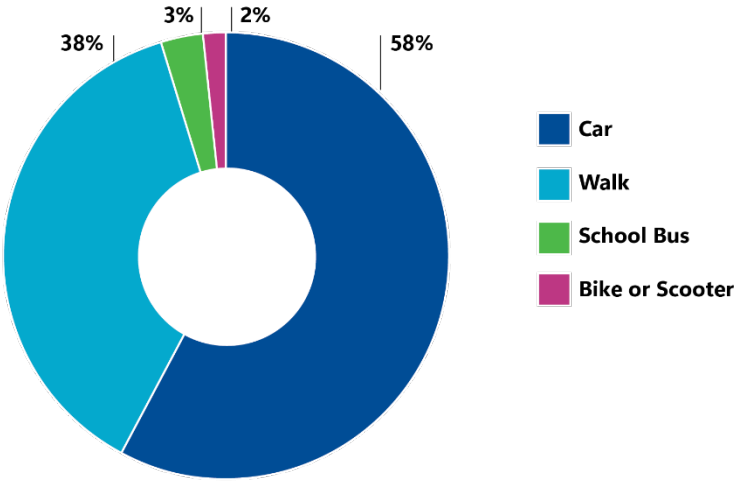
Figure 2. Outreach at RTC Centennial Plaza

3. Surveys

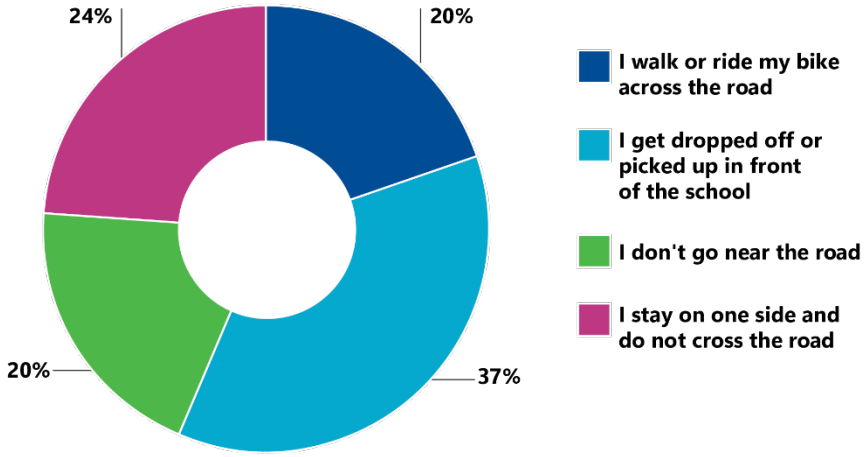
3.1. Maxwell Elementary School Student Survey

The project team developed a special survey that was administered to the 5th grade students at Maxwell Elementary School to get their unique perspective on interactions with Rock Boulevard in front of the school. A copy of the survey is included in Attachment C. The figures below represent the results for the 51 surveys received.

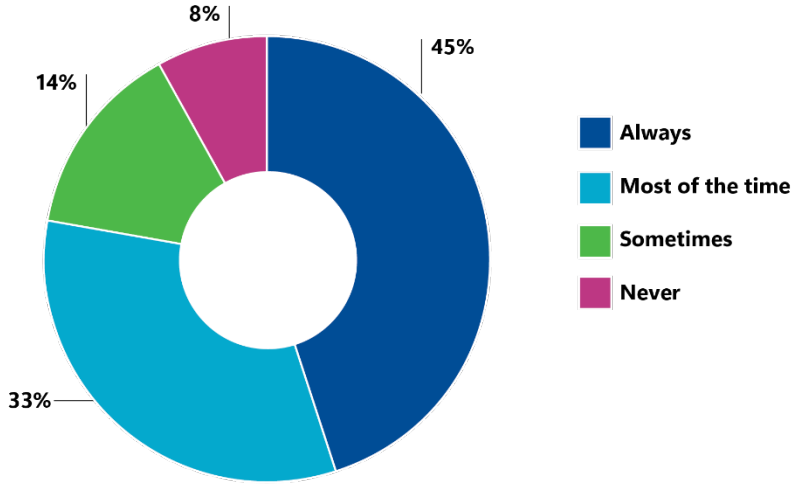
How do you usually get to school?



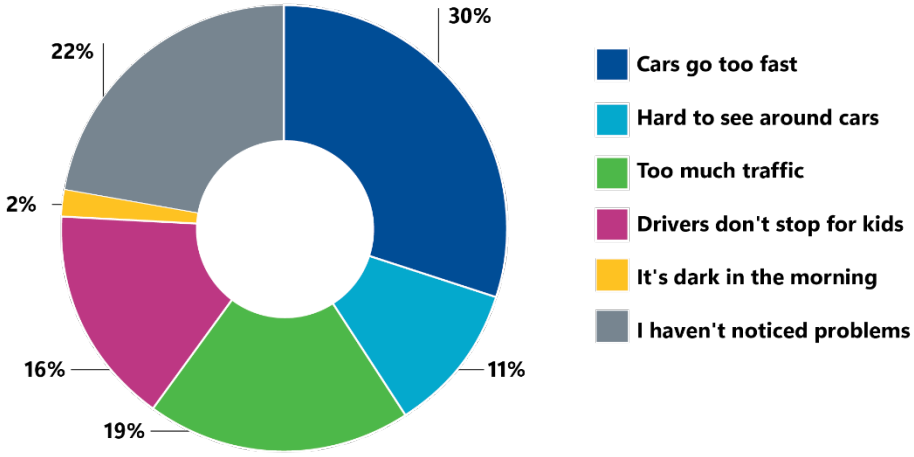
When you arrive at school, how do you cross or use the road (Rock Blvd) in front of the school?



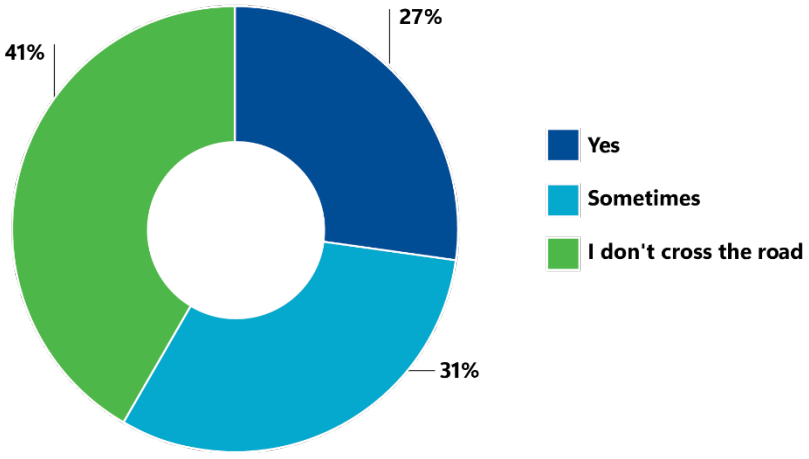
Do you feel safe near the road in front of the school?

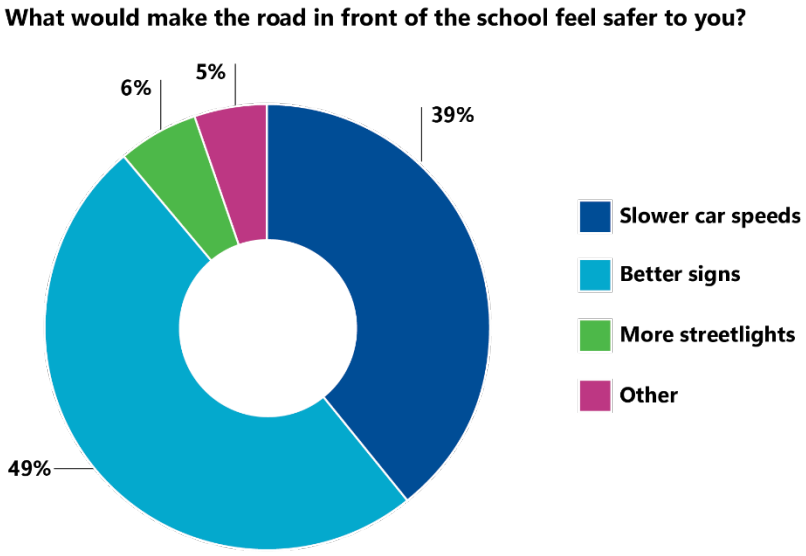


What problems have you noticed on Rock Blvd?



Is it easy to cross the road in front of the school?





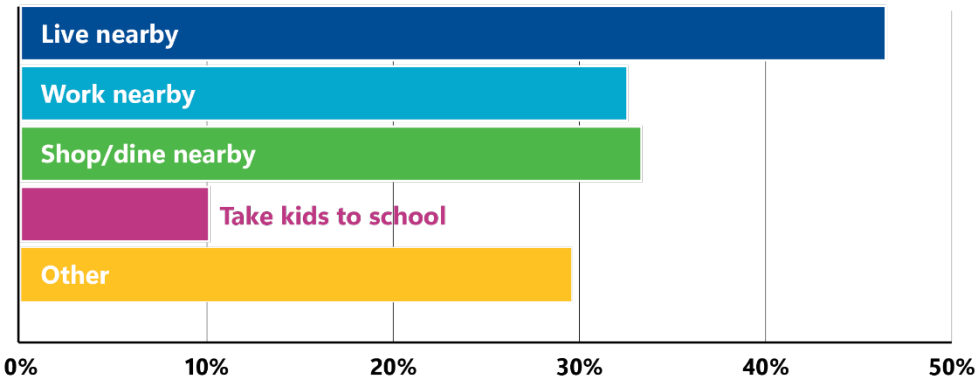
3.2. Online Survey

An online survey was also developed for people living, working, and travelling through the corridor. This survey was made available in both English and Spanish versions, shown in Attachment B, and was open from March 16, 2026, through April 30, 2026.

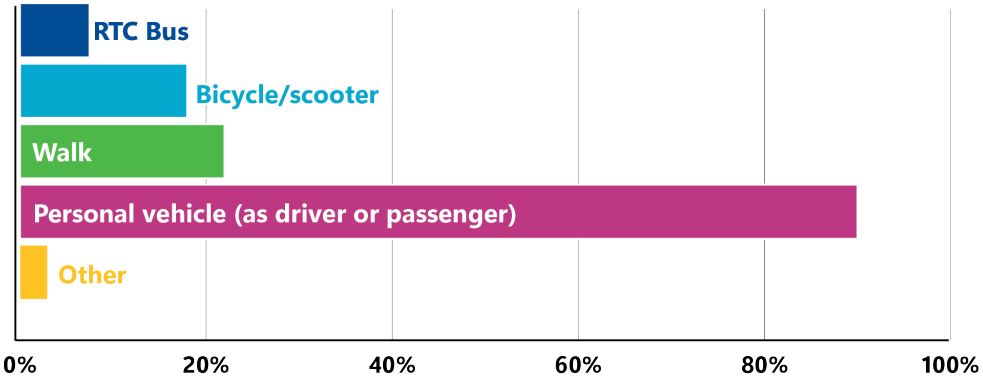
Promotion of the surveys occurred at the Maxwell Elementary School Art Night event, Sparks High School Student Voice meeting, and Centennial Plaza information event, as well as through the distribution of digital and hard copy informational flyers in English and Spanish shown in Attachment A. The flyers included a QR code to provide direct access to the online survey. The flyers were posted on the RTC project website (along with the survey itself) and through social media outlets and distribution lists. Additionally, RTC staff distributed paper versions of the flyers to local businesses and institutions along the project corridor. Locations were chosen that experience high levels of foot traffic and frequent visitation, providing a greater likelihood of reaching people living and working along the corridor.

The project team received 267 survey responses, which are summarized below.

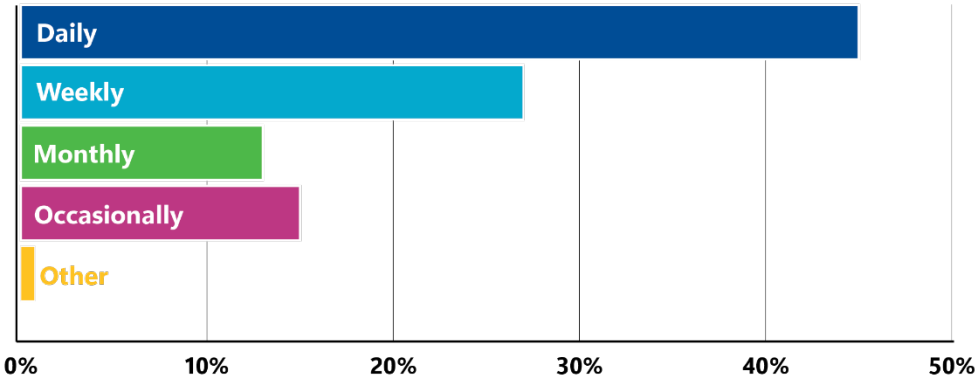
Why do you use Rock Boulevard? (check all that apply)



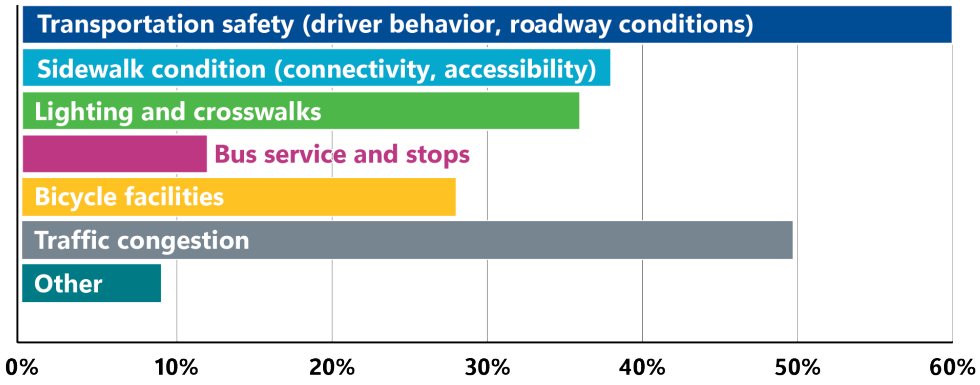
How do you travel along Rock Boulevard? (check the two methods you use most)



How often do you travel along Rock Boulevard? (select one)

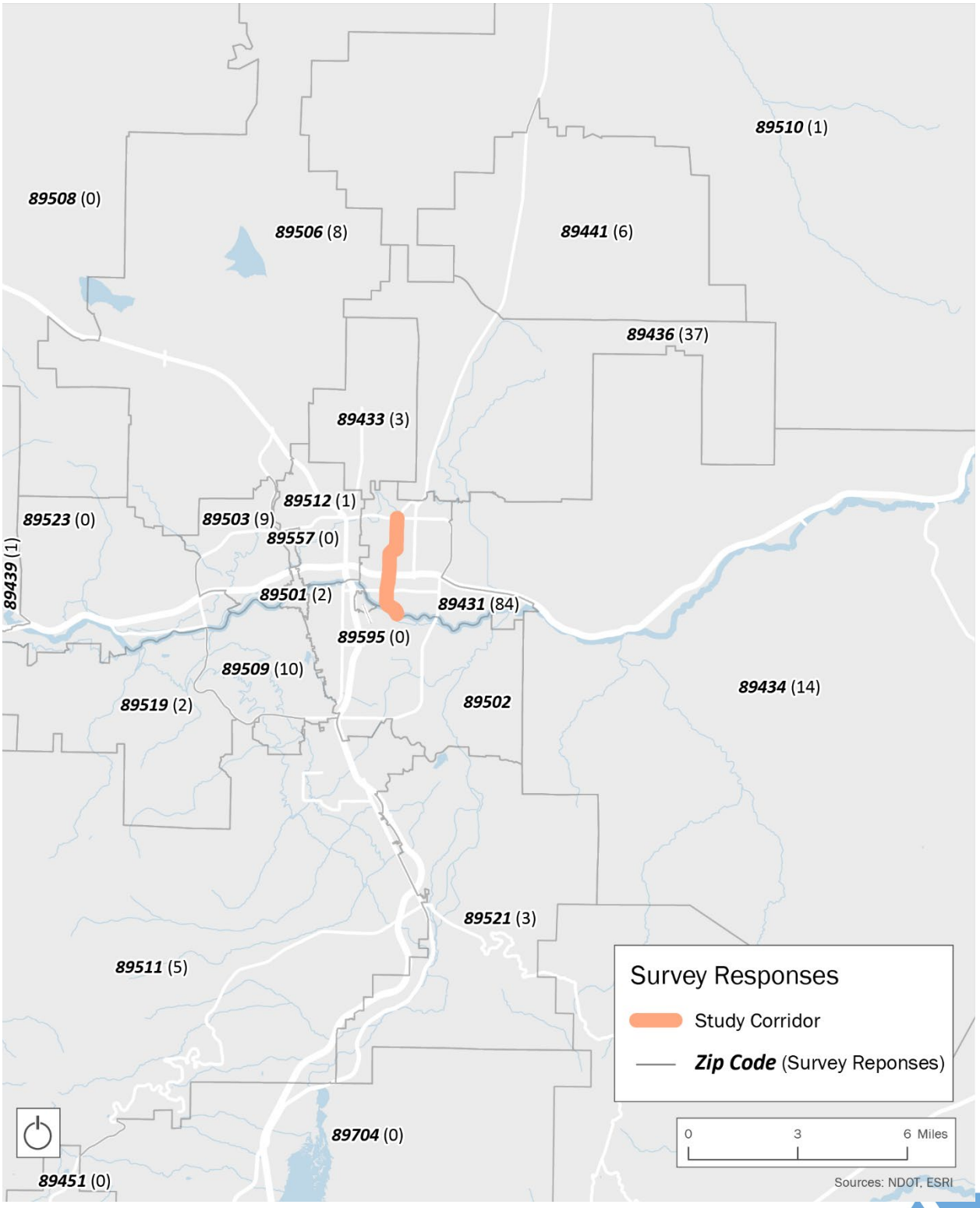


What are the greatest needs or concerns in the Rock Boulevard corridor? (select up to three)



In what zip code do you live? (optional)

The map below shows survey respondents by zip code in the vicinity of the project area for those who chose to provide this information. There were three additional respondents from zip codes further away.



To receive news about this study, please enter your email address. (optional)

Approximately 36% of survey participants provided an email address to remain informed of the Rock Boulevard Study.

General Themes from Question #7 "Please write any additional comments below"

1. Pedestrian Safety Is a Major Concern - The most common theme was concern for pedestrian safety, especially around schools, intersections, and freeway areas.
    - Key concerns included:
        - Dangerous crosswalks
        - Failure of drivers to stop for pedestrians
        - Lack of flashing pedestrian signals
        - Poor lighting and visibility
        - Unsafe conditions for children traveling to school
    - Frequently mentioned locations:
        - Greenbrae Drive and Rock Boulevard – top concern, request for improved intersection controls
        - I Street crosswalk
        - Area near Alice Maxwell Elementary School
        - I-80 interchange/underpass – active transportation safety/security, traffic congestion, and flooding concerns
2. Desire for Safer Bicycle Infrastructure
    - Stated need for protected or continuous bike lanes
    - Better access to parks, schools, and transit
3. Traffic Congestion and Signal Timing Problems
    - Congestion was one of the strongest recurring operational concerns. Key issues included:
        - Heavy congestion near I-80 ramps
        - Backups at left-turn lanes
        - Poor signal coordination/synchronization
        - Bottlenecks near schools and major intersections
    - Frequently mentioned locations:
        - I-80 interchange

- Prater Way to Greg Street
- Victorian Avenue area
- Rock Boulevard and Hymer Avenue
- Rock Boulevard and McCarran Boulevard

4. Speeding and Aggressive Driving.
    - Issues included:
        - Speeding through school zones
        - Aggressive driving
        - Illegal U-turns
        - Drivers blocking intersections
        - Failure to yield
5. Mixed Opinions on Vehicle Capacity (approximately 31% of statements) vs. Multimodal Improvements (approximately 68% of statements)
    - Capacity Priorities:
        - Widening roads
        - Maintaining or increasing lane capacity
        - Faster traffic flow
        - Opposition to lane reductions or bike lanes
        - Signal timing improvements focused on throughput
    - Multimodal Priorities:
        - Protected bike lanes
        - Better sidewalks and crossings
        - Traffic calming
        - Transit improvements and amenities
        - Pedestrian-first design
        - Reduced speeds and safer school access

4. Agency and Stakeholder Engagement

Stakeholders include individuals or organizations that may be directly or indirectly impacted by the project. The term also includes those who represent or have an interest in the project area, including elected officials who represent constituents within the project areas, residents living in the project areas, commuters, partner and regulatory agencies, and businesses.

The project team worked closely with RTC staff, including representatives from Planning, Engineering, and Communication departments, as well as representatives of the City of Sparks, Nevada Department of Transportation, and Washoe County School District.

4.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to provide input about key project concepts and deliverables throughout the study development process. A kick-off meeting was held in October 2025 and subsequent meetings were held in January, April, and June of 2026 to report out and receive feedback on critical project updates and overall progress. A list of the project TAC members is provided in **Table 1**.

Table 1. Technical Advisory Committee Members

Name	Agency/Organization
Vanessa Lacer	RTC Washoe – Planning Director
Graham Dollarhide	RTC Washoe – Planning Manager
Shay League	RTC Washoe – Senior Transportation Planner
Marquis Williams	RTC Washoe – Senior Transportation Planner
Jeff Wilbrecht	RTC Washoe – Engineering Manager
Sara Going	RTC Washoe – Engineering Project Manager
Josh MacEachern	RTC Washoe – Public Information Officer
Scott Carey	City of Sparks – Development Services Manager
Amber Sosa	City of Sparks – City Engineer
Andrew Jayankura	City of Sparks – Transportation Manager
Jeff Bickett	City of Sparks – Traffic Engineer
Julie Duewel	City of Sparks – Communications Manager
Nick Johnson	NDOT – Project Management Chief
Christine Chia	NDOT – Senior Project Manager

4.2 City of Sparks Field Review

The project team met with the City of Sparks Development Services Manager on February 13, 2026, and conducted a driving review / tour of the corridor and study area to obtain site-specific feedback on thoughts, concerns, and insights into the corridor. City staff's primary concerns and feedback were:

- Interest in safer multimodal travel from the Truckee River to areas north of I-80
- Congestion between Greg Street and Victorian Avenue
- Crosswalks/safety in the area north of Prater Way
- Pedestrian safety for traveling to Sparks High School

4.3 Washoe County School District Staff Meeting

The project team met with Washoe County School District (WCSD) staff, including the School Property Planning Manager and a Safe Routes to School Coordinator, on May 4, 2026, to discuss project background and preliminary findings as well as to receive input on the study. Several schools within the corridor area are being considered for repurposing or reconstruction, but final decisions have not been made about any of the schools at the time of the coordination meeting. WCSD staff shared concerns about specific locations on Rock Boulevard near Maxwell Elementary School and Sparks High School, including driver behavior (speeding and not yielding to pedestrians) and sight distance issues. Items mentioned include:

- Safety concerns about the crosswalk on 15th Street.
- The Safe Routes to School team prefers installation of RRFBs on Rock Boulevard at both G and I Streets.
- Students at Maxwell Elementary primarily use the crosswalk in front of the school.

APPENDIX B

Existing Conditions

ROCK BOULEVARD
CORRIDOR STUDY

TRAFFIC COUNT DATA SOURCES

Existing traffic data sources were reviewed from the Nevada Department of Transportation (NDOT) Traffic Records Information Access (TRINA), RTC Open Data, and other previous studies including turning movement counts (TMC's) from the NDOT Reno Spaghetti Bowl traffic study. The data is summarized below and the existing count data locations are shown on **Exhibit B-1.**

NDOT TRINA

There are six TRINA count stations within the study corridor, each with Annual Average Daily Traffic volumes (AADTs) spanning at least 2014-2024, and hourly volume reports, as shown in **Table B-1** and **Exhibit B-1**.

Table B-1: NDOT TRINA Stations

Station	Street	Hourly Reports
310619	Rock Blvd – Oddie to McCarran	Jun-24
310617	Rock Blvd – Prater to Oddie	Jun-24
310586	Rock Blvd – Victorian to Prater	Jun-24
310298	Rock Blvd – Glendale to I80	May-24
310585	Rock Blvd – Greg to Glendale	May-24
310584	Rock Blvd – Mill to Greg	May-24



Exhibit B-1. Count Data Sources

These count stations indicate that little to no, or negative traffic volume growth (traffic decrease), has occurred in the corridor over the past 10 years, as shown in **Table B-2**. Traffic volumes have increased slightly over the last five years between Greg Street and Glendale Avenue.

Table B-2: AADT Volume Changes based on TRINA Stations

Station →	310619		310617		310586		310298		310585		310584	
Segment →	Oddie to McCarran		Prater to Oddie		Victorian to Prater		Glendale to I-80		Greg to Glendale		Mill to Greg	
Year												
2014	6,700		11,000		12,500		20,000		14,500		8,600	
2015	7,100	6%	11,500	5%	13,000	4%	22,000	10%	15,500	7%	8,700	1%
2016	6,300	-11%	10,000	-13%	13,000	0%	22,000	0%	15,500	0%	9,400	8%
2017	5,800	-8%	9,800	-2%	10,000	-23%	23,100	5%	16,100	4%	5,700	-39%
2018	6,900	19%	12,000	22%	14,200	42%	18,800	-19%	12,100	-25%	8,200	44%
2019	7,300	6%	11,500	-4%	13,400	-6%	19,300	3%	12,400	2%	8,500	4%
2020	6,600	-10%	10,500	-9%	12,700	-5%	18,200	-6%	13,200	6%	7,250	-15%
2021	6,100	-8%	9,450	-10%	11,400	-10%	21,800	20%	16,100	22%	8,750	21%
2022	5,650	-7%	9,300	-2%	11,300	-1%	17,800	-18%	15,800	-2%	8,600	-2%
2023	6,900	22%	10,400	12%	11,300	0%	17,000	-4%	12,300	-22%	6,500	-24%
2024	6,550	-5%	9,550	-8%	11,600	3%	18,400	8%	12,900	5%	7,250	12%
5 Year Growth (2019-2024)	-2.14%		-3.65%		-2.84%		-0.95%		0.79%		-3.13%	
10 Year Growth (2014-2024)	-0.23%		-1.40%		-0.74%		-0.83%		-1.16%		-1.69%	

The hourly count reports indicate that the AM peak hour has remained consistent, ranging from a start time of 7:00 AM to 7:30 AM, and most frequently occurring from 7:15 AM - 8:15 AM. The PM peak hours vary slightly by location, all starting between 3:00 PM and 5:00 PM, with the peak hour typically occurring from 4:00 PM – 5:00 PM.

The NDOT count station data is deemed comprehensive enough to evaluate the various road segments at a planning level.

RTC Counts

The RTC Open Data Traffic Count map did not include any data on the study corridor.

NDOT I-80 Spaghetti Bowl Study[1]

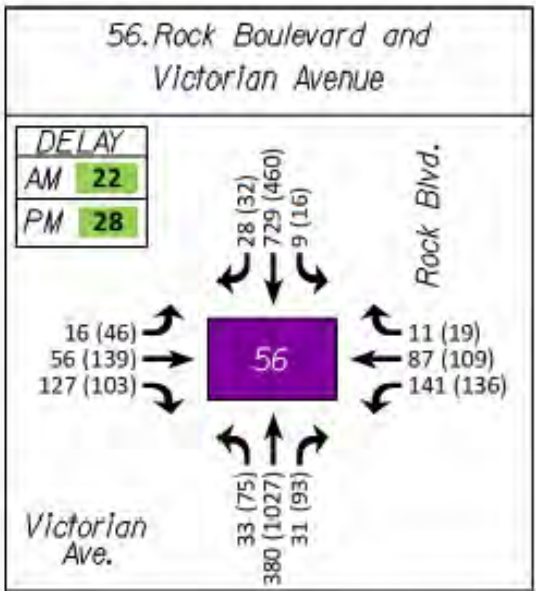
The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts (TMCs) from 2019, and projected 2040 volumes for the NDOT Preferred Alternative (Alternative 2) for the following intersections in the study corridor:

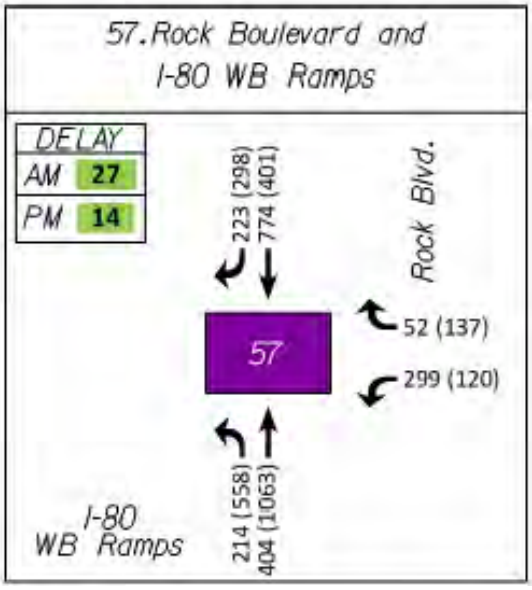
- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

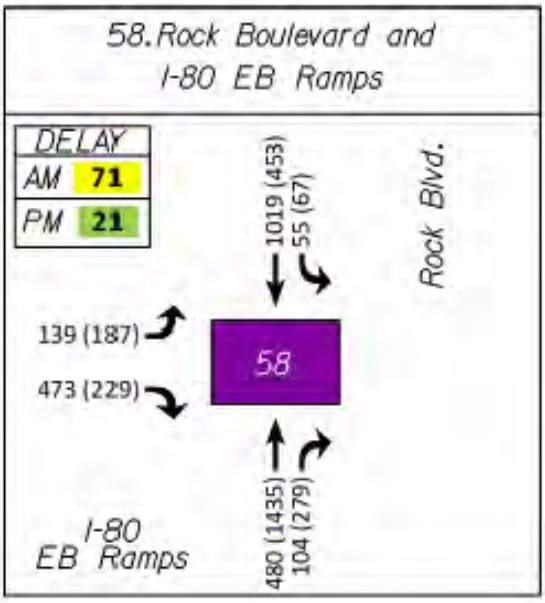
The 2019 and projected 2040 volumes are shown in **Exhibits B-2 and B-3** respectively. The 2019 counts are deemed too old for this study.

It should be noted that NDOT is performing a NEPA Reevaluation for the Spaghetti Bowl Phase 2 project and that the traffic analysis will be updated for 2026 to 2050 volumes; however, that work was not complete in time for use in this study. This study did not evaluate the I-80 ramp intersections and will rely on the future NDOT NEPA re-evaluation work for the interchange ramps.

[1] https://www.dot.nv.gov/home/showpublisheddocument/21461/638140388867200000







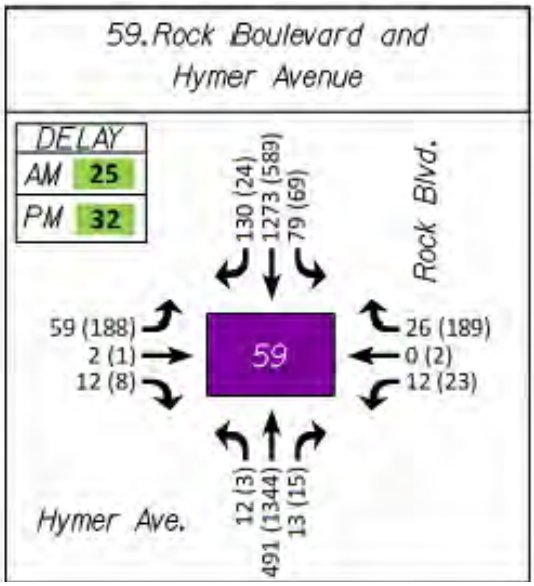
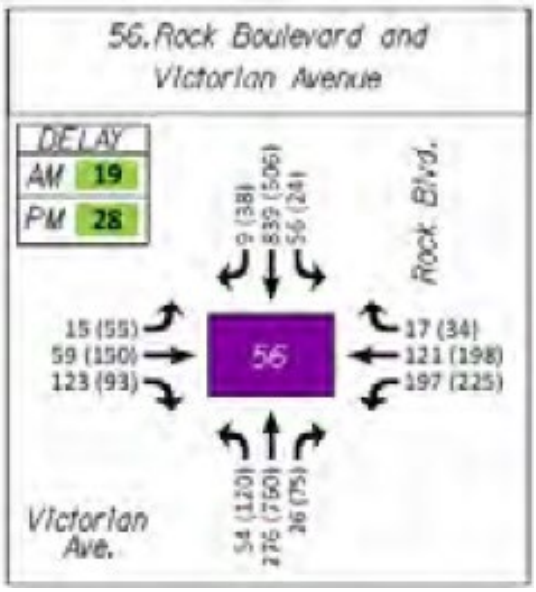
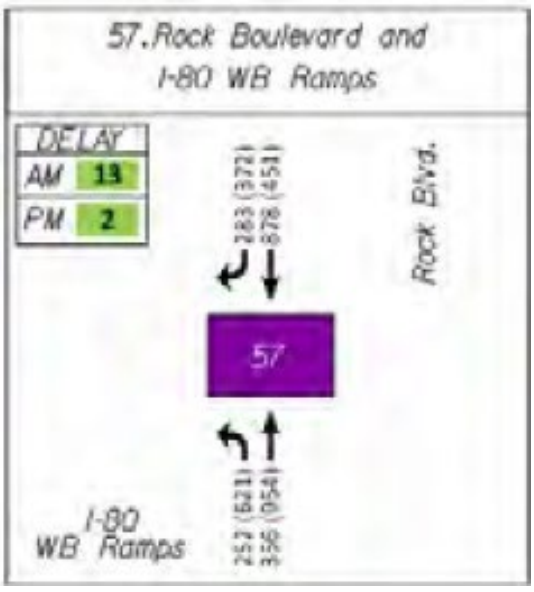
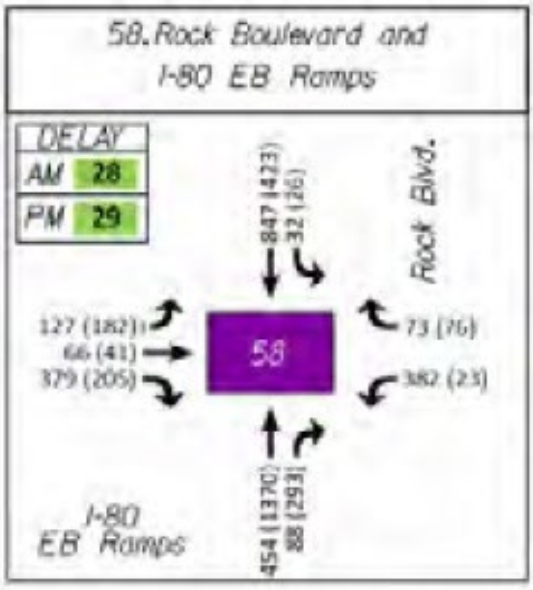


Exhibit B-2: 2019 Counts
(Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)







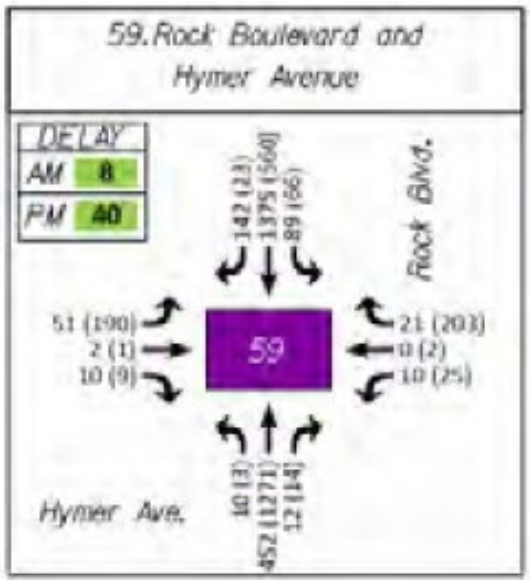


Exhibit B-3: 2040 Traffic Volumes – Preferred Alternative (Alternative 2)
(Source: Reno Spaghetti Bowl Project – Traffic Analysis Report)

EXISTING INFRASTRUCTURE INVENTORY

Roadway Facilities

Rock Boulevard within the study corridor is a north-south arterial that runs from N. McCarran Boulevard to the Truckee River and beyond. In general, the corridor is a four-lane roadway with two lanes in each direction and turn lanes at major intersections. The 2050 RTP classifies Rock Boulevard as a Low Access Control (LAC) Arterial between N. McCarran Boulevard and Prater Way and as a Moderate Access Control (MAC) Arterial between Prater Way and the Truckee River.

Speed Limits

The posted speed limit on Rock Boulevard is 25 mph between N. McCarran Boulevard and Oddie Boulevard. A 15 mph school zone also exists on Rock Boulevard within this segment between N. McCarran Boulevard and Oddie Boulevard. The posted speed limit on Rock Boulevard is 30 mph for the remainder of the study corridor between Oddie Boulevard and the Truckee River.

Pavement Conditions

Existing pavement conditions on Rock Boulevard were obtained from the City of Sparks online GIS database. Per the data available, the pavement conditions on Rock Boulevard are generally adequate (only preventive maintenance as needed is programmed) and the roadway has a Pavement Condition Index (PCI) between 65 and 100.

Corridor Lighting

Corridor lighting is generally provided on both sides of Rock Boulevard within the study corridor. Where provided on both sides of the roadway, lighting is generally consistently spaced with consistent lighting levels. Three segments on Rock Boulevard currently have gaps in corridor lighting 1) east side between N. McCarran Boulevard and Oddie Boulevard 2) at the I-80 interchange 3) west side immediately south of Greg Street. Existing overhead power lines and available right-of-way may be constraints with any proposed street lighting improvements.

EXISTING MULTIMODAL NETWORK

Pedestrian Facilities

The pedestrian experience index (PEI) measures the level of comfort for pedestrians on a given street segment, taking into account factors such as the presence and width of sidewalks, traffic volumes and speeds, and the separation between sidewalks and the street. RTC's Active Transportation Plan defines PEI as:

- PEI 21 – 40: Sidewalks when present are between 4 – 6 feet and may be intermittent, buffers between vehicles and pedestrians are not typical, and roadways high multiple vehicle lanes of high speed traffic
- PEI 41 – 60: Sidewalks are typically 5-6 feet wide and present on one or both sides, buffers between vehicles and pedestrians may be intermittent or speeds and number of lanes may be higher
- PEI 60 – 85: Sidewalks are typically 5-6 feet wide and present on both sides with buffers (landscaping or on-street parking) between people walking and high-speed vehicles or a low posted speed

A PEI analysis conducted for the RTC Active Transportation Plan and field tour of the corridor indicate that the corridor is generally not comfortable for walking. This is particularly pronounced on the southern end of the corridor where sidewalks are not always present, especially south of Greg Street. Likewise, the street segment between Freeport Boulevard and Glendale Avenue scores the lowest on the PEI due to a lack of sidewalks and relatively high traffic volumes. The I-80 interchange area is also poor for pedestrians due to a lack of sidewalks on the east side of the street, higher traffic volumes, and many vehicle turning movements. Further north along the corridor, walking conditions generally improve with more consistent sidewalk coverage, lower traffic volumes, and slower speeds. This is especially true north of Oddie Boulevard, where the speed limit decreases to 25 MPH and where the school zone for Maxwell Elementary School is located, as shown in **Exhibit B-4**.

Notable gaps in the sidewalk network include the following:

- South of Greg Street
- Freeport Boulevard to Glendale Avenue
- Hymer Avenue to Victorian Avenue (no continuous sidewalk on east side, west side provides connectivity but is not sufficient)

There are several school zones in proximity to the Rock Boulevard corridor; however, Maxwell Elementary School is the only school located directly adjacent to the roadway. Other nearby schools include Risley, Mitchell, and Kate Smith Elementary Schools; Sparks Middle School; and Sparks High School. The zoning boundaries for each of these schools either intersect, run adjacent to, or fully contain the Rock Boulevard study area north of I-80. There is high student walking potential for these schools since many are located in residential neighborhoods.

A field tour and map analysis of the corridor identified potential challenges for pedestrians. The intersection with 15th Street at the north end of Sparks High School lacks accessible sidewalks and marked crossings. There is a crosswalk on Rock Boulevard at Commerce Street with overhead pedestrian flashers which serves as the main crossing for pedestrians wishing to access 15th Street.

Other intersections which may lack signage and markings include Tyler Way (no crosswalk on Rock Boulevard) and I, H, and F Streets (no crosswalk on side streets). These intersections provide access to RTC bus stops or key destinations such as Sparks High School and Deer Park.

The intersection with Greg Street does not have a curb ramp at the southeast corner. While the sidewalk does not continue in either direction from this location, the existing crosswalks should have a curb ramp at either end. Additionally, there is a free right turn lane at the northwest corner of the intersection which poses potential sight line issues and high speeds for pedestrians to navigate. A similar situation exists at all legs of the intersection with Glendale Avenue, though the crosswalks are better marked.

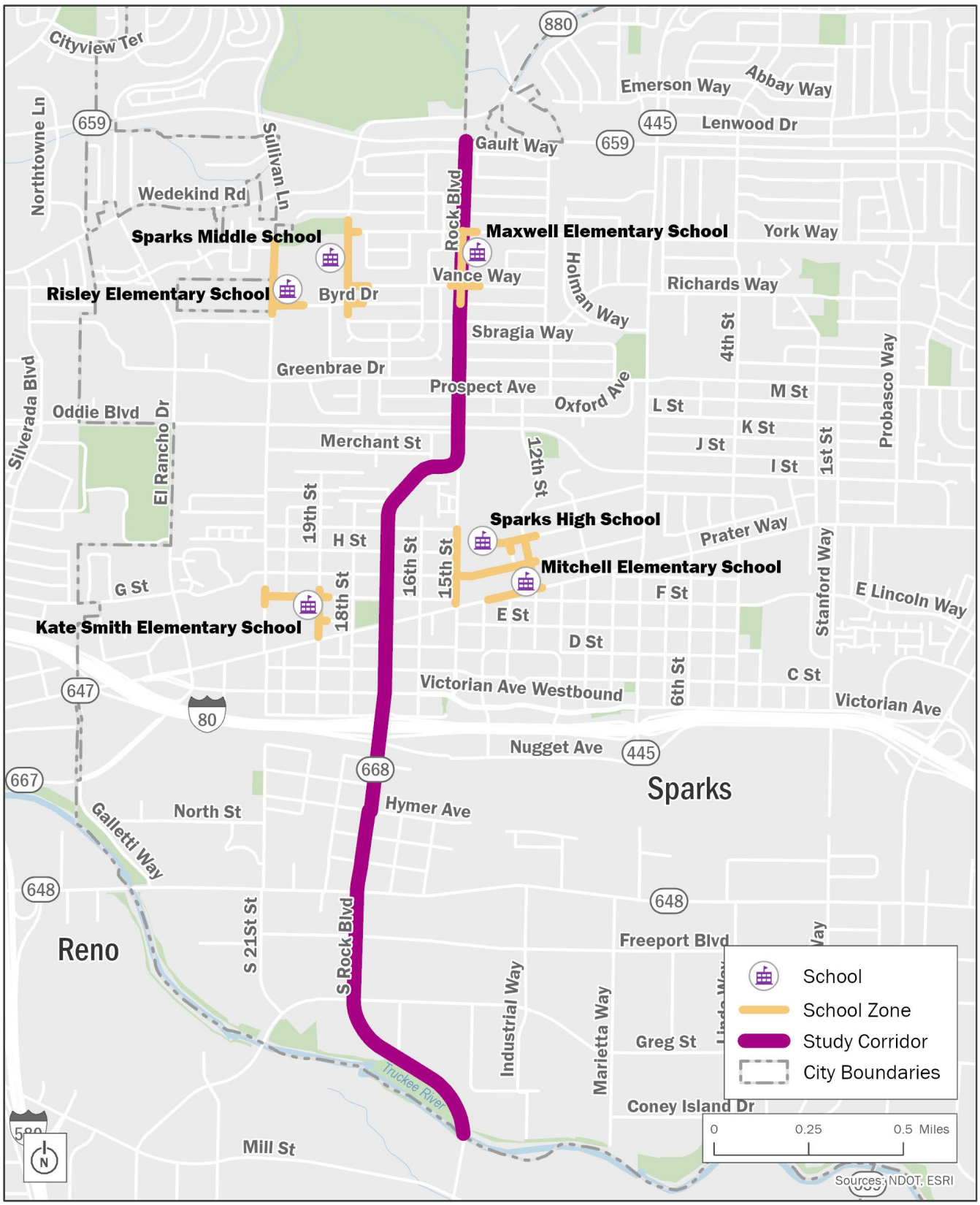


Exhibit B-4. School Zones

Bicycle Facilities

There are no existing bicycle facilities (**Exhibit B-5**) on much of Rock Boulevard within the corridor study area except for the section between the Truckee River and Rock Park. There are no dedicated bike facilities for bicyclists wishing to access Rock Park from the north, which presents a significant barrier to use of the Tahoe-Pyramid Trail. As shown in **Exhibit B-6**, there are bike lanes on some intersecting streets such Prater Way and McCarran Boulevard, as well as the Tahoe-Pyramid Trail, an off-street multi-use path along the river at the southern end of the corridor. RTC's Active Transportation Plan defines BLTS as:

- BLTS 1: Roadways where bicyclists of all ages and abilities would feel comfortable riding; separated shared-use paths and separated bike lanes for bicycles also fall into this category.
- BLTS 2: Slightly less comfortable roadways, where most adults would feel comfortable riding.
- BLTS 3: Moderately uncomfortable roadways, where most experienced bicyclists would feel comfortable riding.
- BLTS 4: High-stress roadways where only strong and fearless bicyclists would feel comfortable riding. These roadways are generally characterized by high volumes, high speeds, several travel lanes, and complex transitions approaching and crossing intersections.

The lack of bike facilities on Rock Boulevard and high traffic volumes contribute to its high Bicycle Level of Traffic Stress (BLTS) score, which measures the level of comfort for riding a bike on a particular street (higher scores indicate higher stress environments for riding a bike). As identified in the RTC Active Transportation Plan, most of the corridor has a BLTS score of 4, which indicates that it is the most stressful environment to ride a bike. This reflects the lack of bicycle facilities, relatively higher traffic volumes, and high traffic speeds. The northern (north of Oddie Boulevard) and southern (south of Greg Street) segments of the corridor have a slightly lower BLTS score of 3, due to lower traffic volumes, but overall, these sections still present a challenging bike riding environment for most users.



Exhibit B-5. Northbound Rock Boulevard at Prater Way

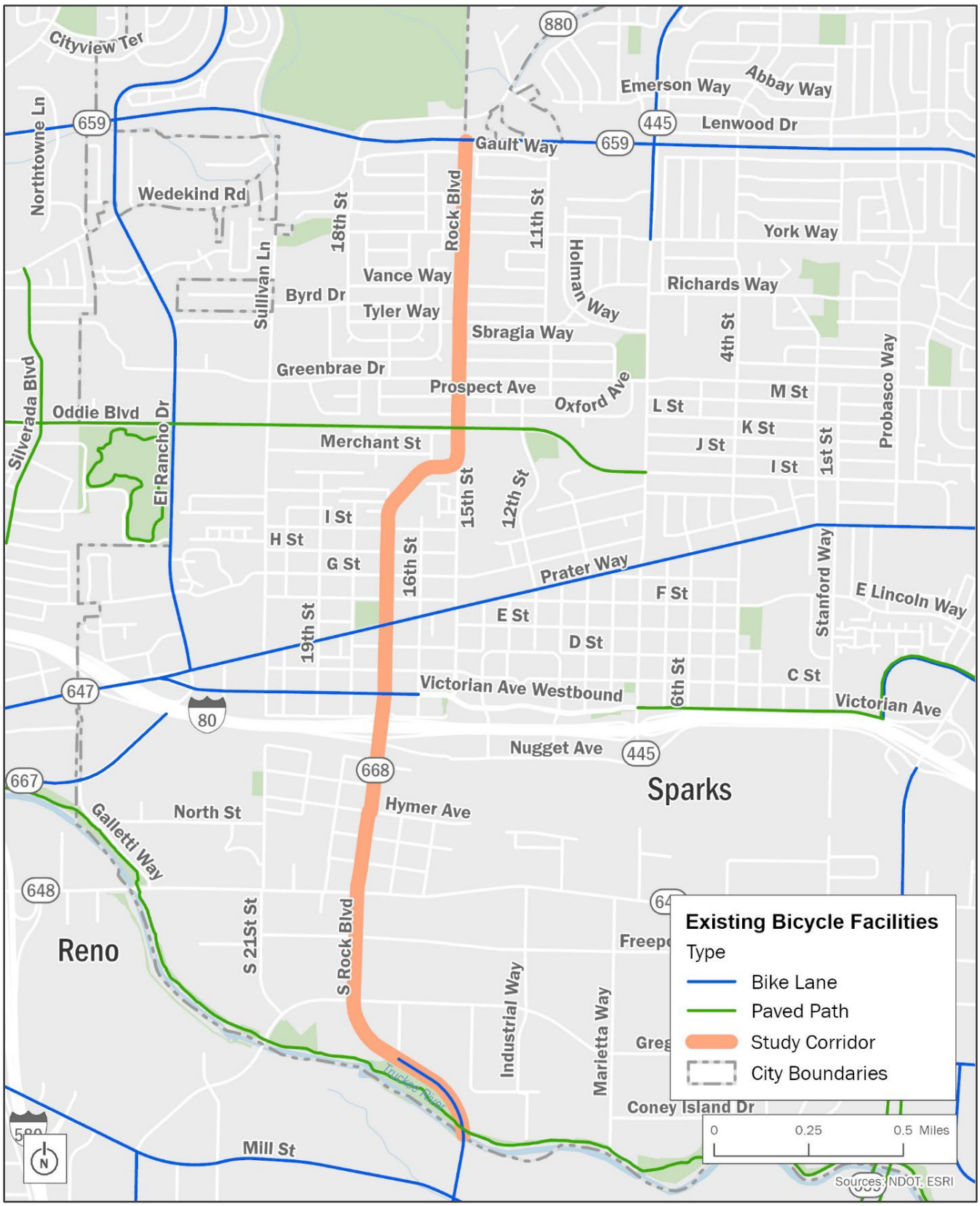


Exhibit B-6. Existing Bicycle Facilities

APPENDIX C

Crash Data

ROCK BOULEVARD CORRIDOR STUDY

CRASH ANALYSIS

Crash data for the section of Rock Boulevard between North McCarran Boulevard and the Truckee River was obtained from the Nevada Department of Transportation (NDOT) for the 2019-2023 period. During this time, there were 456 total crashes reported. Of those, there were four fatalities and nine serious injuries.

Regarding crash type, angle crashes were the most common, representing 45% of total crashes. Rear end crashes were the second most common, representing 29% of total crashes. **Table C-1** provides a summary of all crash types.

Table C-1: Crashes by Type

Crash Type	Number of Crashes	Percentage of Crashes
Angle	206	45%
Backing	7	2%
Head On	6	1%
Non-Collision	46	10%
Rear End	133	29%
Sideswipe – Meeting	27	6%
Sideswipe – Overtaking	20	4%
Unknown	10	2%
	456	100%

When looking at road user types, crashes involving vulnerable road users (VRUs), generally considered those using active transportation modes such as walking and bicycling, primarily occurred at intersections or at the I-80 interchange. VRUs represent half of the four fatalities, one involving a pedestrian, and one involving a bicyclist, and all nine serious injury crashes involved VRUs.

Similarly, most vehicle crashes occurred at intersections (89%). The three intersections along Rock Boulevard with the most crashes are Oddie Boulevard (36), Victorian Avenue (35), and Greenbrae Drive (27), representing 21% of all crashes.

When looking at potential contributing factors, 16 crashes reported distracted driving and 30 crashes reported impaired driving, with alcohol as the most common reason for impairment. **Exhibit C-1** provides a breakdown of driver and environmental conditions for all crashes.

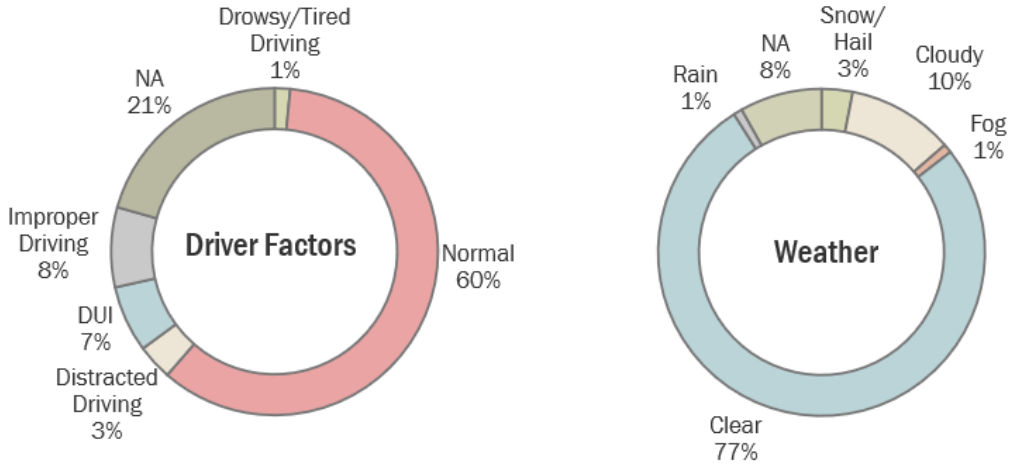


Exhibit C-1: Driver and Environmental Factors

When looking at the time of day that crashes occurred during the 2019-2023 period, the highest number of crashes (26%) occurred between the hours of 4 p.m. and 6 p.m., coinciding with afternoon/evening peak commute period. **Exhibit C-2** shows the average number of crashes by hour over a 24-hour period.

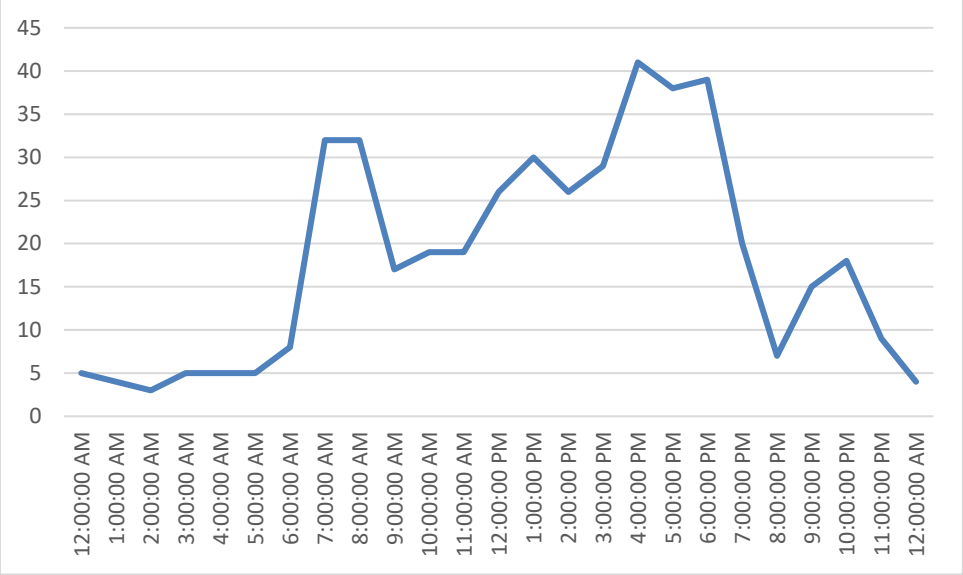


Exhibit C-2: Average Number of Crashes by Time of Day

SUPPLEMENTAL CRASH DATA

More recent crash data was received from the City of Sparks Police Department. The data analyzed was from crashes that occurred in 2024 and 2025. The attribute data reported varies from that collected by NDOT, so direct comparisons were not made. City of Sparks reported crashes are generally distributed evenly throughout the corridor study area. One item to note is that approximately 33% of the crashes reported were classified as hit and run crashes.

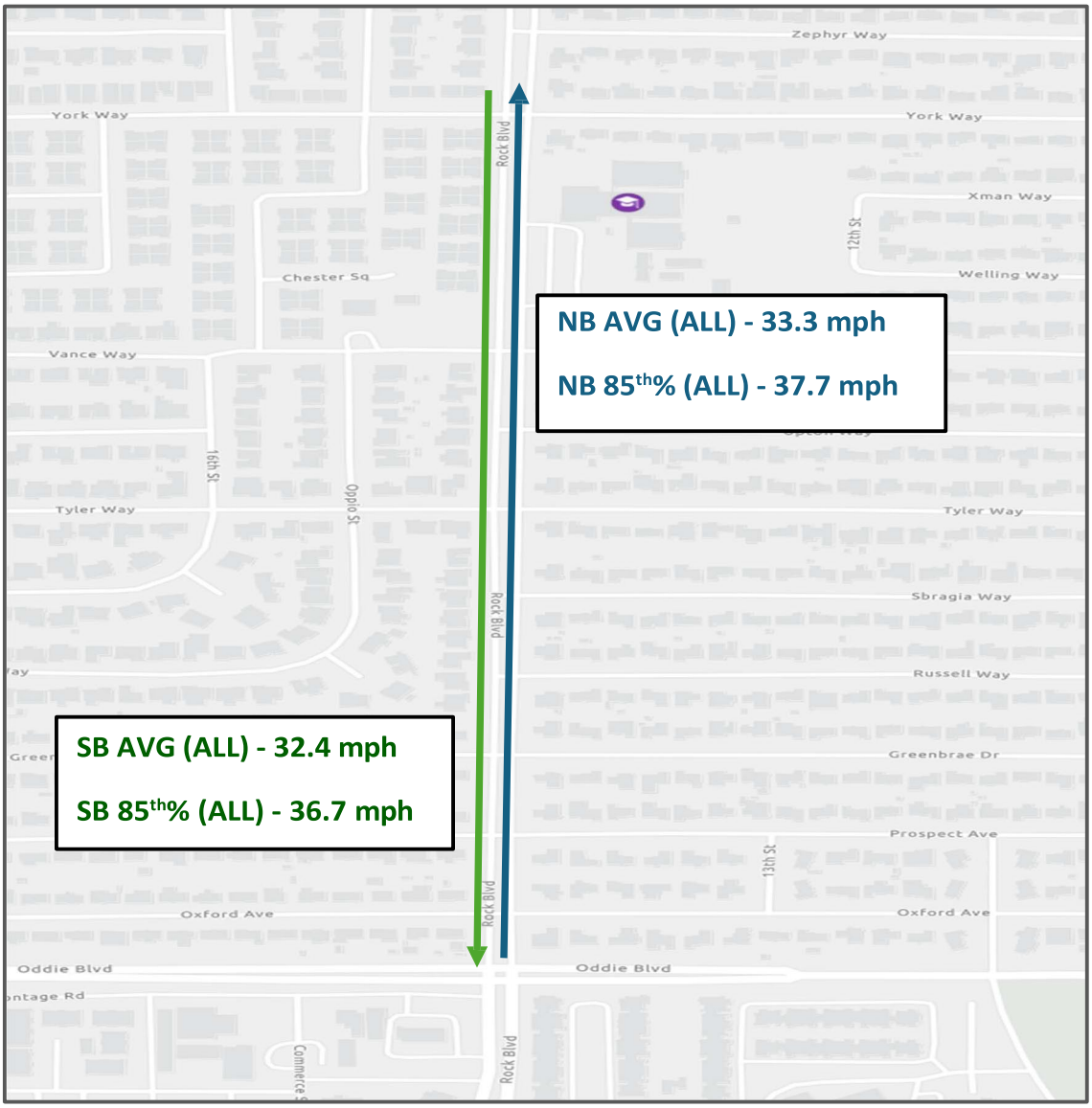
APPENDIX D

Speed Data

ROCK BOULEVARD
CORRIDOR STUDY

Rock Blvd Speed Survey

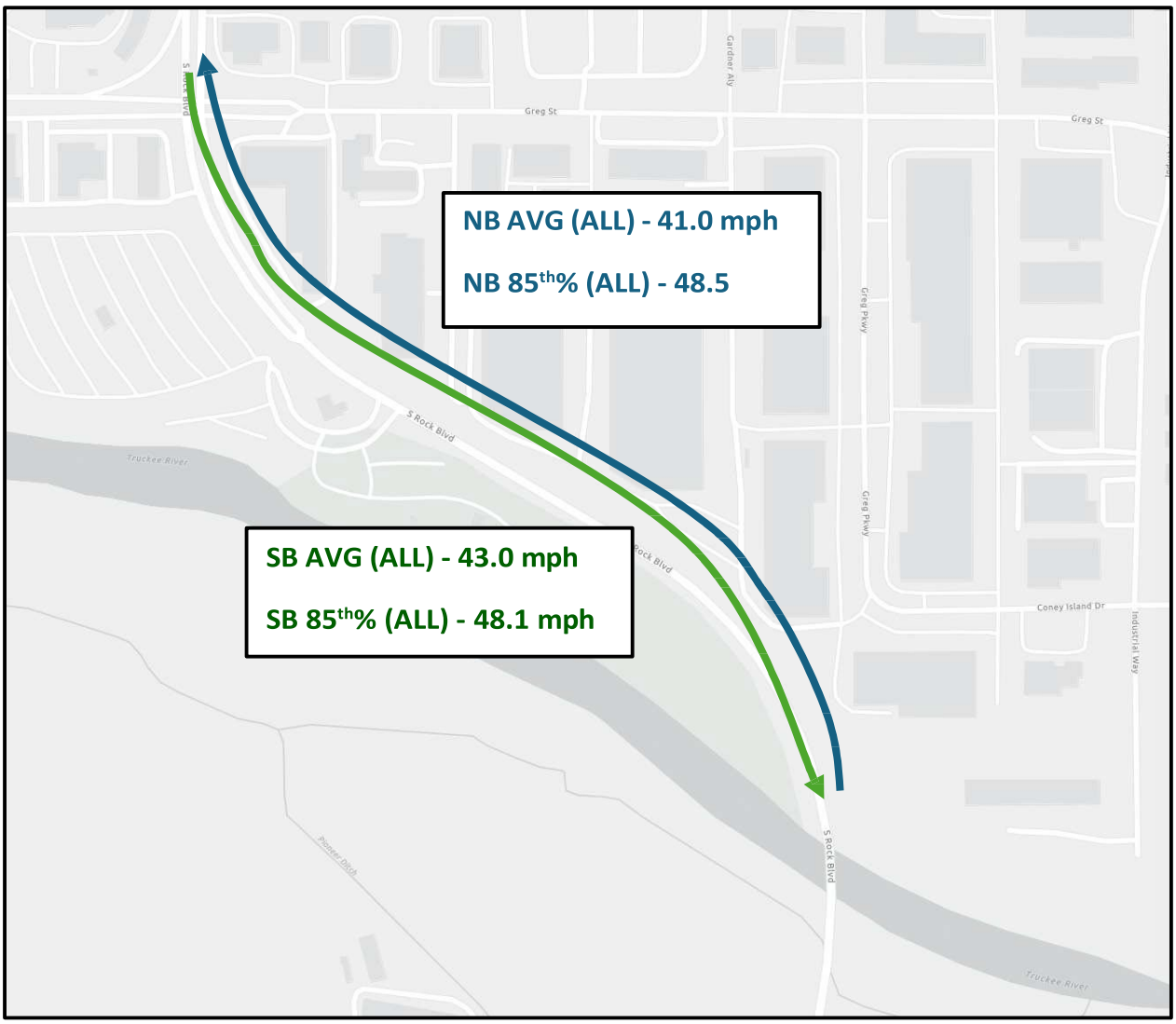
Location 1: (York Way to Oddie Blvd)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	30	33.3	37.7	495
Rock Blvd, Southbound	30	32.4	36.7	640
Rock Blvd Total	**30**	**33.3**	**37.2**	**1,135**

Rock Blvd Speed Survey

Location 2: (Greg St to Truckee River)



Direction	Posted Speed Limit (mph)	Average Speed (mph)	85th Percentile Speed (mph)	Total Volume
Rock Blvd, Northbound	45	41.0	48.5	1,241
Rock Blvd, Southbound	30	43.0	48.1	1,227
Rock Blvd Total	**45**	**42.0**	**48.5**	**2,468**

Rock Blvd Speed Survey

Location 1 Data Tables

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)	15TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB – York to Oddie	CAR	495	33.266	33.554	37.686	29.204	5.359
Rock NB – York to Oddie	ALL	495	33.266	33.554	37.686	29.204	5.359
Rock SB – York to Oddie	CAR	638	32.421	32.187	36.661	28.813	4.582
Rock SB – York to Oddie	HCV	2	17.756	15.13	20.381	15.13	3.713
Rock SB – York to Oddie	ALL	640	32.374	32.187	36.661	28.769	4.653

Rock Blvd Speed Survey

Location 1 Data Tables

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85TH PERCENTILE QUEUE LENGTH (FT)	15TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB – York to Oddie	CAR	265.862	33.116	166.849	13.857	640.698	60.6825
Rock NB – York to Oddie	ALL	265.862	33.116	166.849	13.857	640.698	60.6825
Rock SB – York to Oddie	CAR	203.106	37.141	329.744	9.291	451.49	57.05816
Rock SB – York to Oddie	HCV	325.22	325.22	325.22	325.22	undefined	129.5
Rock SB – York to Oddie	ALL	204.875	37.442	329.744	9.291	448.399	57.32897

Rock Blvd Speed Survey

Location 2 Data Tables

FEATURE NAME	VEHICLE TYPE	TOTAL VOLUME	AVG SPEED (MPH)	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)	15TH PERCENTILE SPEED (MPH)	STD. DEV. SPEED (MPH)
Rock NB - River to Greg	CAR	1220	41.129	43.322	48.629	36.599	10.656
Rock NB - River to Greg	HCV	21	33.13	36.474	40.016	31.752	11.446
Rock NB - River to Greg	ALL	1241	40.988	43.198	48.529	36.22	10.717
Rock SB - Greg to River	CAR	1128	43.526	44.117	48.38	38.649	5.538
Rock SB - Greg to River	HCV	99	35.518	37.655	42.378	32.125	9.799
Rock SB - Greg to River	ALL	1227	42.999	43.856	48.069	37.668	6.231

Rock Blvd Speed Survey

Location 2 Data Tables

FEATURE NAME	VEHICLE TYPE	AVG. QUEUE LENGTH (FT)	MEDIAN QUEUE LENGTH (FT)	85TH PERCENTILE QUEUE LENGTH (FT)	15TH PERCENTILE QUEUE LENGTH (FT)	STD. DEV. QUEUE LENGTH (FT)	TRAVEL TIME 50
Rock NB - River to Greg	CAR	124.046	75.091	227.464	16.526	142.525	65.87512
Rock NB - River to Greg	HCV	undefined	undefined	undefined	undefined	undefined	35.64706
Rock NB - River to Greg	ALL	124.046	75.091	227.464	16.526	142.525	65.38196
Rock SB - Greg to River	CAR	undefined	undefined	undefined	undefined	undefined	34.79769
Rock SB - Greg to River	HCV	undefined	undefined	undefined	undefined	undefined	27.24138
Rock Blvd SB - Greg to River	ALL	undefined	undefined	undefined	undefined	undefined	34.55257

APPENDIX E

Transit Stop Evaluations

ROCK BOULEVARD
CORRIDOR STUDY



Rock Boulevard Corridor Study
Transit Stop Analysis

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ENGINEERS \ SURVEYORS

TABLE OF CONTENTS

1. Introduction 76
1.1. Corridor Overview 76
2. Individual Sites 78
2.1. Rock Park 79
2.2. Greg Street 81
2.3. Pittman Avenue 83
2.4. Greenbrae Drive 85
2.5. Tyler Way 87
2.6. Maxwell Elementary School 89

1. Introduction

The project team conducted a review of the existing bus stops along the Rock Boulevard corridor, which are served by several RTC RIDE bus routes. The following sections provide a summary of existing conditions for each of the bus stops as well as planning-level recommendations for potential stop improvements. RTC generally considers providing benches at stops with five or more average daily boardings and bus shelters at stops with 20 or more average daily boardings.

RTC is developing the Move More with RTC initiative to improve public transit services. This plan is improving the convenience and ease of using the transit system through the following types of changes:

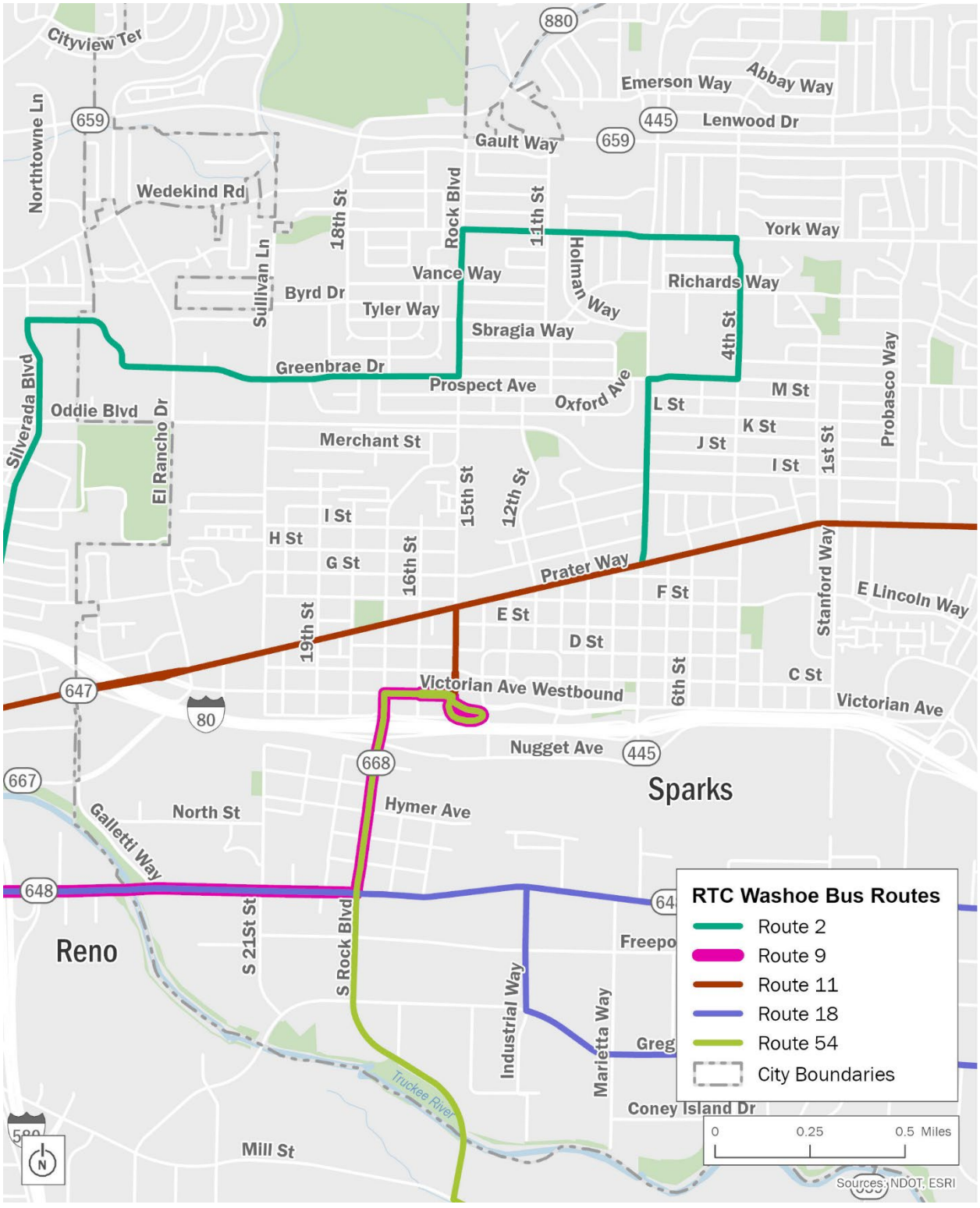
- Later and more frequent service on weekdays and weekends
- Changing routes to improve ridership
- Add onboard fare payment by credit/debit card

While no route changes are proposed on Rock Boulevard, Route 2 would be modified to extend service to the Sparks Senior Center of Richards Way. Route 54 would be extended to serve the Northern Nevada Sierra Medical Center in the southern portion of the route and modified east of the airport to better serve high ridership areas. Routes 2, 9, and 11 would offer 30-minute service frequencies for much of the day, with Route 54 offering 60-minute service frequency. The Lincoln Line provides 10-minute service headways on weekdays.

1.1. Corridor Overview

There are two bus routes that intersect the corridor (Routes 11 and 18) and three that run along some sections of the corridor (Routes 2, 9, and 54), as shown in **Figure 1**. Routes 11 and 18 cross the corridor at Prater Way and Glendale Avenue, respectively. Routes 9 and 54 run along the southern end of the corridor, beginning at Victorian Avenue. Route 9 runs west on Glendale Avenue, while Route 54 continues south past the southern boundary of the study area. In the northern part of the corridor, Route 2 operates between Greenbrae Drive and York Way. A total of 13 bus stops are located directly on Rock Boulevard and generally lack amenities such as benches or shelters.

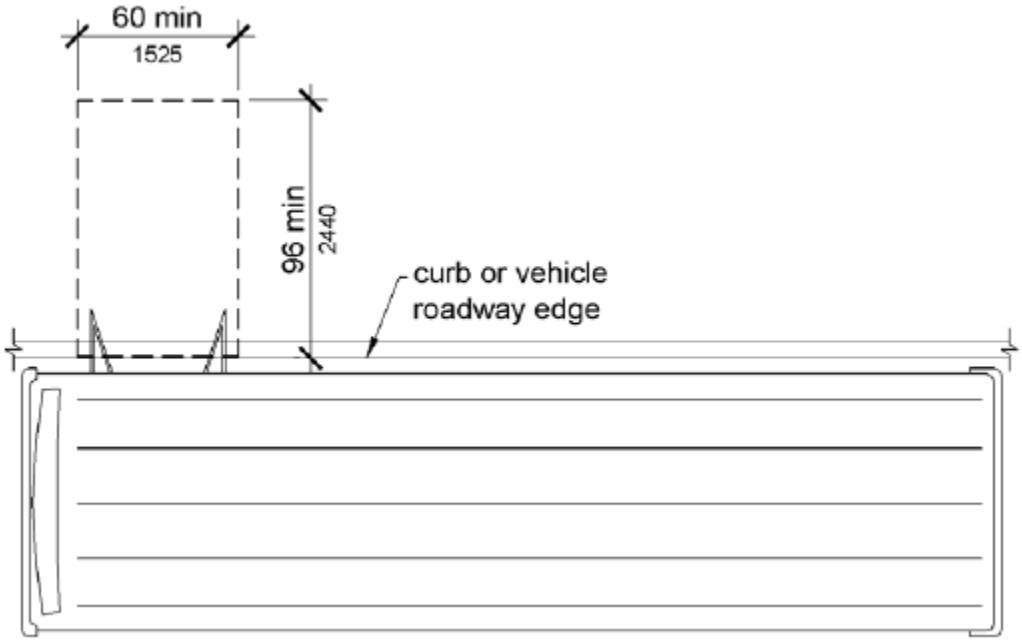
Figure 1. Existing Transit Facilities and Services



2. Individual Sites

The following section provides further details for each of the bus stops on Rock Boulevard. As bus stops are typically located in bi-directional pairs, information is provided for the northbound (NB) and southbound (SB) stops at each location. The review identified the presence or absence of such features as a paved boarding and alighting area, bus stop amenities (benches, shelters, etc.), crosswalks, and general connectivity to surrounding land uses. For context, Americans with Disabilities Act (ADA)-compliant boarding and alighting areas must provide a firm, stable surface with minimum dimensions of 96 inches by 60 inches (8′ x 5′), connected to accessible routes (see **Figure 2**). While this study identified the presence of landing areas, it did not include a detailed evaluation for ADA compliance. Proposed recommendations for future improvements are provided for consideration.

Figure 2. ADA-Compliant Boarding and Alighting Area



Source: https://www.ada-compliance.com/ada-compliance/810-transportation-facilities

In general, when prioritizing improvements for bus stops, the following criteria should be considered:

- Accessibility and ADA-compliance
- Rider safety (visibility, lighting, traffic exposure, roadway crossings)
- Ridership and utilization
- Connectivity to nearby destinations such as social services and employment

High-priority consideration should be given to individual bus stops which demonstrate a need for more than one of these criteria. Additionally, RTC may choose to weigh certain criteria more heavily than others in developing a prioritization framework for bus stop improvements.

2.1. Rock Park

These stops are located at the south end of the project study limits and primarily serve as access to Rock Park (**Figure 3**). Neither stop is accessible by sidewalk. In particular, the northbound stop is isolated from any connections to pedestrian infrastructure. No crosswalk is provided in the vicinity of the transit stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	1	0
Amenities	None	Bench
Connectivity	No sidewalk on east side of Rock Blvd.	Accessible path to park, no sidewalk on west side of Rock Blvd.
Recommendations	Install ADA-compliant pad, and other amenities as reasonable. Consider mid-block pedestrian crossing on Rock Blvd appropriate for the level of traffic, speed, and sight distance.	Provide sidewalk or multiuse path to existing sidewalk to the north which would eliminate gap to Greg Street.

Figure 3. Rock Park Bus Stops (Route 54)



2.2. Greg Street

The northbound and southbound stops between Greg Street and Freeport Blvd are slightly offset (**Figure 4**). Immediately adjacent land uses include a mix of industrial, retail, and service oriented businesses (gas station, auto shop, etc.). There is limited right-of-way (ROW) available for ADA-compliant boarding/alighting areas at the northbound stop. The nearest crosswalks are located at the signalized intersections of Freeport Boulevard and Greg Street.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	3	3
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant pad – would require ROW in the landscaped area.	Consider installation of lighting.

Figure 4. Greg Street Bus Stops (Route 54)

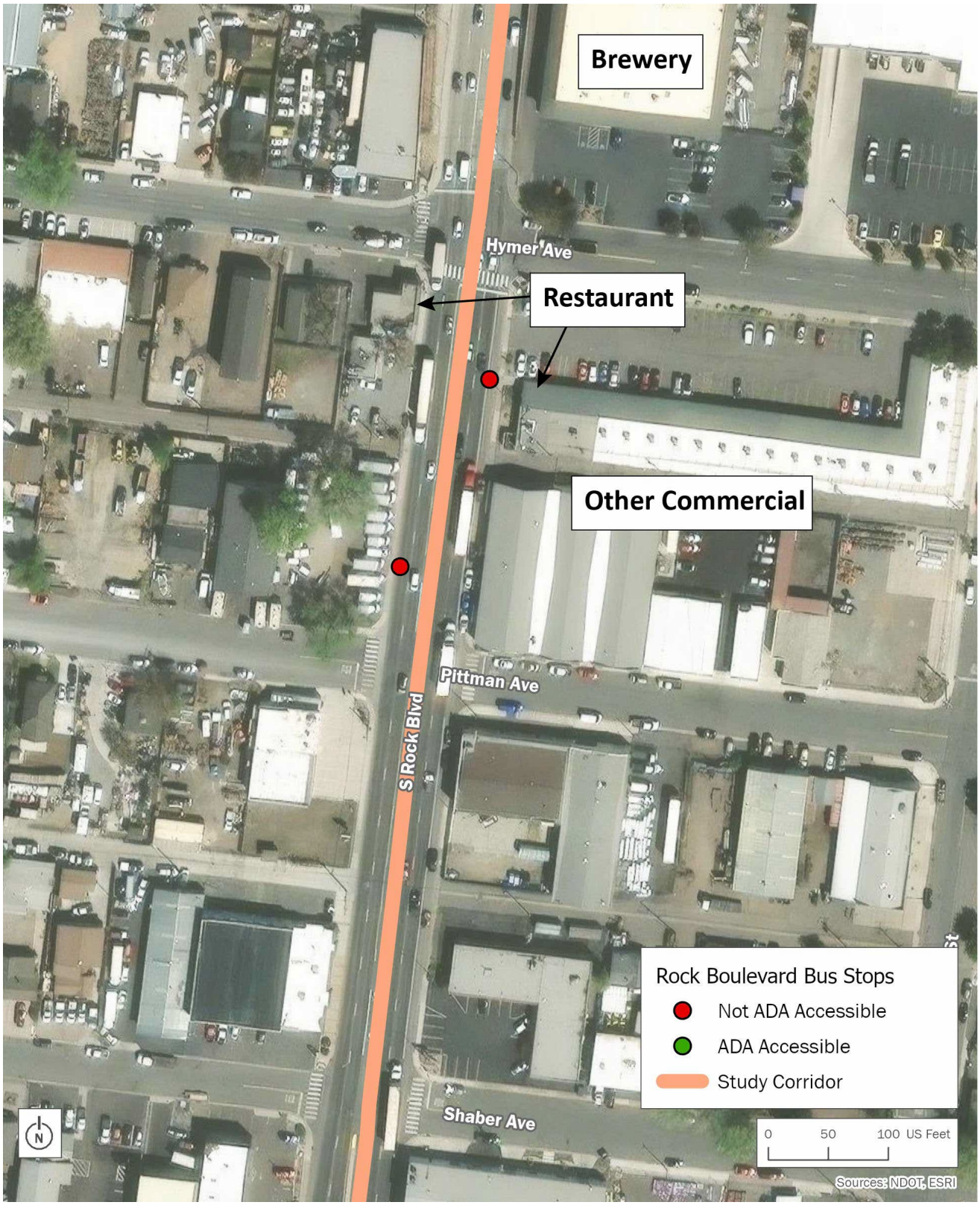


2.3. Pittman Avenue

The northbound and southbound stops between Pittman Avenue and Hymer are slightly offset (**Figure 5**). Immediately adjacent land uses include a mix of industrial and commercial. There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. The closest crosswalk is provided at the Hymer Avenue signalized intersection.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No.	No
Average Daily Boardings	8	1
Amenities	None	None
Connectivity	Existing sidewalk.	Existing sidewalk is partially covered by dirt and gravel from adjacent lot.
Recommendations	Install an ADA-compliant pad and bench.	Install ADA-compliant pad.

Figure 5. Pittman Avenue Bus Stops (Routes 54 & 9)



2.4. Greenbrae Drive

These stops are located in a residential area just north of Greenbrae Drive (**Figure 6**). There are potential safety concerns with sight issues in proximity to the Rock Boulevard crosswalk for buses stopping in the southbound direction. There is limited space available for ADA-compliant boarding/alighting areas at either stop. A crosswalk is located at Greenbrae Drive.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	No
Average Daily Boardings	4	7
Amenities	Bench	Bench
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	If possible, adjust bench/sign location to accommodate ADA-compliant pad in setback area of the fence next to utility cabinet.	Consider relocating stop onto Greenbrae as a "far side" stop to improve safety conditions at the intersection (i.e. pedestrians crossing eastbound on Rock Blvd).

Figure 6. Greenbrae Drive Bus Stops (Route 2)

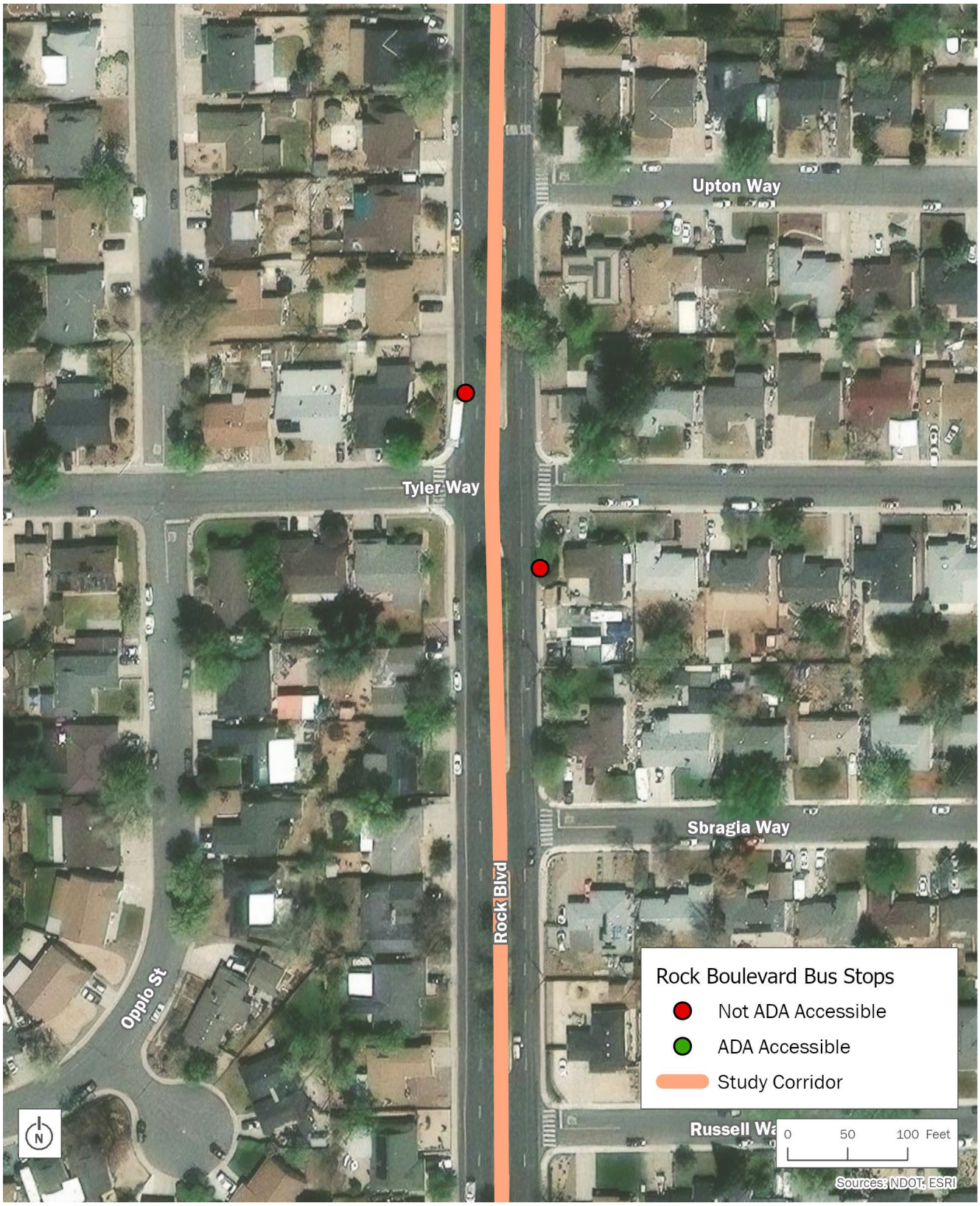


2.5. Tyler Way

These stops are located in a residential area on either side of the intersection with Tyler Way (**Figure 7**). There is limited ROW available for ADA-compliant boarding/alighting areas at either stop. No crosswalks are provided in the vicinity of the bus stops.

Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	No
Average Daily Boardings	1	3
Amenities	Bench	None
Connectivity	Existing sidewalk.	Existing sidewalk.
Recommendations	Install ADA-compliant landing pad.	Install ADA-compliant landing pad.

Figure 7. Tyler Way Bus Stops (Route 2)



2.6. Vance Way

These stops are located in a residential area on either side of the intersection with Vance Way (**Figure 8**). There is limited space available for ADA-compliant boarding/alighting areas at the northbound stop. A crosswalk is provided at Vance Way.

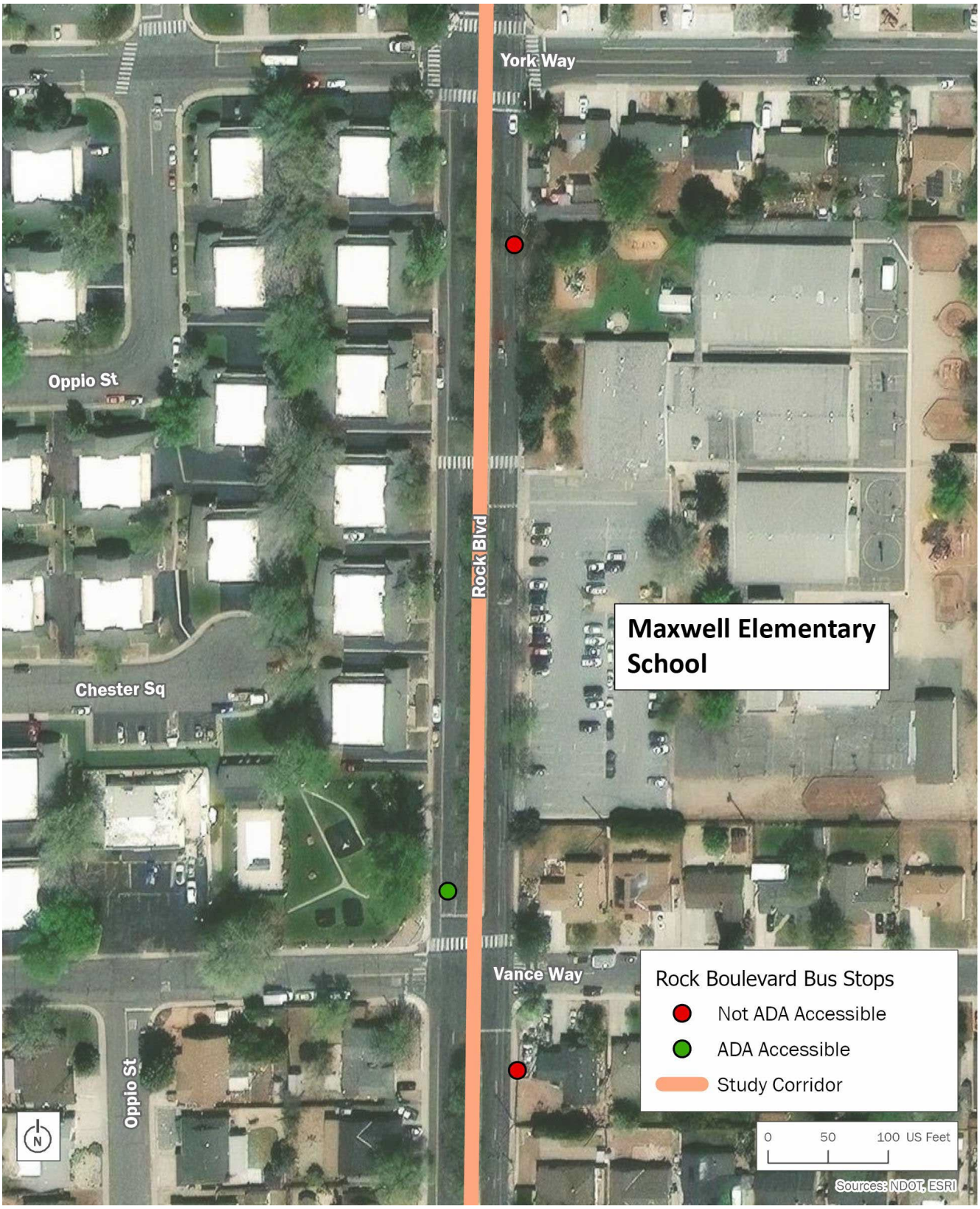
Attributes/Description	Northbound	Southbound
Paved 8'x5' Boarding/ Alighting Area	No	Yes
Average Daily Boardings	16	24
Amenities	None	Bench
Connectivity	Existing sidewalk.	Existing Sidewalk.
Recommendations	Install ADA-compliant pad and bench.	Install shelter.

2.7 York Way

The northbound stop is located on Rock Boulevard, just south of York Way in front of Maxwell Elementary School (**Figure 8**). School officials have voiced concerns over the location of the stop as it is directly in front of the kindergarten playground area. A privacy fence was installed to discourage interaction between bus riders and students; however, there are remaining concerns. The stop for the westbound/southbound direction is located on York Way east of Rock Boulevard and has not been evaluated in the table below. A crosswalk is provided at York Way.

Attributes/Description	Northbound
Paved 8'x5' Boarding/ Alighting Area	No
Average Daily Boardings	11
Amenities	None
Connectivity	Existing sidewalk.
Recommendations	Consider relocation or consolidation of this stop. If relocated, ROW would be required to make the stop fully ADA-compliant. There is some uncertainty as to whether Maxwell Elementary School will continue to operate in the next few years. There may be an opportunity to work with the Washoe County School District/future landowner to construct a more robust and compliant stop at the existing location.

Figure 8. Vance Way and York Way Bus Stops (Route 2)



APPENDIX F

Traffic Operations Analysis

ROCK BOULEVARD
CORRIDOR STUDY

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 F-1** presents the delay thresholds for each level of service grade at signalized and unsignalized intersections.

Table F-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 for the study intersections were performed using the Synchro 12 software package with results reported in accordance with the current HCM 7th Edition methodology.

Roadway Segments

Roadway segments were analyzed using the Generalized Daily Service Volumes for Urban Street Facilities (Exhibit 16-16) of the *Highway Capacity Manual, 7th Edition*. Using this methodology, planning level segment level of service is determined by comparing average daily traffic volumes to the LOS threshold values shown in **Table F-2**. The level of service/capacity is based on number of lanes and roadway speed rather than roadway classification.

The values listed under "Posted Speed = 30 mi/hr" are most appropriate for Rock Boulevard as the posted speed and access spacing assumptions (20 access points per mile) better represent the roadway within the study area than the "Posted Speed = 45 mi/hr" values. K and D factors were determined based on NDOT count data.

Table F-2. Level of Service Thresholds for Roadway Segments

Facility Type	Maximum Service Flow Rate (Daily for Given Service Level)				
# of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mi/hr					
2	N/A	N/A	1,700	11,800	17,800
4	N/A	N/A	2,200	24,700	35,800
6	N/A	N/A	2,600	38,700	54,000
Posted Speed = 45 mi/hr					
2	N/A	N/A	7,700	15,900	18,300
4	N/A	N/A	16,500	33,600	36,800
6	N/A	N/A	25,400	51,700	55,300

General assumptions: K-Factor – 0.9, D-Factor – 0.55, Peak Hour Factor – 0.92, Base Saturation Flow Rate – 1,900 pc/h/ln

Level of Service Policy

The 2050 Regional Transportation Plan (RTP) establishes level of service criteria for regional roadway facilities in the City of Reno, City of Sparks, and Washoe County. The current level of service policy is:

- "All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTP horizon – LOS D or better."
- "All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon – LOS E or better."
- "All intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors".
- Rock Boulevard – Glendale Avenue to Victorian Avenue has a Regional Level of Service Standard of "F"

In general, Rock Boulevard carries or is projected to carry in the future horizon, less than 27,000 ADT except at the I-80 interchange. Therefore, LOS "D" was used as an operational threshold for the corridor outside the segment between Glendale Avenue and Victorian Avenue.

The level of service policies are not specific to minor side street approaches but rather focus on maintaining quality operations on the mainline corridor. LOS "E" or "F" on a side street approach does not necessarily constitute an exceedance of the level of service policy. However, minor street approach LOS will be considered when planning for future improvements.

EXISTING CONDITIONS

Intersection Level of Service Analysis

Peak period (6:30 AM to 8:30 AM and 3:30 PM to 5:30 PM) turning movement counts of vehicles, bicycles, and pedestrians were collected at the six study intersections between January 7th and January 9th, 2026, with Washoe County School District schools in regular session. This data was used to identify the highest morning and evening traffic conditions. The AM peak hour is generally from 7:15 AM to 8:15 AM and the PM peak hour is generally from 4:30 PM to 5:30 PM on the north side of I-80 and 3:30 PM to 4:30 PM on the south side of I-80. Full turning movement data is provided in **Attachment F-A**.

The collected turning movement counts were compared to historical NDOT data to determine if any adjustments were needed. The collected AM peak hour traffic volumes were approximately 10% lower than

the historical NDOT data, while the PM peak hour volumes were generally consistent with or higher than the historical NDOT data. Therefore, the AM peak hour turning movements were factored 10% higher.

Existing AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the existing lane configurations and traffic volumes shown in **Exhibit F-1** and **Exhibit F-2**, respectively.

Signal timing for the study intersections were obtained from the RTC. Note that the AM timing plans at the Victorian Avenue and C Street intersections include a reservice parameter (phases can be served more than once per cycle). Therefore, the signal timing in Synchro at the Victorian Avenue and C Street intersections were slightly modified to allocate appropriate green time on all phases.

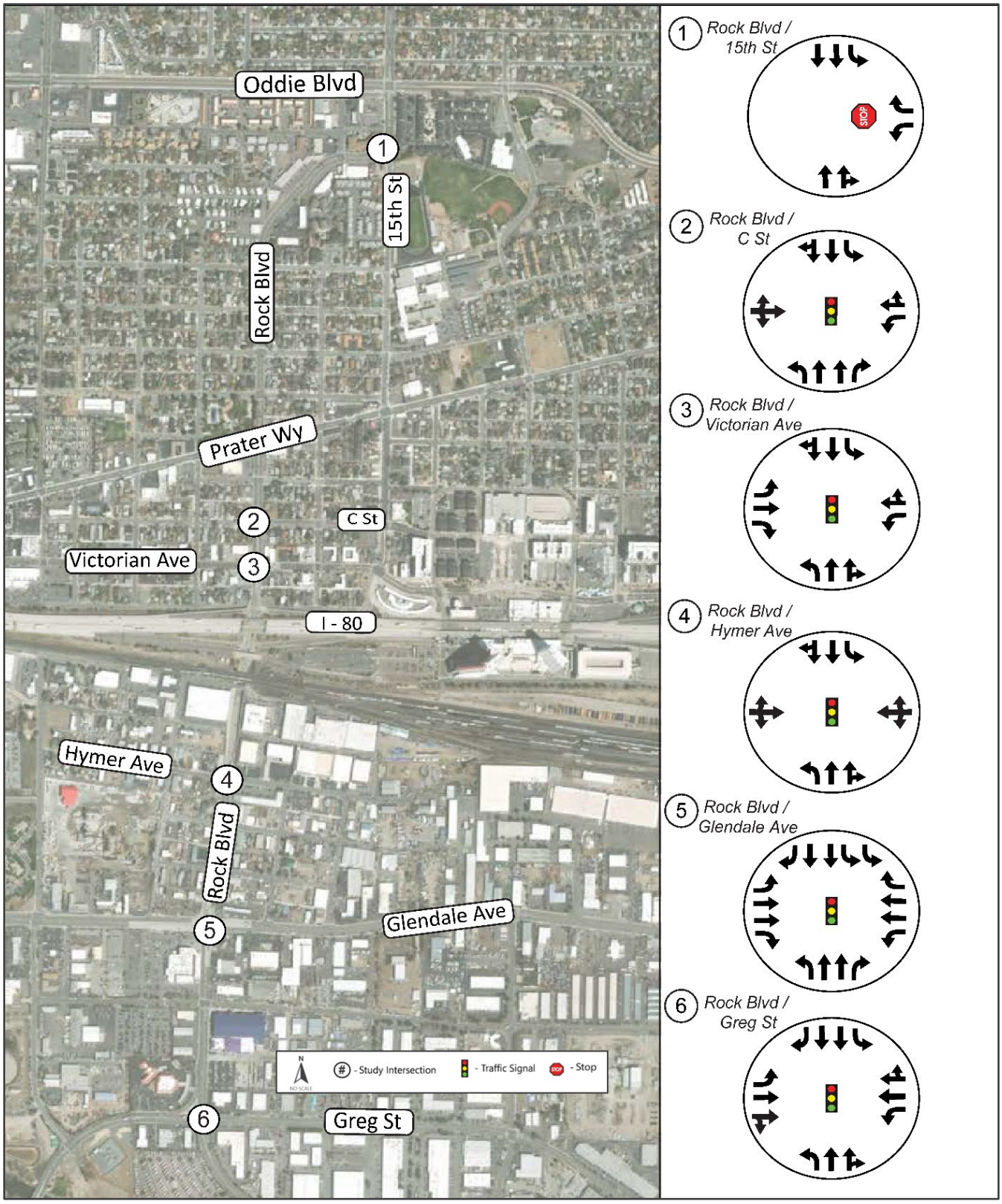


Exhibit F-1. Existing Intersection Lane Configurations and Controls

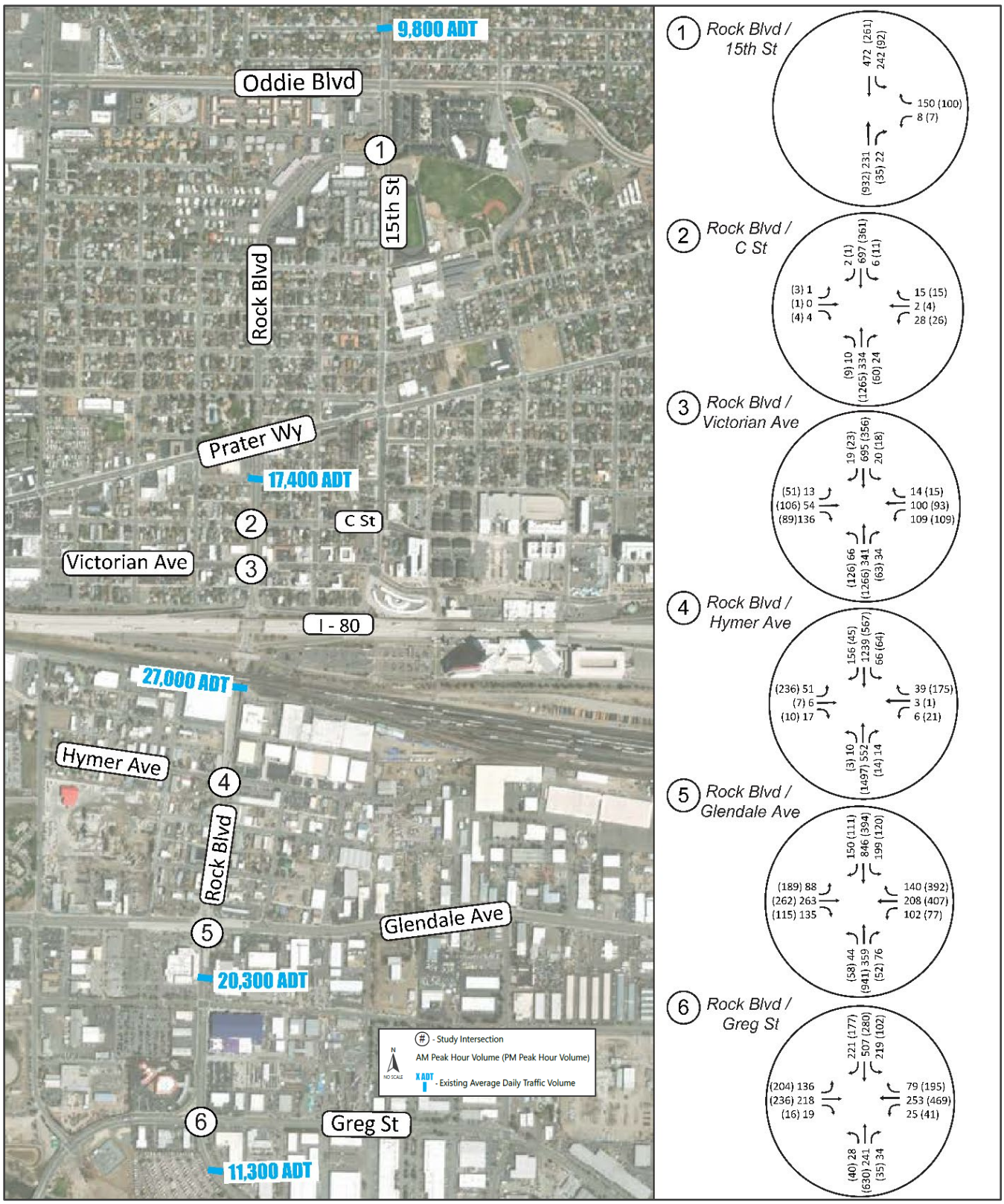


Exhibit F-2. Existing Traffic Volumes

Table F-3 shows the Existing Condition level of service results and the technical calculations are provided in **Attachment F-B**.

Table F-3: Existing Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.7	B	11.1
	Westbound Left		D	29.9	D	33.9
	Westbound Right		B	10.2	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	16.2	A	5.0
3	Rock Blvd / Victorian Ave	Signal				
	Overall		B	19.7	D	39.3
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	19.0	D	46.9
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	47.0	*E*	*56.5*
6	Rock Blvd / Greg St	Signal				
	Overall		C	32.6	D	51.1

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

The study intersections currently technically operate within overall level of service policy. Intersections may operate at acceptable levels of service overall but have movements that operate poorly, causing queuing and congestion on Rock Boulevard during peak hours. Notably in the northbound direction, south of I-80, during the PM Peak Hour. Additionally, the closely spaced traffic signals near the I-80 interchange create coordination challenges and limited vehicle storage between intersections.

The single northbound left-turn lane at the I-80 westbound on-ramp appears to be a primary constraint in the corridor. NDOT's preferred alternative at the interchange proposes dual northbound left-turn lanes at this location in the future.

Roadway Segment Level of Service Analysis

NDOT's Traffic Records Information Access (TRINA) has six count stations within the study corridor. Existing daily roadway segment volumes were derived from available traffic data obtained from TRINA.

Table F-4 presents the level of service assessment for Rock Boulevard based on the Existing Condition Daily roadway segment volume.

Table F-4: Existing Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	9,800	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	17,400	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	27,000	*E*
	Hymer Avenue to Greg Street (Industrial)	4	20,300	D
	Greg Street to Truckee River (River)	4	11,300	D

Source: GCW, 2026

As shown in the table, the study roadway segments technically operate within overall level of service policy under Existing Conditions. Note that heavier traffic volumes and movements (peak hour basis) within the interchange area experience significant congestion.

FUTURE CONDITIONS

Forecasting

NDOT is planning improvements along I-80 including the Rock Boulevard interchange which will have significant changes to traffic volumes. NDOT's preferred alternative is shown on **Exhibit F-3**.

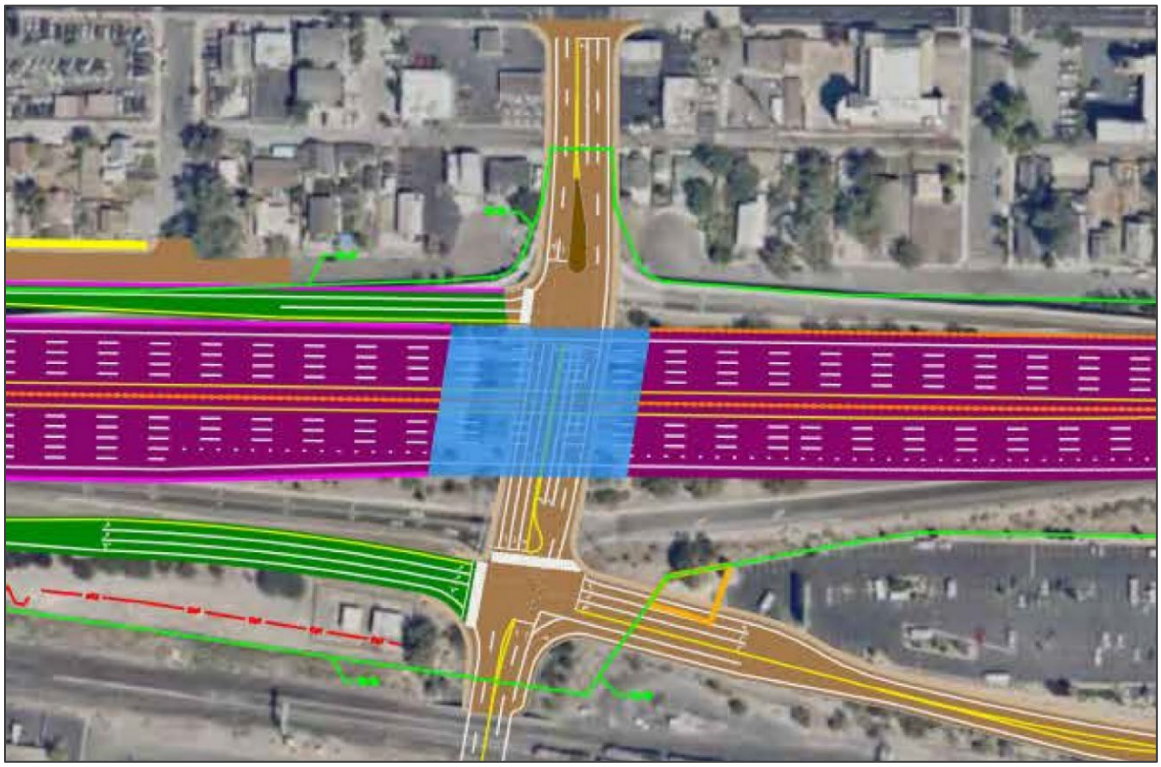


Exhibit F-3. I-80 Preferred Alternative at Rock Boulevard

The *Reno Spaghetti Bowl Project - Traffic Analysis Report* includes turning movement counts and projected 2040 volumes for the Preferred Alternative (Alternative 2) for the following intersections in the study corridor.

- Rock Boulevard / Victorian Avenue
- Rock Boulevard / I-80 WB Ramps
- Rock Boulevard / I-80 EB Ramps
- Rock Boulevard / Hymer Avenue

The projected 2040 traffic volumes at Victorian Avenue and Hymer Avenue were moderately increased from the NDOT study to develop 2050 horizon traffic volumes. Future (2050) traffic volume projections at the other study intersections were obtained using the current RTC Travel Demand Model as shown in **Attachment F-C.** Future turning movements volumes were then forecasted and balanced with the NDOT interchange for overall consistency. This was deemed conservative as the NDOT study forecasted higher traffic volumes than the current RTC model.

Intersection Level of Service Analysis

Future AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the future traffic volumes and future NDOT planned "baseline" lane configurations shown in **Exhibit F-4** and **Exhibit F-5**. **Table F-5** shows the Future Condition level of service results and the technical calculations are provided in **Attachment F-D**.

Table F-5: Future Intersection Level of Service

ID	Intersection Name	Intersection Control	AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]
1	Rock Blvd / 15th St	Side-Street Stop				
	Southbound Left		A	8.8	B	11.0
	Westbound Left		E	37.6	E	43.2
	Westbound Right		B	10.4	B	13.8
2	Rock Blvd / C St	Signal				
	Overall		B	19.2	A	6.1
3	Rock Blvd / Victorian Ave	Signal				
	Overall		C	21.1	D	38.5
4	Rock Blvd / Hymer Ave	Signal				
	Overall		B	12.1	D	51.4
5	Rock Blvd / Glendale Ave	Signal				
	Overall		D	52.2	*E*	*57.3*
6	Rock Blvd / Greg St	Signal				
	Overall		C	29.1	D	54.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

The study intersections are anticipated to technically operate within overall level of service policy. However, congestion and queuing are still anticipated on heavier movements to/from the I-80 interchange during the peak hours.

Roadway Segment Level of Service Analysis

Table F-6 presents the level of service assessment for Rock Boulevard based on the future condition daily roadway segment volumes.

Table F-6: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	*E*
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

As shown in the table, the study roadway segments are anticipated to operate within policy level of service thresholds under Future Conditions.

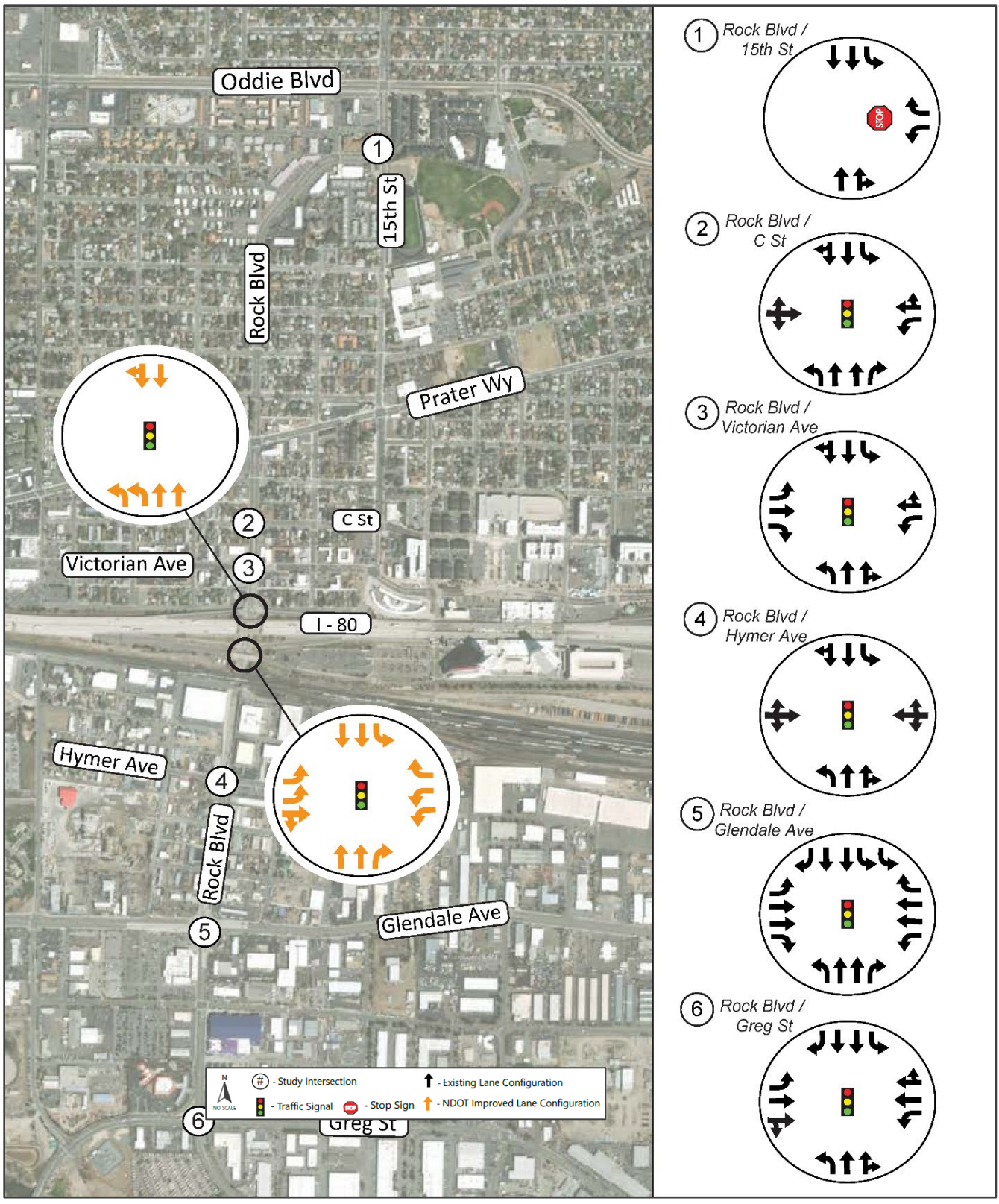


Exhibit F-4. Future Year Baseline Lane Configurations and Controls

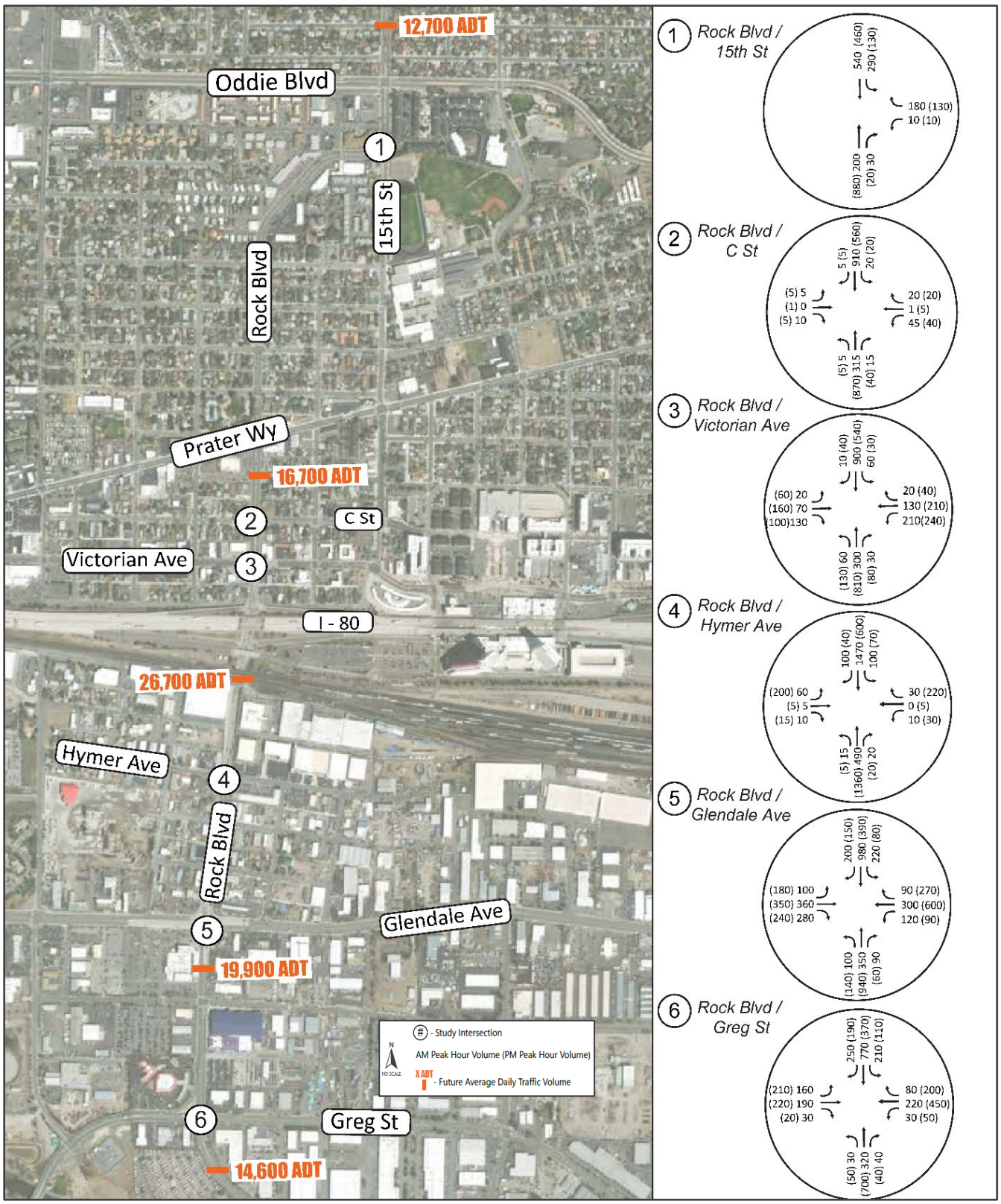


Exhibit F-5. Future Year (2050) Traffic Volumes

APPENDIX G

Alternatives Analysis

ROCK BOULEVARD CORRIDOR STUDY

CONTEXT FOR IMPROVEMENT OPTIONS DEVELOPMENT

Guiding Documents

The Complete Street Plan within the *Ignite Sparks Comprehensive Plan* (**Exhibit G-2**) is the overarching planning document for the City of Sparks and Rock Boulevard corridor. The *Central Sparks Neighborhood Network Plan* (NNP) (**Exhibit G-1**) and *2050 Regional Transportation Plan, 2025 Update* (RTP) present goals, objectives, and general guidance for transportation improvements in the study area.

Since neither the NNP nor RTP established specific recommendations for the Rock Boulevard corridor, this corridor study will develop and evaluate improvement options and provide formal recommendations for later consideration and prioritization in the next RTP update.

Key figures of the planned multimodal network from the *Ignite Sparks Comprehensive Plan* and NNP are provided below for overall context. The *Ignite Sparks Comprehensive Plan* does not show Rock Boulevard as a "Complete Street", which would prioritize pedestrian and bicycle facilities on that roadway. Therefore, it is inferred that vehicle travel and capacity are of high priority on this arterial roadway.

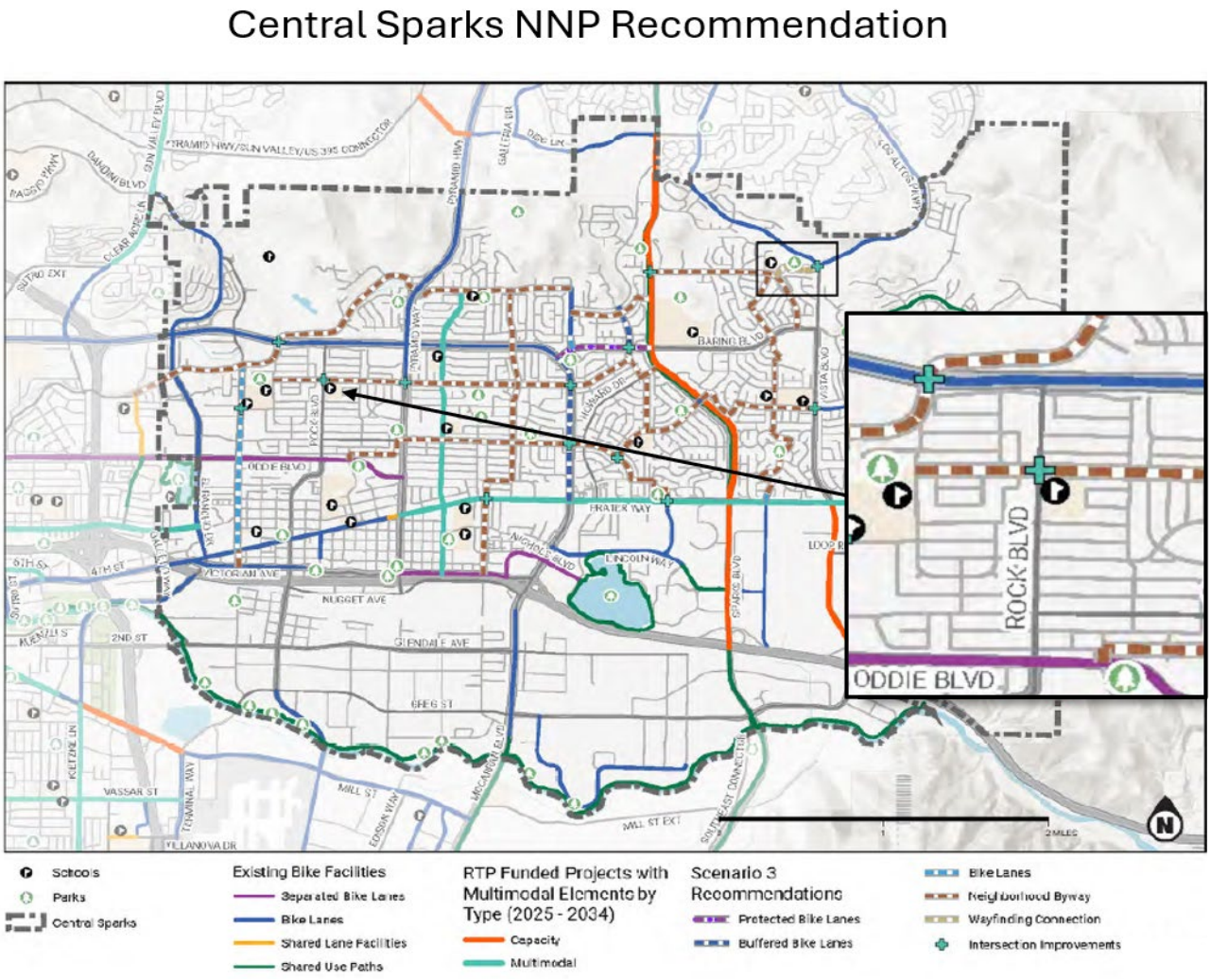


Exhibit G-1. Central Sparks Neighborhood Network Plan (NNP)

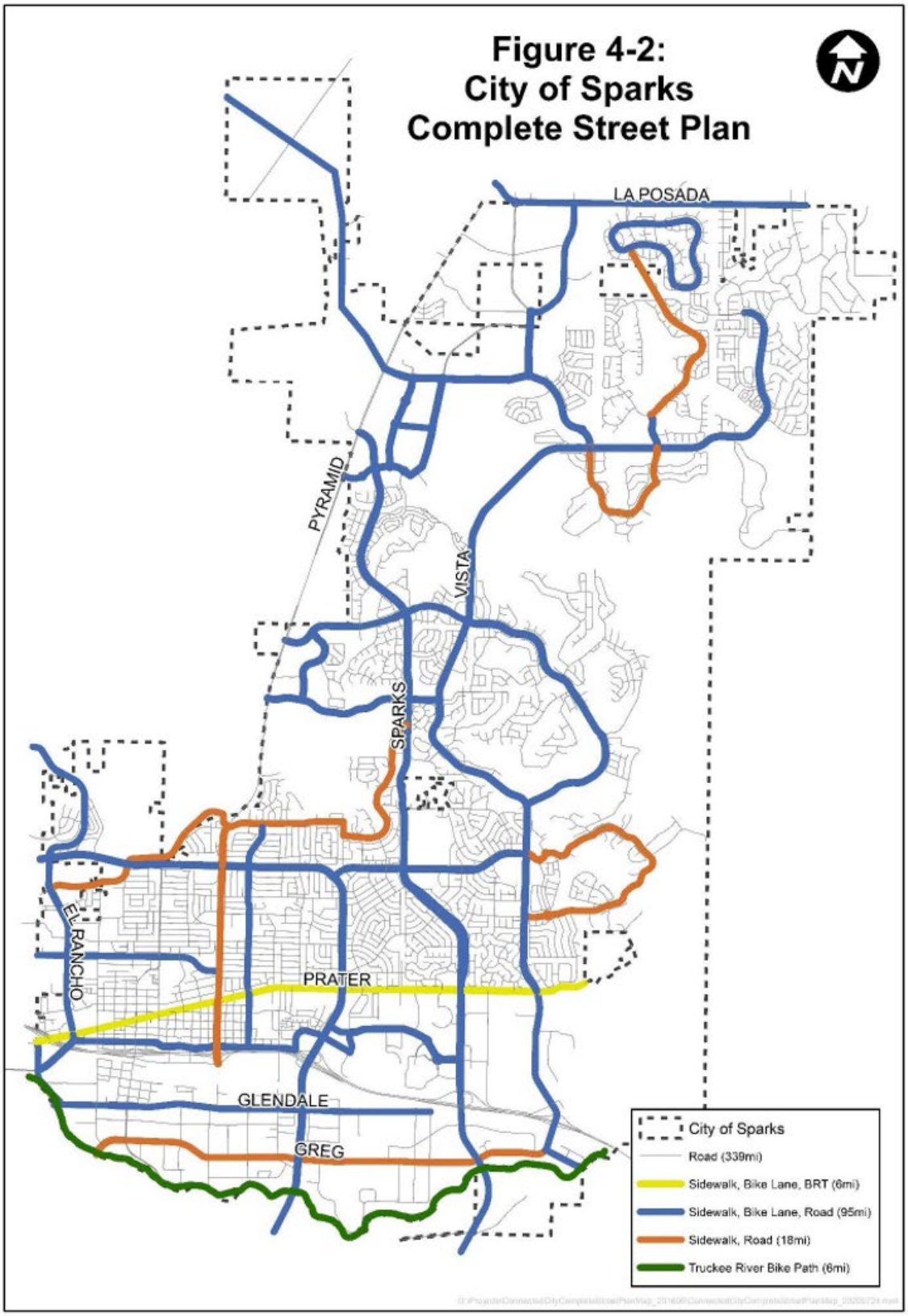


Exhibit G-2. Ignite Sparks Comprehensive Plan

Priorities by Road Segment

Review of applicable planning documents and discussion with Technical Advisory Committee (TAC) members for this study indicate the following general priorities for the corridor:

Truckee River to Victorian Ave

Character:

- Predominantly an industrial arterial corridor with freight movement and commercial uses
- Higher presence of trucks and commercial vehicles
- High vehicular volumes and significant congestion near the I-80 interchange
- Limited pedestrian activity, but pedestrian facilities are important for workforce access

Priorities:

- Maintain freight mobility, turning movements, and curb radii
- Increase vehicle capacity and reduce existing queuing
- Connect the Truckee River Path to Victorian Avenue to the extent feasible

Victorian Ave to N. McCarran Blvd

Character:

- Mixed use with commercial services between Victorian Ave and Oddie Blvd
- Residential, churches, and schools north of Oddie Blvd
- Mix of housing, retail, services, and community destinations
- Pedestrian, bicycle, and transit activity, particularly associated with Sparks High School

Priorities:

- Address vehicle speed management and pedestrian crossing safety needs near homes, schools, and businesses
- Improve sidewalks to ADA minimum policy widths and clearances (at least 48” clear)
- Pedestrian facilities deemed of higher importance than cycling facilities
- Maintain Level of Service for vehicle travel

The improvement options presented in this study are intentionally aimed at addressing the priorities outlined above.

INTERSECTION OPERATIONS FOR ADVANCED ALTERNATIVES

Various intersection modification options were considered to increase vehicular capacity, improve traffic operations, and/or increase safety in the corridor. This section provides traffic operations at key intersections where improvements were considered and advanced through this study. Intersection level of service calculations are provided in **Attachment G-A**.

Remove Southbound Right Turn Lane at Glendale Avenue

Removing the southbound right turn lane at the Rock Boulevard/Glendale Avenue intersection was considered to create space for multimodal facilities. A minor increase to the overall intersection delay is anticipated with this option. It is anticipated that the Rock Boulevard/Glendale Avenue intersection would still operate at LOS "E" with the southbound right turn lane removed, as shown in **Table G-1**, within policy level of service thresholds (LOS "F"). Queuing on the southbound approach is anticipated to increase by approximately 150 feet and 200 feet under Existing and Future Year Conditions, respectively. Note that the existing southbound right turn lane is short (100 feet) and operations may not be significantly different than what exists currently. It is recommended that the channelized right turn configuration be maintained. Practically, this modification is essentially a shortening of the right turn pocket.

Table G-1. Rock/Glendale Intersection Level of Service w/ Southbound Right Turn Pocket Removed

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
5	Rock Blvd / Glendale Ave	Signal								
	Overall		D	50.5	E	56.7	E	60.8	E	57.8

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

Interim Improvements At I-80 Interchange

NDOT is planning long-term improvements along I-80 and revisions to the Rock Boulevard interchange which will cause notable changes to traffic volumes on Rock Boulevard. The schedule of the Rock Boulevard interchange improvements is not known at this time, but the major modifications are expected to be beyond 2035. Therefore, interim improvements were explored at the interchange to determine if near-term improvements could be implemented prior to the NDOT project and have a reasonable service life. Note that significant capacity improvements, like roadway widening, were deemed impractical due to right-of-way constraints within the interchange area (I-80 overcrossing and Union Pacific railroad bridge).

Level 1: Restripe Eastbound & Westbound Off-Ramps for Dual Left Turns

Restriping the I-80 off-ramp approaches to implement dual left-turn lanes was evaluated to potentially increase capacity on the off-ramps, reallocate green time to Rock Boulevard, and thereby increase throughput on Rock Boulevard. Vehicle turning templates were applied to assess the feasibility of accommodating design vehicles at the ramp terminal intersections, without geometric changes, and are shown in **Exhibit G-3**. As shown, dual left-turn movements are generally feasible from both off-ramp approaches with simple striping modifications.

Based on existing traffic volumes, implementation of dual left-turn lanes is recommended at the I-80 westbound off-ramp, where left-turn demand is highest during the AM peak hour. Dual left turns were also evaluated at the I-80 eastbound off-ramp; however, consideration should be given to the very high right-turn

volume on this approach (473 AM peak-hour right turns), which may limit operational benefits. Dual left turn striping is not advised on the eastbound off-ramp and dual right turns should be considered.

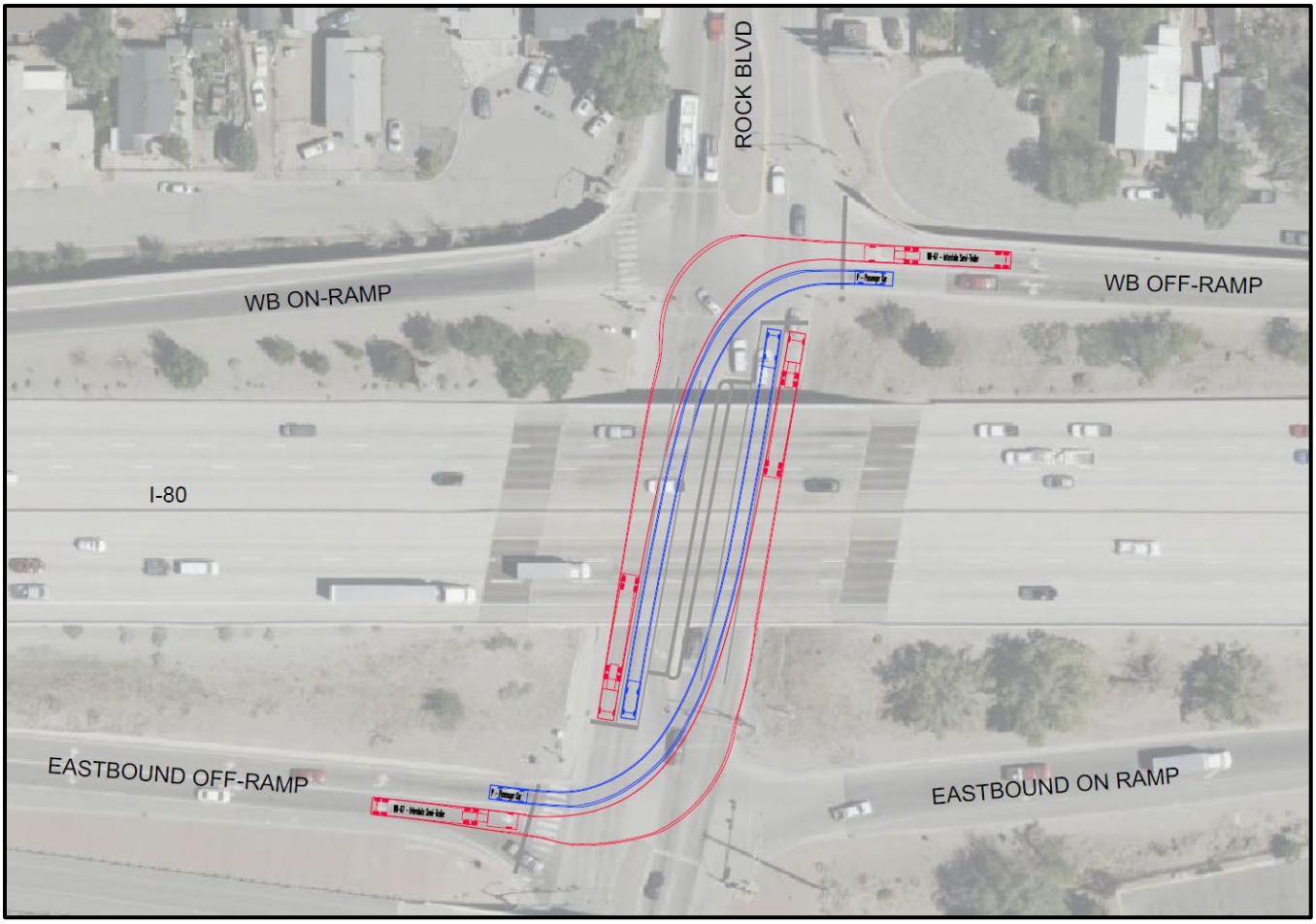


Exhibit G-3: Restriping for Dual Left Turn Lanes

Level 2: Remove Southbound Left Turn Movement

Available traffic count data from NDOT indicates that the southbound left turn movement to the I-80 eastbound on-ramp is the lowest volume movement within the interchange with fewer than 100 peak hour left turns. This finding was confirmed through field observations, which recorded fewer than 50 southbound left turns during the peak 30-minute period. Given the low demand, consideration could be given to removing the southbound left turn movement in order to maximize green time for the northbound through movement, which carries the highest peak hour volumes.

Level 3: Dual Northbound Left Turn Lanes

The Level 3 improvements consist of constructing dual northbound left turn lanes using the space created by removing the southbound left turn lane. Comparing levels 1, 2, and 3, this option provides the greatest operational benefit without widening Rock Boulevard. Level 3 would increase capacity for the northbound left turn movement to the I-80 westbound off-ramp, which currently experiences notable queuing and congestion

during the PM peak hour (558 peak hour left turns). It should be noted that this alternative would require significant construction to create two receiving lanes on the westbound on-ramp.

Intersection level of service results for Levels 1 through 3, based on existing traffic volumes, are summarized in **Table G-2**. Note that the calculations are for each level only, not for cumulative conditions of all levels.

Table G-2. I-80 Interchange Improvements Intersection Level of Service (Existing Volumes)

Intersection Name	Intersection Control	AM Peak		PM Peak	
		LOS	Delay[1]	LOS	Delay[1]
Existing Conditions					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.8	B	15.1
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 1 (Dual Westbound Left Turns)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		B	13.2	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.1	C	28.9
Level 2 (No Southbound Left Turn)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	22.7	B	15.2
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0
Level 3 (Dual Northbound Left Turn Lanes)					
Rock Blvd / I-80 WB Ramps	Signal				
Overall		C	29.8	C	23.4
Rock Blvd / I-80 EB Ramps	Signal				
Overall		B	18.4	B	15.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

DISMISSED ALTERNATIVES

Intersection Spot Improvements

Rock / Hymer Signal Phasing Modification

Existing conditions at the Rock Boulevard/Hymer Boulevard intersection result in queuing on both the eastbound and westbound side street approaches. Alternative side street phasing options, including east-west protected/permissive left turn operations, were evaluated as shown in **Table G-3**. Although the analysis indicates minor operational improvements, substantial queuing would still be expected on the westbound left turn movement due to conflicts with high eastbound right turn volumes. As a result, revised east/west phasing is not recommended, as it would provide only marginal benefits while introducing additional conflict points.

Table G-3. Rock/Hymer Intersection Level of Service with Protected/Permissive Lefts

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
4	Rock Blvd / Hymer Ave	Signal								
	Overall		B	10.7	D	42.2	B	11.2	D	42.6

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

It should be noted that the Rock / Hymer traffic signal system will be improved in 2027 under a separate project.

Remove C Street Traffic Signal

Traffic volumes on the side street approaches at C Street are very low and do not meet established traffic signal warrant criteria as shown in **Exhibit G-4**. Additionally, the close spacing of signalized intersections along the corridor contributes to progression and coordination challenges. The minor side-street movements can easily reroute to other intersections (Victorian Avenue and Prater Way) during busy time periods. While the westbound left turn movement from C Street is expected to experience increased delays during peak times, as shown in **Table G-4**, queuing is anticipated to be manageable. Removal of the traffic signal at Rock Boulevard/C Street was considered but the concept was not supported by the City of Sparks due to special event activity at Victorian Square.

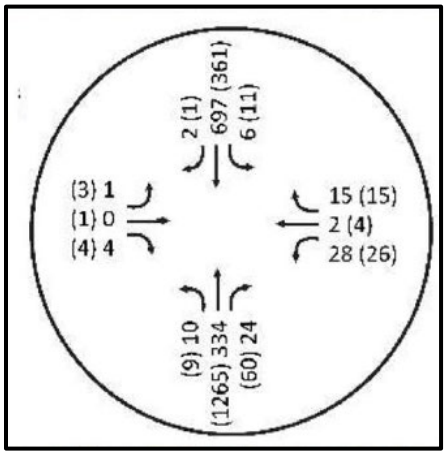


Exhibit G-4. C Street Peak Hour Traffic Volumes

Table G-4. Rock/C Street Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
2	Rock Blvd / C St	Side-Street STOP								
	Northbound Left		A	9.3	A	8.1	B	10.3	A	8.7
	Southbound Left		A	8.1	B	12.3	A	8.1	A	9.9
	Eastbound Approach		B	13.3	C	22.2	C	19.5	C	21.8
	Westbound Left		C	19.1	F	74.3	C	24.5	E	46.2

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections
Source: GCW, 2026

Roundabouts at Vance Way and York Way

The Maxwell Elementary School Principal expressed significant issues regarding speeding on Rock Boulevard. The consultant team has personally observed and experienced similar issues and aggressive driving within the school zone. Roundabouts were evaluated at the Vance Way and York Way intersections to serve as traffic calming measures adjacent to Maxwell Elementary School. The contemplated roundabouts would introduce geometric deflection forcing slower vehicle speeds, reduce conflict points (beneficial to safety), and change the character of the intersections for increased driver awareness.

The existing four-lane roadway would require dual lane roundabouts with an approximate inscribed circle diameter of 165 to 180 feet. Implementation would significantly impact all adjacent quadrants at both intersections, as illustrated in **Exhibit G-5**. This concept was dismissed due to impacts on adjacent properties.



Exhibit G-5: Roundabout Concepts at Vance Way and York Way

Pedestrian Safety Spot Improvements

Road Diet Feasibility

The Rock Boulevard right-of-way is constrained by many commercial and residential buildings in close proximity to the roadway. Adding bicycle specific facilities would therefore require either 1) acquiring significant amounts of private property or 2) reducing the number of vehicle travel lanes and repurposing the space for bicycle features.

The following analysis was performed to determine if and in what segments road diets could be plausible.

Truckee River to Victorian Avenue

A road diet is deemed not feasible south of Victorian Ave due to existing and future high traffic volumes (approaching 27,000 ADT as shown in **Table G-5**), current congestion, and severe queuing, in a segment of road where vehicle capacity and freight movement is a high priority.

Table G-5: Future Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	4	12,700	D
	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	4	16,700	D
	Victorian Avenue to Hymer Avenue (I-80 Interchange)	4	26,700	*E*
	Hymer Avenue to Greg Street (Industrial)	4	19,900	D
	Greg Street to Truckee River (River)	4	14,600	D

Source: GCW, 2026

Victorian Avenue to Oddie Boulevard

This segment carries 17,400 ADT today and is expected to carry similar daily volumes in the future. Two road diet scenarios were considered and are presented below for consideration.

Option 1: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction with the thought that buffered bike lanes could potentially be constructed in the former travel lanes. **Table G-6** and **Table G-7** show the resulting road diet level of service results and the technical calculations are provided in **Attachment G-B**.

Table G-6. Option 1 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Mixed Use Area)	2	***17,400***	***E***	***16,700***	***E***

Source: GCW, 2026

Table G-7. Option 1 Road Diet Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	37.5	D	34.9	F	50.2	F	50.9
	Westbound Right		B	11.3	C	22.8	B	11.3	C	23.2
2	Rock Blvd / C St	Signal								
	Overall		C	27.4	A	7.7	D	44.7	A	7.7
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	27.1	***F***	***166.0***	D	47.7	D	50.0

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

As shown in the tables, the Rock Boulevard/Victorian Avenue intersection and the roadway segment are anticipated to operate beyond level of service policy if a lane was removed in both directions. It is anticipated that queuing in the northbound direction at Victorian Avenue would extend into the I-80 ramps under Existing and Future Conditions. Operations at Prater Way (not studied) and potentially Oddie Boulevard (not studied) would also be problematic. Minor street approaches would be significantly impacted (increased delay). Therefore, a road diet consisting of removing a travel lane in both directions between Victorian Avenue and Oddie Boulevard is not recommended.

Option 2: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in order to potentially use that space for a multi-use path. **Table G-8** and **Table G-9** show the road diet level of service results and the technical calculations are provided in **Attachment G-C**.

Table G-8. Option 2 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	Oddie Boulevard to Victorian Avenue (Residential / Commercial)	3	17,400	D	16,700	D

Source: GCW, 2026

Table G-9. Option 2 Remove Southbound Travel Lane Intersection Level of Service

ID	Intersection Name	Intersection Control	Existing				Future (2050)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]
1	Rock Blvd / 15th St	Side-Street Stop								
	Southbound Left		A	8.7	B	11.0	A	8.8	B	11.0
	Westbound Left		E	40.6	E	37.7	F	55.3	F	56.3
	Westbound Right		B	10.2	B	13.7	B	10.4	B	13.8
2	Rock Blvd / C St	Signal								
	Overall		C	23.5	A	5.1	D	44.5	A	6.5
3	Rock Blvd / Victorian Ave	Signal								
	Overall		C	23.7	D	40.2	D	50.1	D	41.5

Notes: 1. Delay is reported in seconds per vehicle for the overall intersection for signalized intersections and for the worst approach/movement for side street stop controlled intersections.
Source: GCW, 2026

As shown in the tables, all studied intersections and study roadway segments are anticipated to operate within level of service policy under this option. Queuing would increase in the southbound direction, notably in the AM peak hour, throughout the corridor. At Victorian Avenue, queuing on the southbound approach is anticipated to extend to approximately 175 feet and 575 feet during the AM peak hour under Existing and Future Year Conditions, respectively. Note that queuing from the I-80 ramp intersections into Victorian Avenue, as happens today, would increase those stated queues. Based on the analysis, removing a southbound travel lane might be manageable under Existing Conditions; however, there would be little capacity remaining to carry future traffic volume growth should that occur. Minor street approaches would be significantly impacted (increased delay).

A road diet (Option 1 or 2) should only be seriously considered in the segment of Victorian Avenue to Oddie Boulevard if no other options are available to serve cyclists on roadways adjacent to Rock Boulevard north of Victorian Avenue.

<u>Oddie Boulevard to N. McCarran Boulevard</u>

Option 3: Remove Northbound and Southbound Travel Lane

This scenario considers removing one travel lane in each direction in the segment of Oddie Boulevard to N. McCarran Boulevard to repurpose the space of the former lanes. Traffic volumes are and will continue to be lower in this segment than the rest of the corridor and the residential character is more suited to a lower capacity roadway. **Table G-10** demonstrates that typical daily volumes in this segment are not anticipated to exceed 13,000 vehicles per day. This option may be possible but would have notable impacts on the minor street approaches to Rock Boulevard (movements from Greenbrae, Vance, York, and all other side-streets would be impacted). Further analysis should be undertaken before advancing this concept.

Table G-10. Option 3 Road Diet Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	2	9,800	D	***12,700***	***E***

Source: GCW, 2026

Option 4: Remove Southbound Travel Lane

This scenario considers removing one southbound travel lane in the segment of Oddie Boulevard to N. McCarran Boulevard to create additional space for bicycle / pedestrian facilities. **Table G-11** shows the road diet level of service results.

Table G-11. Option 4 Remove Southbound Travel Lane Roadway Segment Level of Service

Study Roadway	Roadway Limits	# of Lanes	Existing		Future (2050)	
			ADT	LOS	ADT	LOS
Rock Blvd	McCarran Boulevard to Oddie Boulevard (Northern Neighborhood)	3		D	12,700	D

Source: GCW, 2026

This option is likely possible from strictly a traffic volume perspective. However, notable impacts would occur at the minor street approaches to Rock Boulevard. Movements from Greenbrae, Vance, York, and all other side-streets would be impacted with increased delays and difficulty entering/crossing Rock Boulevard.

Following review of this analysis, the City of Sparks did not wish to pursue any lane reductions on Rock Boulevard.

Bicycle Network Improvements

Network Planning

Good bicycle facilities planning begins with evaluating the overall study area bicycle facilities network by documenting existing facilities, considering regional connections, identifying bicycle trip generators or high activity areas (such as dense residential and commercial land use), and identifying the highest value linkages in the study area. Corridor studies should focus on accomplishing specific goals in context rather than simply applying a one-size-fits-all approach.

Specifically related to bicycle facilities, the primary goals for this study are:

- Connect the Truckee River Path to Victorian Ave (where quality east-west facilities exist)
- Improve bike/ped facilities in the I-80 interchange area (Hymer to Victorian) as this segment has only narrow sidewalk on one side and high levels of user stress

With regard to the bicycle network, the *Central Sparks Neighborhood Network Plan* (NNP) emphasizes, and has planned, buffered bike lanes and a road diet on Sullivan Lane. Sullivan Lane is ideal as a north-south connection since it connects to El Rancho Drive in the north and passes through higher intensity commercial land uses and higher density residential developments than Rock Boulevard. Initial conversations with the TAC indicated the City of Sparks would be hesitant to support road diets on both Sullivan Lane and Rock Boulevard. Widening Rock Boulevard for bike facilities would impact numerous properties and would likely be cost prohibitive, therefore consideration is given in this study to utilizing alternate parallel routes that could be better suited for bicycle travel.

Rock Boulevard is the primary north–south connection between the Truckee River and Victorian Avenue, having the only north-south roadway Truckee River crossing. Key, and recently improved, east–west connections exist on Victorian Avenue, Prater Way, Oddie Boulevard, and McCarran Boulevard.

North of Victorian Avenue, Sullivan Lane is an ideal north-south route and a potential alternative to Rock Boulevard. Similarly, 15th Street is parallel to Rock Boulevard and could serve as an alternative to Rock Boulevard between Victorian Avenue and Oddie Boulevard.

Options for Truckee River to Victorian Avenue

Either Option A-3 (multi-use bridge, concept shown below in **Exhibit G-7**) or A-4 (modification of the existing roadway to widen sidewalk at the underpass) could be implemented between Hymer Avenue and Victorian Avenue to improve pedestrian and bicycle travel in this currently uncomfortable portion of the corridor.

It should be noted that permitting and constructing a long, multi-span, multi-use bridge over the UPRR railroad and I-80 would be complex, expensive, a lengthy process, and could have a poor return on investment. Further, landing the bridge on the north end from a height well above the freeway could prove very challenging and require notable property acquisition. This alternative was dismissed by the TAC.



Exhibit G-7. Multi-Use Bridge Concept

Options for Victorian Avenue to N. McCarran Boulevard

Multimodal improvement alternatives were evaluated for the segment between Victorian Avenue and N. McCarran Boulevard. The evaluations present a range of roadway and sidewalk treatments including multi-use paths, bicycle lanes paired with road diets, sidewalk widening on one or both sides of the street, and designating a shared roadway on 15th Street between Prater Way and Rock Boulevard. An overarching consideration is that obtaining right-of-way is not deemed reasonable in this corridor due to the number of properties affected, magnitude of impacts, and high costs associated with that action.

B-1: Multi-Use Path with Road Diet

This concept (**Exhibit G-8**) contemplated a shared-use path located in the space created by removing a southbound travel lane. By repurposing a travel lane, no substantial right-of-way acquisition would be needed.

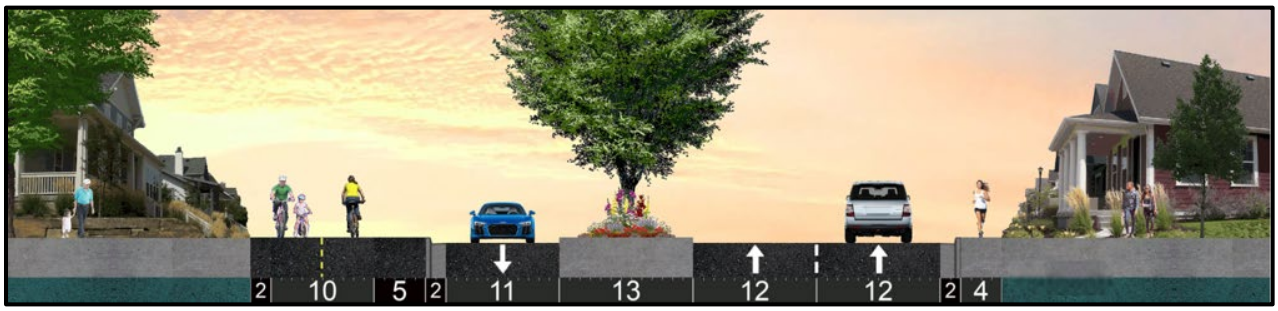


Exhibit G-8: B-1 Multi-Use Path with Road Diet

B-2: Buffered Bike Lanes with Road Diet

This concept (**Exhibit G-9**) contemplates removal of northbound and southbound travel lanes and repurposing those spaces as buffered bike lanes. By repurposing existing travel lanes, no substantial right-of-way acquisition would be needed.

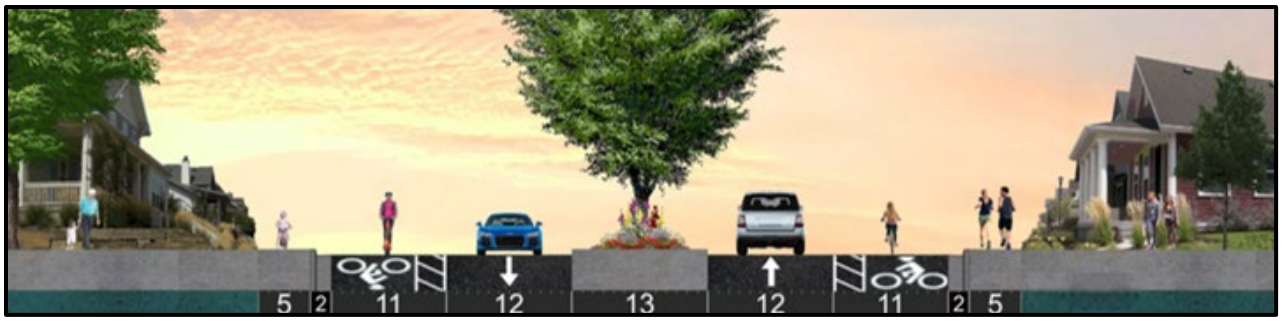


Exhibit G-9: B-2 Bike Lanes with Road Diet

Options B-1 or B-2, which create bike facilities on Rock Boulevard, were ultimately dismissed by the TAC and not advanced as preferred alternatives.

APPENDIX H

Scoring Criteria Matrix

ROCK BOULEVARD CORRIDOR STUDY

Rock Boulevard - Project Scoring Criteria

	Goal	Objective	Metric	Max Score	Truckee River to Victorian Avenue (River/Industrial/I-80 Interchange)									Victorian Avenue to Oddie Boulevard (Residential/Commercial)						Oddie Boulevard to North McCarran Boulevard (Northern Neighborhood)							
					Multi-Use Path A-1	Multi-Use Path A-2	Multi-Use Bridge at I-80 A-3	Multi-Use Path at I-80 A-4	Slip Lane Modifications	I-80 Level 1 Restripe Off-Ramps	I-80 Level 2 Remove SBL	I-80 Level 3 Remove SBL & Add Dual NBL	Wayfinding Signage	Multi-Use Path, Remove SB Lane B-1	Shared Roadway B-5	Remove C-Street Traffic Signal	Remove Right Turn Slip Lane at C Street	Crossing Treatments (F through I St)	Widen Sidewalk (15th to Oddie) B-3	Multi-Use Path, Remove SB Lane B-1	Bike Lanes, Remove NB & SB Travel Lanes B-2	Widen Sidewalk Both Sides B-4	Roundabouts at Vance and York	Speed Management (Tyler Wy to Plymouth Wy)	Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)	Dual Northbound Right Turn at McCarran	Transit Improvements
1	Safety	Reduce Traffic Fatalities and Serious Injuries	Number of crashes per year at project location (High=5, Medium=3, Low=1)	5	1	5	5	5	5	5	5	5	5	3	1	5	5	3	3	3	3	3	3	3	5	3
			Bike/ped crashes per year at project location (High=5, Medium=3, Low=1)	5	1	1	5	5	3	5	5	5	5	5	1	5	5	5	5	3	3	3	3	3	1	3
2	Congestion Reduction	Manage Vehicle Travel Demand and Reduce Congestion	Volume to Capacity ratio before project (>1.0=7,1.0-0.75=5, <0.5=0)	7	0	5	7	7	0	7	7	7	5	5	0	5	0	5	5	0	0	0	0	0	0	7	0
			Average Daily Traffic (>14,000=5, 14,000-5,000=2, <5,000=0)	5	2	5	5	5	0	5	5	5	2	5	0	5	0	5	5	2	2	2	2	2	2	2	2
3	System Reliability and Resiliency	Integrate All Travel Modes and Increase Travel Options	Is the project a bike/ped project? (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	3	3	3	0	3	3	3	3	3	3	3	0	3	0	0
			Does the project fill gaps in the existing network? (Yes=4, No=0)	4	4	4	4	4	4	0	0	0	4	4	4	0	0	0	0	4	4	0	0	0	4	0	4
4	Efficient Freight Movement and Economic Vitality	Improve the Movement of Freight and Goods	Does the project improve operations in a freight corridor? (Yes=5, No=0)	5	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			Provides access to employment center (Large=5, Medium=3, Small=1)	5	1	1	3	1	1	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	5	1
5	Land Use Compatibility	Infrastructure Supports Land Use	Project is compatible with the Ignite Sparks 2030 Comprehensive Plan and Sparks Municipal Code? (Highly=8, Reasonably=4, No=0)	8	8	8	0	8	8	8	4	4	8	0	8	0	8	8	8	0	0	8	0	8	8	8	8
			Project is context sensitive to local land uses (Yes=3, No=0)	3	3	3	3	3	0	3	3	3	0	0	3	0	0	3	3	3	3	3	3	3	3	3	3
			Project enhances safety adjacent to school, park, activity center (Yes=3, No=0)	3	3	3	3	3	3	0	0	0	0	3	3	0	0	3	3	3	3	3	3	3	3	0	3
6	Accessibility and Mobility	Provide a Regional Transit System and Other Transportation Services	Does the project location have a transit stop? (Yes=4, No=0)	4	4	4	0	0	4	0	0	0	4	4	0	0	0	0	0	4	4	4	4	4	4	0	4
			Distance from fixed route transit service (<0.25 mi=3, 0.25-0.5mi=2, >0.5mi=0) and/or distance from BRT service (</= 0.5 mi=3, >0.5 mi=0)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
			Does the project promote transit? (Yes=2, No=0)	2	2	2	0	0	0	0	0	0	2	0	2	0	0	0	0	2	2	2	0	2	2	0	2
7	Integrate Land-Use and Economic Development	Improve Inter-Regional Connectivity	Project is within which of the five TMRPA tiers? (1=7, 2=6, 3=4, 4=2, 5=1)	7	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
			Does project improve connectivity for tourism? (Yes=3, No=0)	3	3	3	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Fiscal Management	Prioritize Cost Effectiveness	Benefit to Cost Ratio (High=9, Medium =4, Low=0)	9	4	4	0	9	9	9	4	4	9	4	9	9	4	9	9	4	4	4	4	9	9	9	9
			Project can be combined with other projects for efficiency (Yes=2, No=0)	2	0	0	0	2	2	2	0	0	2	0	2	2	2	2	2	0	0	2	2	2	2	0	2
9	Ease of Implementation	Advance Projects that are Feasible	Right-of-Way acquisition (Low=7, Moderate=3, High Impact=0)	7	3	3	0	7	7	7	7	7	7	0	7	3	7	7	7	3	3	7	0	7	7	7	3
			Project Feasibility (High=10, Medium=5, Low=0)	10	5	5	0	10	10	10	5	5	10	0	10	0	10	10	10	0	0	10	0	10	10	10	10
Total Score				**100**	**56**	**68**	**47**	**81**	**68**	**83**	**67**	**67**	**77**	**47**	**64**	**45**	**55**	**74**	**74**	**44**	**44**	**64**	**37**	**66**	**73**	**66**	**66**

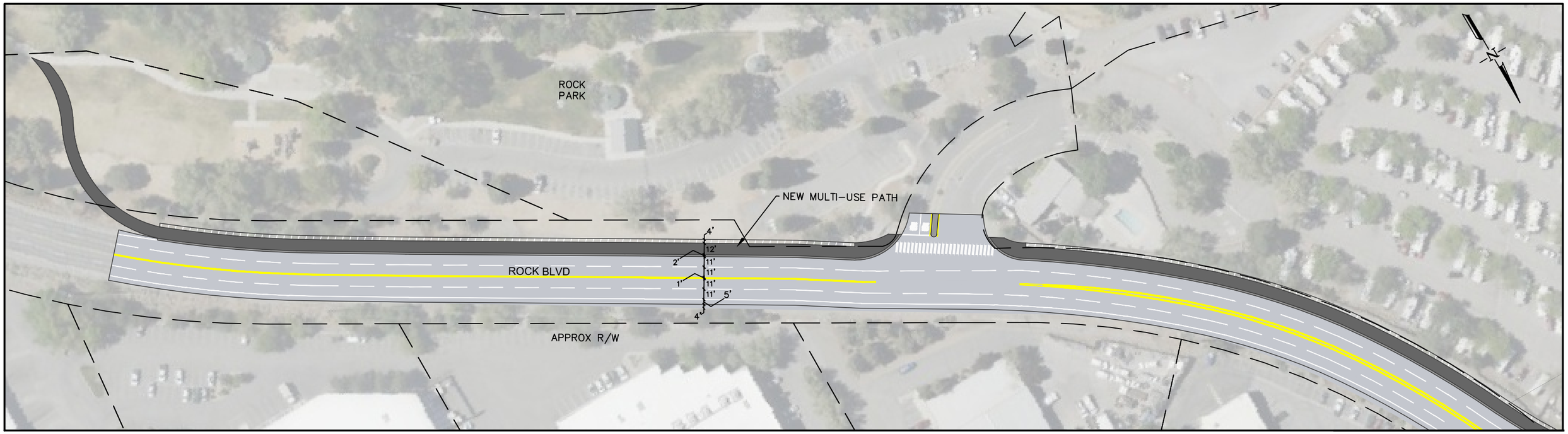
Notes:
- Potential Alternative (score greater than 50)
- Dismissed Alternative (score less than 50)

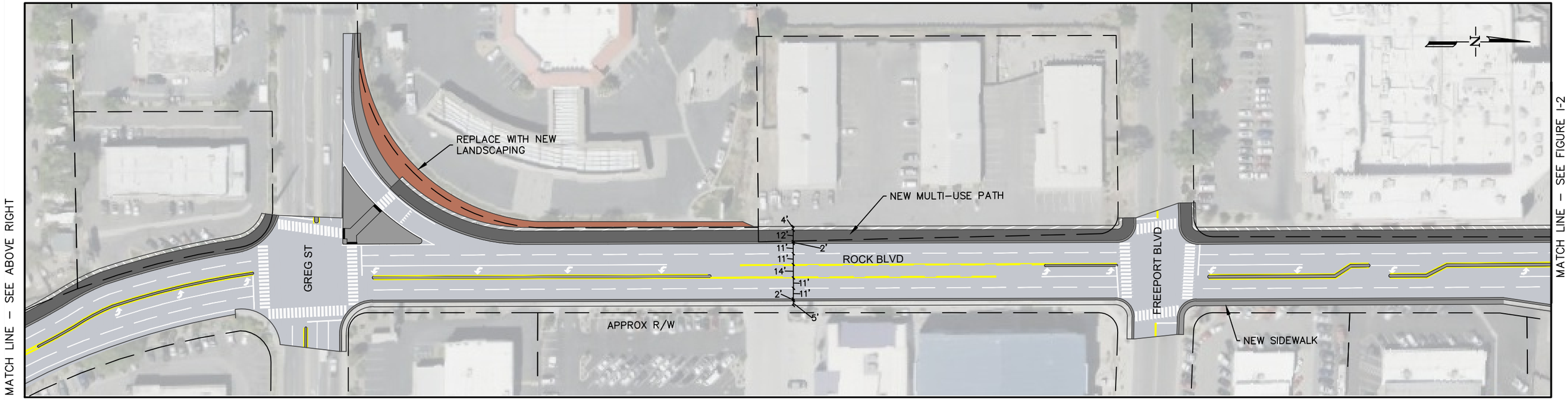
GCW ENGINEERS \ SURVEYORS

APPENDIX I

Concepts of Recommended Potential Improvements

ROCK BOULEVARD CORRIDOR STUDY





ROCK BOULEVARD CORRIDOR STUDY

1" = 100'

Figure I-1
Rock Boulevard
Corridor Study
Multi-Use Path (A-1 & A-2)

MATCH LINE – SEE FIGURE I-1

GLENDALE AVE

NEW MULTI–USE PATH

SHABER AVE

ROCK BLVD

PITTMAN AVE

HYMER AVE

MATCH LINE – SEE BELOW LEFT

MATCH LINE – SEE ABOVE RIGHT

NEW MULTI–USE PATH

ROCK BLVD

NUGGET AVE

I-80 EB OFF-RAMP

I-8

I-80 WB ON-RAMP

INTERIM INTERCHANGE ALTERNATIVE

I-80 EB ON-RAMP

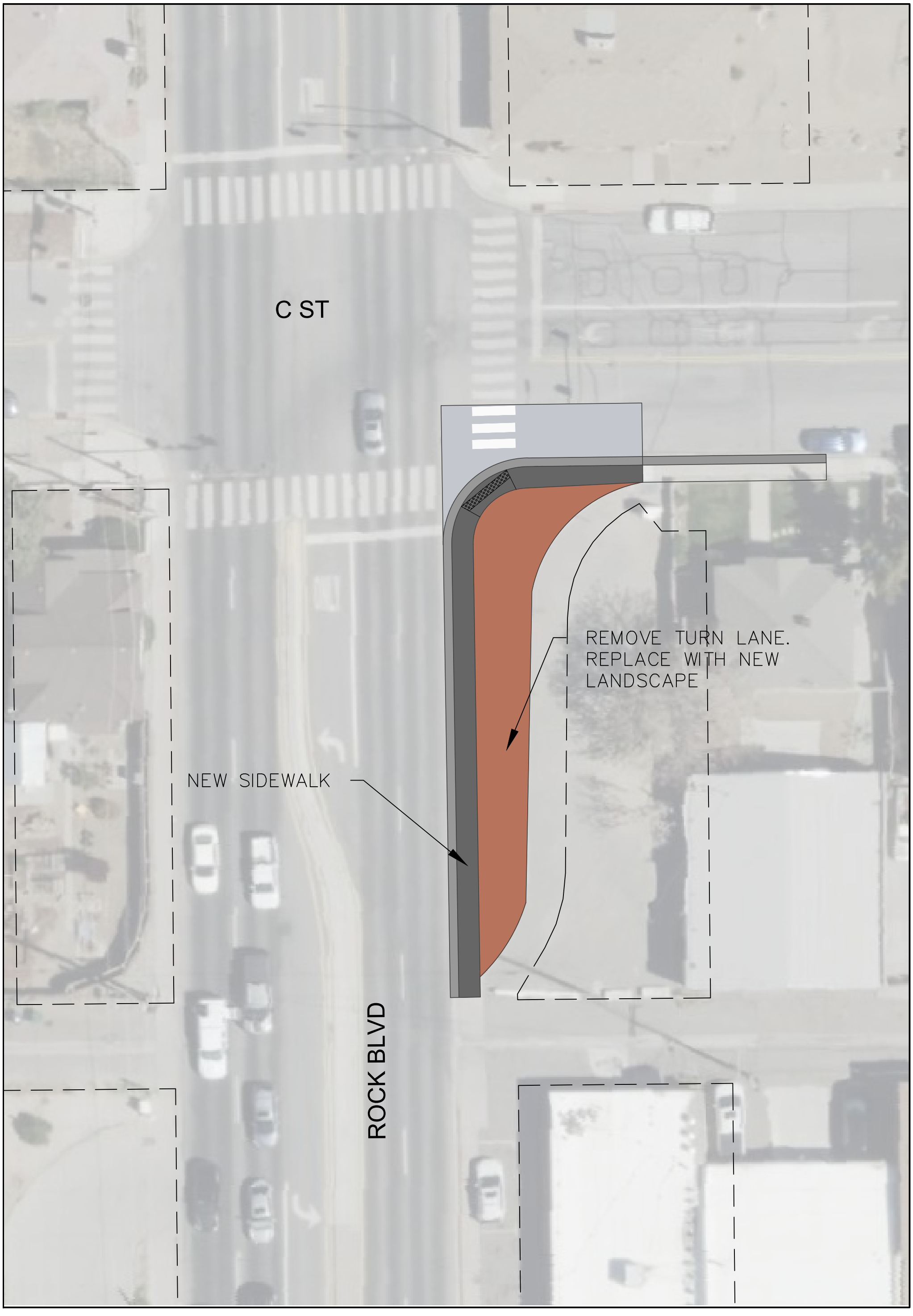
I-80 WB OFF-RAMP

VICTORIAN AVE

ROCK BOULEVARD CORRIDOR STUDY

1" = 100'

Figure I-2
Rock Boulevard
Corridor Study
Multi-Use Path (A-2 & A-4)



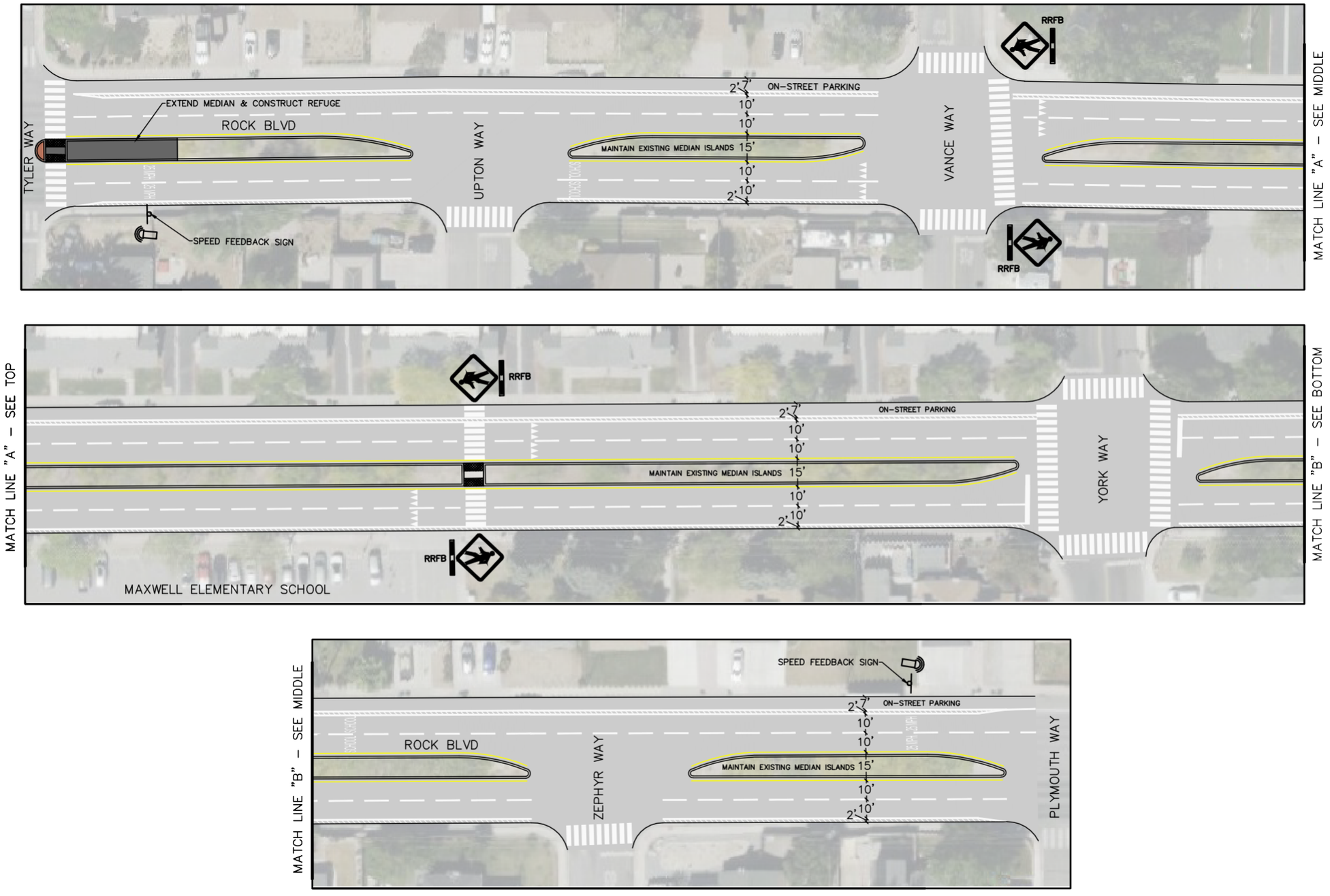
ROCK BOULEVARD CORRIDOR STUDY

1" = 50'

Figure I-3

Rock Boulevard
Corridor Study

Remove C-Street Slip Lane



ROCK BOULEVARD CORRIDOR STUDY

1" = 50'

Figure I-4
Rock Boulevard
Corridor Study
Speed Management (Tyler Wy to Plymouth Wy)

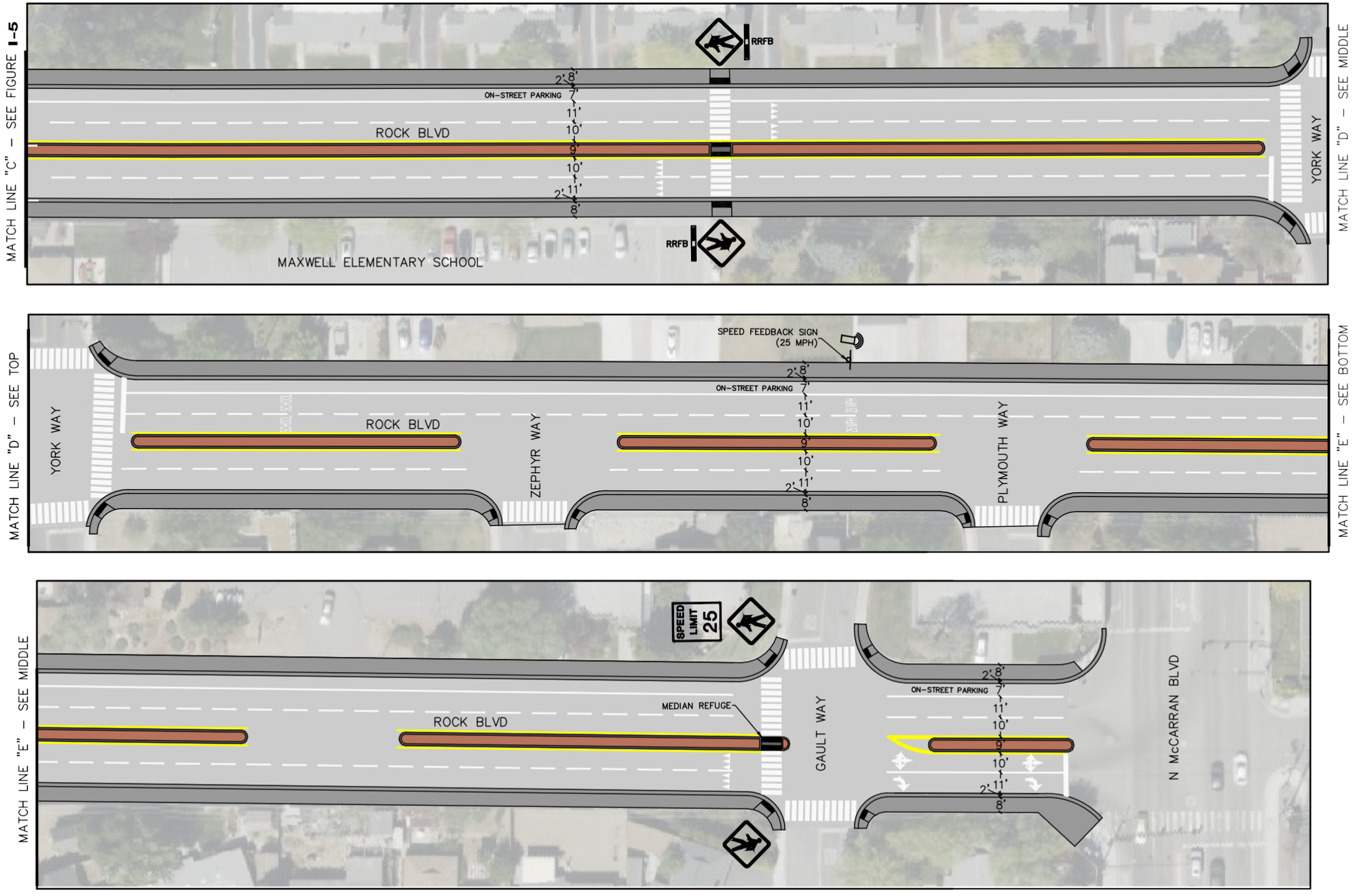


ROCK BOULEVARD CORRIDOR STUDY

N

1" = 50'

Figure I-5
Rock Boulevard
Corridor Study
Widen Sidewalk on Both Sides (B-4)



ROCK BOULEVARD CORRIDOR STUDY

1" = 50'

Figure I-6
Rock Boulevard
Corridor Study
Widen Sidewalk on Both Sides (B-4)

APPENDIX J

Cost Estimate Details

ROCK BOULEVARD CORRIDOR STUDY

I-80 Interchange Modifications Level 1

Removal/Demolition/Modification (roadway striping, signing)	$	12,000
Construct Improvements (roadway striping, signing)	$	35,000
Design Services (survey, engineering)	$	10,000
Construction Services (staking, testing, inspection, construction management)	$	10,000
10% Contingency	$	7,000
	$	**80,000**

Wayfinding Signage

Removal/Demolition/Modification	$	0
Construct Improvements (route/wayfinding signs)	$	20,000
Design Services (survey, engineering)	$	15,000
Construction Services (staking, testing, inspection, construction management)	$	10,000
10% Contingency	$	5,000
	$	**50,000**

Remove Right Turn Slip Lane at C Street

Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	$	54,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	$	150,000
Traffic Signal Modifications	$	80,000
Design Services (survey, engineering)	$	40,000
Construction Services (staking, testing, inspection, construction management)	$	40,000
10% Contingency	$	36,000
	$	**400,000**

Crossing Treatments (F through I Street)

Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	$	64,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	$	220,000
Design Services (survey, engineering)	$	40,000
Construction Services (staking, testing, inspection, construction management)	$	40,000
10% Contingency	$	36,000
	$	**400,000**

Shared Roadway (B-5)

Removal/Demolition/Modification	$	0
Construct Improvements (signage and striping)	$	25,000
Design Services (survey, engineering)	$	10,000
Construction Services (staking, testing, inspection, construction management)	$	10,000
10% Contingency	$	5,000
	$	**50,000**

Widen Sidewalk (15th to Oddie) (B-3)

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping, etc.)	$	100,000
Construct Improvements (multi-use path, roadway reconstruct,barrier rail, median, signage and striping)	$	376,000
Design Services (survey, engineering)	$	80,000
Construction Services (staking, testing, inspection, construction management)	$	80,000
10% Contingency	$	64,000
	$	**700,000**

Speed Management (Tyler to Plymouth)

Removal/Demolition/Modification (roadway striping)	$	43,000
Construct Improvements (signage and roadway striping)	$	150,000
Design Services (survey, engineering)	$	40,000
Construction Services (staking, testing, inspection, construction management)	$	40,000
10% Contingency	$	27,000
	$	**300,000**

Crossing Treatments (Gault, Maxwell ES, Vance, Tyler)

Removal/Demolition/Modification (roadway, curb and gutter, sidewalk)	$	126,000
Construct Improvements (roadway reconstruct, median, RRFB, signage and striping)	$	350,000
Design Services (survey, engineering)	$	80,000
Construction Services (staking, testing, inspection, construction management)	$	80,000
10% Contingency	$	64,000
	$	**700,000**

Dual Northbound Right Turn at McCarran

Removal/Demolition/Modification (roadway striping)	$	10,000
Construct Improvements (roadway striping, signage, and signal mods)	$	33,000
Design Services (survey, engineering)	$	10,000
Construction Services (staking, testing, inspection, construction management)	$	10,000
10% Contingency	$	7,000
	$	**70,000**

Transit Improvements

Removal/Demolition/Modification (roadway striping)	$	32,000
Construct Improvements (roadway striping, signage, and signal mods)	$	100,000
ROW Acquisition (highly variable)	$	500,000
Design Services (survey, engineering)	$	25,000
Construction Services (staking, testing, inspection, construction management)	$	25,000
10% Contingency	$	68,000
	$	**750,000**

Multi-Use Path (A-1, A-2, A-4)

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	$	2,000,000
Construct Improvements (multi-use path, roadway reconstruct, curb, utilities, median, signage and striping)	$	9,500,000
Traffic Signal Modifications	$	1,500,000
ROW Acquisition (highly variable)	$	3,000,000
Design Services (survey, engineering)	$	2,000,000
Construction Services (staking, testing, inspection, construction management)	$	2,000,000
10% Contingency	$	2,000,000
	$	**22,000,000**

Slip Lane Modifications

Removal/Demolition/Modification (curb and gutter, sidewalk, landscaping)	$	200,000
Construct Improvements (roadway reconstruct, curb and gutter, sidewalk, signage and striping)	$	500,000
Design Services (survey, engineering)	$	110,000
Construction Services (staking, testing, inspection, construction management)	$	100,000
10% Contingency	$	90,000
	$	**1,000,000**

I-80 Interchange Modifications Level 2

Removal/Demolition/Modification (median, roadway)	$	50,000
Construct Improvements (median, roadway, signage and striping)	$	100,000
Traffic Signal Modifications	$	40,000
Design Services (survey, engineering)	$	40,000
Construction Services (staking, testing, inspection, construction management)	$	40,000
10% Contingency	$	30,000
	$	**300,000**

I-80 Interchange Modifications Level 3

Removal/Demolition/Modification (curb and gutter, sidewalk, utilities, landscaping)	$ 750,000
Construct Improvements (off-ramp widening and reconstruct, curb, utilities, median, signage and striping)	$ 2,500,000
Traffic Signal Modifications	$ 300,000
Design Services (survey, engineering)	$ 500,000
Construction Services (staking, testing, inspection, construction management)	$ 500,000
10% Contingency	$ 450,000
	$ 5,000,000

Widen Sidewalk on Both Sides (B-4)

Removal/Demolition/Modification (curb and gutter, sidewalk, roadway, utilities, landscaping)	$ 2,000,000
Construct Improvements (curb and gutter, sidewalk, utilties, median, signage and striping)	$ 8,500,000
Traffic Signal Modifications	$ 140,000
Design Services (survey, engineering)	$ 1,500,000
Construction Services (staking, testing, inspection, construction management)	$ 1,500,000
10% Contingency	$ 1,360,000
	$ 15,000,000

APPENDIX C DATA

Crash Data

NDOT Crash Data
City of Sparks Crash Data

ROCK BOULEVARD
CORRIDOR STUDY

NDOT Crash Data

PMX_AT_Crashes	PMX_InjuryType	PMX_UI	WebmapSymbology	KTWL_Study_Corridors_CrashLocati	PMX_NormalizeTim	PMX_TimeFrames	PMX_DayTime	UserType	PMX_Intersection Location
Vehicles Only	Unknown	PMX_116	Property Damage Only	PDO	3:05:00 AM	3:00:00 AM	1/6/2019 3:05	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_308	Possible/Minor Injury	<Null>	2:04:00 PM	2:00:00 PM	1/11/2019 14:04	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_446	Property Damage Only	PDO	7:06:00 AM	7:00:00 AM	1/24/2019 7:06	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_463	Possible/Minor Injury	<Null>	5:27:00 AM	5:00:00 AM	1/25/2019 5:27	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_584	Property Damage Only	PDO	5:43:00 PM	6:00:00 PM	1/28/2019 17:43	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_506	Property Damage Only	PDO	6:26:00 PM	6:00:00 PM	2/1/2019 18:26	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_522	Property Damage Only	PDO	2:47:00 PM	3:00:00 PM	2/1/2019 14:47	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Minor Injury	PMX_684	Possible/Minor Injury	<Null>	6:30:00 AM	7:00:00 AM	2/7/2019 6:30	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_681	Property Damage Only	PDO	8:19:00 AM	8:00:00 AM	2/9/2019 8:19	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_936	Property Damage Only	PDO	6:50:00 AM	7:00:00 AM	2/11/2019 6:50	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_947	Possible/Minor Injury	<Null>	6:16:00 PM	6:00:00 PM	2/13/2019 18:16	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_19411	Property Damage Only	PDO	6:38:00 AM	7:00:00 AM	2/17/2019 6:38	0 Vehicle Only	GLENDALE AV & S ROCK BL
Vehicles Only	Unknown	PMX_1214	Property Damage Only	PDO	8:02:00 AM	8:00:00 AM	2/18/2019 8:02	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_1133	Possible/Minor Injury	<Null>	1:17:00 PM	1:00:00 PM	2/18/2019 13:17	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_1033	Possible/Minor Injury	<Null>	4:41:00 AM	5:00:00 AM	2/22/2019 4:41	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_1273	Possible/Minor Injury	<Null>	7:12:00 PM	7:00:00 PM	3/1/2019 19:12	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_1479	Possible/Minor Injury	<Null>	1:46:00 PM	2:00:00 PM	3/6/2019 13:46	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_1482	Property Damage Only	PDO	4:03:00 PM	4:00:00 PM	3/7/2019 16:03	0 Vehicle Only	ROCK BLVD & SR659
Involved Bicyclist or Ped	Minor Injury	PMX_1406	Possible/Minor Injury (Pedestrian)	<Null>	10:38:00 AM	11:00:00 AM	3/8/2019 10:38	0 Pedestrian	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_19811	Property Damage Only	PDO	6:14:00 AM	6:00:00 AM	3/9/2019 6:14	0 Vehicle Only	GREENBRAE DR & ROCK BL
Involved Bicyclist or Ped	Minor Injury	PMX_1593	Possible/Minor Injury (Pedestrian)	<Null>	6:32:00 PM	7:00:00 PM	3/12/2019 18:32	0 Pedestrian	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_1533	Possible/Minor Injury	<Null>	7:31:00 AM	8:00:00 AM	3/15/2019 7:31	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_1687	Property Damage Only	PDO	3:55:00 PM	4:00:00 PM	3/20/2019 15:55	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_1723	Property Damage Only	PDO	7:45:00 AM	8:00:00 AM	3/21/2019 7:45	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_1693	Property Damage Only	PDO	10:30:00 AM	11:00:00 AM	3/21/2019 10:30	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_1847	Property Damage Only	PDO	5:05:00 PM	5:00:00 PM	4/1/2019 17:05	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_1913	Property Damage Only	PDO	7:03:00 PM	7:00:00 PM	4/2/2019 19:03	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_1979	Property Damage Only	PDO	4:07:00 PM	4:00:00 PM	4/5/2019 16:07	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_1934	Property Damage Only	PDO	2:24:00 AM	2:00:00 AM	4/6/2019 2:24	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_1927	Possible/Minor Injury	<Null>	4:00:00 PM	4:00:00 PM	4/8/2019 16:00	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_2044	Property Damage Only	PDO	12:55:00 PM	1:00:00 PM	4/12/2019 12:55	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_2007	Possible/Minor Injury	<Null>	3:29:00 PM	3:00:00 PM	4/14/2019 15:29	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_2002	Property Damage Only	PDO	4:24:00 AM	4:00:00 AM	4/15/2019 4:24	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_2243	Property Damage Only	PDO	12:01:00 AM	12:00:00 AM	4/24/2019 0:01	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_2365	Property Damage Only	PDO	10:08:00 PM	10:00:00 PM	4/25/2019 22:08	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_2263	Possible/Minor Injury	<Null>	8:23:00 AM	8:00:00 AM	4/30/2019 8:23	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_2277	Possible/Minor Injury	<Null>	1:44:00 PM	2:00:00 PM	5/2/2019 13:44	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Minor Injury	PMX_2513	Possible/Minor Injury	<Null>	2:48:00 PM	3:00:00 PM	5/4/2019 14:48	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_2425	Possible/Minor Injury	<Null>	8:21:00 AM	8:00:00 AM	5/6/2019 8:21	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_2663	Possible/Minor Injury	<Null>	5:55:00 PM	6:00:00 PM	5/10/2019 17:55	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_2587	Property Damage Only	PDO	11:27:00 PM	11:00:00 PM	5/14/2019 23:27	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_2684	Property Damage Only	PDO	5:15:00 PM	5:00:00 PM	5/23/2019 17:15	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_2788	Property Damage Only	PDO	8:09:00 PM	8:00:00 PM	5/24/2019 20:09	0 Vehicle Only	H ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_2988	Possible/Minor Injury	<Null>	5:05:00 PM	5:00:00 PM	6/1/2019 17:05	0 Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	Unknown	PMX_2997	Property Damage Only	PDO	7:00:00 PM	7:00:00 PM	6/4/2019 19:00	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_3211	Property Damage Only	PDO	3:11:00 PM	3:00:00 PM	6/17/2019 15:11	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_3238	Possible/Minor Injury	<Null>	4:45:00 PM	5:00:00 PM	6/18/2019 16:45	0 Vehicle Only	ROCK BLVD & SR659
Involved Bicyclist or Ped	Unknown	PMX_3242	Property Damage Only	PDO	5:59:00 PM	6:00:00 PM	6/19/2019 17:59	0 Bicyclist	ROCK BLVD & SBRAGIA WAY
Vehicles Only	Unknown	PMX_3281	Property Damage Only	PDO	6:56:00 AM	7:00:00 AM	6/21/2019 6:56	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_3203	Possible/Minor Injury	<Null>	1:58:00 AM	2:00:00 AM	6/22/2019 1:58	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_3447	Property Damage Only	PDO	12:27:00 PM	12:00:00 PM	6/24/2019 12:27	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_3409	Property Damage Only	PDO	12:16:00 PM	12:00:00 PM	6/27/2019 12:16	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_3383	Property Damage Only	PDO	6:42:00 AM	7:00:00 AM	6/28/2019 6:42	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_3536	Possible/Minor Injury	<Null>	12:31:00 PM	1:00:00 PM	7/2/2019 12:31	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_3756	Property Damage Only	PDO	7:23:00 PM	7:00:00 PM	7/10/2019 19:23	0 Vehicle Only	G ST & ROCK BLVD
Vehicles Only	Unknown	PMX_3684	Property Damage Only	PDO	1:10:00 PM	1:00:00 PM	7/13/2019 13:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_3888	Possible/Minor Injury	<Null>	3:15:00 PM	3:00:00 PM	7/17/2019 15:15	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_4019	Property Damage Only	PDO	8:00:00 AM	8:00:00 AM	7/26/2019 8:00	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_4199	Property Damage Only	PDO	6:16:00 PM	6:00:00 PM	8/1/2019 18:16	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_4125	Property Damage Only	PDO	10:11:00 PM	10:00:00 PM	8/3/2019 22:11	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_4217	Possible/Minor Injury	<Null>	1:45:00 PM	2:00:00 PM	8/4/2019 13:45	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_4395	Possible/Minor Injury	<Null>	5:30:00 PM	6:00:00 PM	8/9/2019 17:30	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_4280	Possible/Minor Injury	<Null>	2:07:00 PM	2:00:00 PM	8/14/2019 14:07	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_4519	Property Damage Only	PDO	7:43:00 PM	8:00:00 PM	8/20/2019 19:43	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_4622	Property Damage Only	PDO	10:40:00 AM	11:00:00 AM	8/25/2019 10:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_4606	Property Damage Only	PDO	12:35:00 PM	1:00:00 PM	8/26/2019 12:35	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_4645	Property Damage Only	PDO	12:30:00 PM	1:00:00 PM	8/28/2019 12:30	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_4884	Property Damage Only	PDO	9:42:00 PM	10:00:00 PM	8/30/2019 21:42	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Unknown	PMX_4882	Property Damage Only	PDO	4:11:00 AM	4:00:00 AM	8/31/2019 4:11	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_4781	Property Damage Only	PDO	11:08:00 PM	11:00:00 PM	9/2/2019 23:08	0 Vehicle Only	GREG ST & S ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_4822	Possible/Minor Injury (Pedestrian)	<Null>	6:14:00 AM	6:00:00 AM	9/5/2019 6:14	0 Pedestrian	PRATER WAY & ROCK BLVD
Vehicles Only	Minor Injury	PMX_4938	Possible/Minor Injury	<Null>	4:25:00 PM	4:00:00 PM	9/11/2019 16:25	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	Unknown	PMX_5265	Property Damage Only	PDO	12:05:00 PM	12:00:00 PM	9/20/2019 12:05	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_5335	Property Damage Only	PDO	6:42:00 AM	7:00:00 AM	9/20/2019 6:42	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_5545	Possible/Minor Injury	<Null>	4:10:00 PM	4:00:00 PM	10/8/2019 16:10	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_5554	Possible/Minor Injury	<Null>	2:25:00 PM	2:00:00 PM	10/9/2019 14:25	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_5629	Property Damage Only	PDO	12:32:00 AM	1:00:00 AM	10/12/2019 0:32	0 Vehicle Only	ROCK BLVD & TYLER WAY
Vehicles Only	Unknown	PMX_5699	Property Damage Only	PDO	8:00:00 AM	8:00:00 AM	10/14/2019 8:00	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_5865	Possible/Minor Injury	<Null>	7:17:00 PM	7:00:00 PM	10/20/2019 19:17	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_5816	Property Damage Only	PDO	5:38:00 AM	6:00:00 AM	10/21/2019 5:38	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_5868	Property Damage Only	PDO	1:33:00 PM	2:00:00 PM	10/22/2019 13:33	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_5811	Possible/Minor Injury	<Null>	4:50:00 PM	5:00:00 PM	10/23/2019 16:50	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_5920	Property Damage Only	PDO	1:02:00 PM	1:00:00 PM	10/24/2019 13:02	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_6117	Possible/Minor Injury	<Null>	1:16:00 PM	1:00:00 PM	11/6/2019 13:16	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_6196	Possible/Minor Injury	<Null>	5:09:00 PM	5:00:00 PM	11/10/2019 17:09	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_6399	Property Damage Only	PDO	11:32:00 PM	12:00:00 AM	11/16/2019 23:32	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_6424	Property Damage Only	PDO	7:46:00 AM	8:00:00 AM	11/17/2019 7:46	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_6568	Possible/Minor Injury	<Null>	7:55:00 AM	8:00:00 AM	11/26/2019 7:55	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_6829	Property Damage Only	PDO	6:51:00 AM	7:00:00 AM	12/6/2019 6:51	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_6904	Property Damage Only	PDO	2:39:00 PM	3:00:00 PM	12/8/2019 14:39	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_6847	Property Damage Only	PDO	8:54:00 PM	9:00:00 PM	12/11/2019 20:54	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_6930	Property Damage Only	PDO	4:02:00 PM	4:00:00 PM	12/14/2019 16:02	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_7029	Property Damage Only	PDO	7:19:00 PM	7:00:00 PM	12/15/2019 19:19	0 Vehicle Only	IR80W TO SR668 INT17 & SR668

NDOT Crash Data

PMX_AT_Crashes	PMX_InjuryType	PMX_UI	WebmapSymbology	KTWL_Study_Corridors_CrashLocation	PMX_NormalizeTime	PMX_Timeframes	PMX_DayTime	UserType	PMX_Intersection Location
Vehicles Only	Minor Injury	PMX_6958	Possible/Minor Injury	<Null>	12:47:00 PM	1:00:00 PM	12/16/2019 12:47	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_7120	Property Damage Only	PDO	10:00:00 AM	10:00:00 AM	12/19/2019 10:00	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_7267	Property Damage Only	PDO	4:29:00 PM	4:00:00 PM	1/2/2020 16:29	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7258	Property Damage Only	PDO	9:07:00 AM	9:00:00 AM	1/4/2020 9:07	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_7387	Possible/Minor Injury	<Null>	6:07:00 PM	6:00:00 PM	1/5/2020 18:07	0 Vehicle Only	15TH ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7470	Property Damage Only	PDO	12:29:00 PM	12:00:00 PM	1/6/2020 12:29	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7460	Property Damage Only	PDO	5:30:00 PM	6:00:00 PM	1/6/2020 17:30	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_7652	Possible/Minor Injury	<Null>	10:26:00 AM	10:00:00 AM	1/24/2020 10:26	0 Vehicle Only	FREEPORT BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_7617	Possible/Minor Injury	<Null>	12:27:00 PM	12:00:00 PM	1/27/2020 12:27	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	Unknown	PMX_7860	Property Damage Only	PDO	6:35:00 AM	7:00:00 AM	2/4/2020 6:35	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_7737	Property Damage Only	PDO	10:15:00 AM	10:00:00 AM	2/4/2020 10:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Serious Injury	PMX_13192	Serious Injury	Serious Injury	9:10:00 AM	9:00:00 AM	2/7/2020 9:10	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_7919	Possible/Minor Injury	<Null>	5:50:00 PM	6:00:00 PM	2/10/2020 17:50	0 Vehicle Only	PITTMAN AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_7939	Property Damage Only	PDO	3:05:00 PM	3:00:00 PM	2/12/2020 15:05	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_8292	Property Damage Only	PDO	3:47:00 PM	4:00:00 PM	2/21/2020 15:47	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_8201	Possible/Minor Injury	<Null>	5:33:00 PM	6:00:00 PM	2/23/2020 17:33	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Serious Injury	PMX_8327	Serious Injury	<Null>	8:55:00 PM	9:00:00 PM	2/29/2020 20:55	0 Vehicle Only	PROSPECT AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_8320	Property Damage Only	PDO	10:27:00 AM	10:00:00 AM	2/29/2020 10:27	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	Possible Injury	PMX_8324	Possible/Minor Injury (Pedestrian)	<Null>	2:52:00 PM	3:00:00 PM	3/2/2020 14:52	0 Pedestrian	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_8407	Property Damage Only	PDO	5:38:00 PM	6:00:00 PM	3/4/2020 17:38	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Serious Injury	PMX_8440	Serious Injury	<Null>	10:08:00 PM	10:00:00 PM	3/5/2020 22:08	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Unknown	PMX_8325	Property Damage Only	PDO	1:13:00 PM	1:00:00 PM	3/6/2020 13:13	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_8637	Property Damage Only	PDO	7:38:00 AM	8:00:00 AM	3/14/2020 7:38	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_8677	Possible/Minor Injury	<Null>	4:39:00 PM	5:00:00 PM	3/19/2020 16:39	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	Unknown	PMX_8683	Property Damage Only	PDO	6:04:00 PM	6:00:00 PM	3/25/2020 18:04	0 Pedestrian	COMMERCE ST & ROCK BLVD
Vehicles Only	Unknown	PMX_8954	Property Damage Only	PDO	11:14:00 AM	11:00:00 AM	4/23/2020 11:14	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_8976	Possible/Minor Injury	<Null>	5:37:00 PM	6:00:00 PM	4/26/2020 17:37	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_9022	Possible/Minor Injury	<Null>	5:40:00 PM	6:00:00 PM	4/30/2020 17:40	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9263	Property Damage Only	PDO	5:25:00 PM	5:00:00 PM	5/29/2020 17:25	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_9440	Possible/Minor Injury	<Null>	8:15:00 AM	8:00:00 AM	6/2/2020 8:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_9613	Property Damage Only	PDO	5:00:00 PM	5:00:00 PM	6/13/2020 17:00	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9522	Property Damage Only	PDO	3:59:00 PM	4:00:00 PM	6/18/2020 15:59	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Minor Injury	PMX_9621	Possible/Minor Injury	<Null>	2:26:00 PM	2:00:00 PM	6/18/2020 14:26	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_9496	Property Damage Only	PDO	7:30:00 PM	8:00:00 PM	6/18/2020 19:30	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_9611	Property Damage Only	PDO	5:04:00 PM	5:00:00 PM	6/19/2020 17:04	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Minor Injury	PMX_9660	Possible/Minor Injury	<Null>	3:28:00 PM	3:00:00 PM	6/25/2020 15:28	0 Vehicle Only	ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_9707	Property Damage Only	PDO	10:40:00 AM	11:00:00 AM	6/28/2020 10:40	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_9665	Possible/Minor Injury	<Null>	12:32:00 AM	1:00:00 AM	6/28/2020 0:32	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_9746	Possible/Minor Injury	<Null>	2:19:00 PM	2:00:00 PM	6/30/2020 14:19	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_9829	Property Damage Only	PDO	4:45:00 PM	5:00:00 PM	7/2/2020 16:45	0 Vehicle Only	FREEPORT BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_9897	Property Damage Only	PDO	3:32:00 PM	4:00:00 PM	7/9/2020 15:32	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_10002	Property Damage Only	PDO	3:37:00 PM	4:00:00 PM	7/12/2020 15:37	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Unknown	PMX_9930	Property Damage Only	PDO	7:24:00 PM	7:00:00 PM	7/17/2020 19:24	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	Unknown	PMX_9924	Property Damage Only	PDO	2:39:00 PM	3:00:00 PM	7/19/2020 14:39	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_10168	Possible/Minor Injury	<Null>	4:03:00 PM	4:00:00 PM	7/27/2020 16:03	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	Unknown	PMX_10133	Property Damage Only	PDO	8:30:00 AM	9:00:00 AM	7/28/2020 8:30	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_10198	Possible/Minor Injury	<Null>	8:07:00 AM	8:00:00 AM	8/1/2020 8:07	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	Unknown	PMX_10495	Property Damage Only	PDO	4:00:00 PM	4:00:00 PM	8/19/2020 16:00	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Unknown	PMX_10510	Property Damage Only	PDO	1:48:00 PM	2:00:00 PM	8/20/2020 13:48	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_10620	Property Damage Only	PDO	9:55:00 PM	10:00:00 PM	8/21/2020 21:55	0 Vehicle Only	ROCK BLVD & SBRAGIA WAY
Vehicles Only	Unknown	PMX_10580	Property Damage Only	PDO	7:42:00 PM	8:00:00 PM	8/22/2020 19:42	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Unknown	PMX_10698	Property Damage Only	PDO	10:39:00 AM	11:00:00 AM	9/2/2020 10:39	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_10690	Possible/Minor Injury	<Null>	12:01:00 AM	12:00:00 AM	9/5/2020 0:01	0 Vehicle Only	IR80W TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_10982	Property Damage Only	PDO	1:37:00 PM	2:00:00 PM	9/19/2020 13:37	0 Vehicle Only	ROCK BLVD & SBRAGIA WAY
Vehicles Only	Minor Injury	PMX_11269	Possible/Minor Injury	<Null>	11:05:00 PM	11:00:00 PM	9/25/2020 23:05	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11221	Property Damage Only	PDO	10:05:00 PM	10:00:00 PM	9/26/2020 22:05	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_11170	Property Damage Only	PDO	7:06:00 PM	7:00:00 PM	9/30/2020 19:06	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Unknown	PMX_11323	Property Damage Only	PDO	1:53:00 PM	2:00:00 PM	10/9/2020 13:53	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_11346	Possible/Minor Injury	<Null>	9:52:00 PM	10:00:00 PM	10/12/2020 21:52	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11442	Property Damage Only	PDO	5:22:00 PM	5:00:00 PM	10/14/2020 17:22	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Unknown	PMX_11510	Property Damage Only	PDO	6:40:00 AM	7:00:00 AM	10/16/2020 6:40	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11513	Property Damage Only	PDO	7:43:00 PM	8:00:00 PM	10/18/2020 19:43	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_11710	Possible/Minor Injury	<Null>	2:53:00 PM	3:00:00 PM	10/23/2020 14:53	0 Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	Unknown	PMX_11664	Property Damage Only	PDO	12:20:00 PM	12:00:00 PM	10/28/2020 12:20	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Involved Bicyclist or Ped	Possible Injury	PMX_11868	Possible/Minor Injury (Pedestrian)	<Null>	7:46:00 AM	8:00:00 AM	10/31/2020 7:46	0 Pedestrian	COMMERCE ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_11809	Possible/Minor Injury	<Null>	8:34:00 PM	9:00:00 PM	11/2/2020 20:34	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11819	Property Damage Only	PDO	5:18:00 PM	5:00:00 PM	11/3/2020 17:18	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_11929	Property Damage Only	PDO	6:00:00 PM	6:00:00 PM	11/13/2020 18:00	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_12116	Property Damage Only	PDO	5:44:00 PM	6:00:00 PM	11/18/2020 17:44	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_12180	Property Damage Only	PDO	2:44:00 PM	3:00:00 PM	11/19/2020 14:44	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_12186	Property Damage Only	PDO	12:15:00 PM	12:00:00 PM	11/20/2020 12:15	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Unknown	PMX_12081	Property Damage Only	PDO	5:10:00 PM	5:00:00 PM	11/21/2020 17:10	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Unknown	PMX_12086	Property Damage Only	PDO	2:46:00 AM	3:00:00 AM	11/23/2020 2:46	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Unknown	PMX_12335	Property Damage Only	PDO	3:01:00 PM	3:00:00 PM	12/4/2020 15:01	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Unknown	PMX_12226	Property Damage Only	PDO	4:05:00 AM	4:00:00 AM	12/4/2020 4:05	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Serious Injury	PMX_12241	Serious Injury	<Null>	12:14:00 PM	12:00:00 PM	12/6/2020 12:14	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_12492	Possible/Minor Injury	<Null>	3:51:00 PM	4:00:00 PM	12/9/2020 15:51	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_12475	Possible/Minor Injury	<Null>	8:38:00 PM	9:00:00 PM	12/10/2020 20:38	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_12447	Possible/Minor Injury	<Null>	11:30:00 AM	12:00:00 PM	12/11/2020 11:30	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_12359	Property Damage Only	PDO	12:29:00 PM	12:00:00 PM	12/16/2020 12:29	0 Vehicle Only	PLYMOUTH WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_18078	Possible/Minor Injury	Possible/Minor Injury	6:07:00 PM	6:00:00 PM	12/29/2020 18:07	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34265	Property Damage Only	PDO	2:37:00 PM	3:00:00 PM	1/5/2021 14:37	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34375	Property Damage Only	PDO	1:00:00 PM	1:00:00 PM	1/8/2021 13:00	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_34496	Property Damage Only	PDO	10:38:00 AM	11:00:00 AM	1/16/2021 10:38	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_34497	Property Damage Only	PDO	1:43:00 PM	2:00:00 PM	1/19/2021 13:43	0 Vehicle Only	OTHER & OTHER
Vehicles Only	No Injury	PMX_34411	Property Damage Only	PDO	6:50:00 AM	7:00:00 AM	1/19/2021 6:50	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_34400	Possible/Minor Injury	Possible/Minor Injury	9:34:00 PM	10:00:00 PM	1/20/2021 21:34	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_34650	Possible/Minor Injury	Possible/Minor Injury	3:13:00 PM	3:00:00 PM	1/28/2021 15:13	0 Vehicle Only	GLENDALE AVE & S ROCK BL
Vehicles Only	Possible Injury	PMX_34857	Possible/Minor Injury	Possible/Minor Injury	9:15:00 AM	9:00:00 AM	2/8/2021 9:15	0 Vehicle Only	E GLENDALE AVE & ROCK BL
Vehicles Only	No Injury	PMX_34975	Property Damage Only	PDO	10:29:00 AM	10:00:00 AM	2/10/2021 10:29	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_34890	Property Damage Only	PDO	1:07:00 PM	1:00:00 PM	2/15/2021 13:07	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	Unknown	PMX_34987	Property Damage Only	PDO	10:15:00 AM	10:00:00 AM	2/19/2021 10:15	0 Vehicle Only	GLENDALE AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_35138	Property Damage Only	PDO	8:01:00 AM	8:00:00 AM	2/20/2021 8:01	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_35041	Property Damage Only	PDO	9:24:00 PM	9:00:00 PM	2/21/2021 21:24	0 Vehicle Only	OTHER & OTHER

NDOT Crash Data

PMX_AT_Crashes	PMX_InjuryType	PMX_UI	WebmapSymbology	KTWL_Study_Corridors_CrashLocation	PMX_NormalizeTime	PMX_Timeframes	PMX_DayTime	UserType	PMX_Intersection Location
Vehicles Only	No Injury	PMX_35230	Property Damage Only	PDO	1:06:00 PM	1:00:00 PM	3/2/2021 13:06	0 Vehicle Only	GREG ST & ROCK BLVD
Vehicles Only	No Injury	PMX_35413	Property Damage Only	PDO	4:32:00 PM	5:00:00 PM	3/11/2021 16:32	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35339	Possible/Minor Injury	Possible/Minor Injury	10:03:00 PM	10:00:00 PM	3/16/2021 22:03	0 Vehicle Only	G & ROCK BLVD
Vehicles Only	Unknown	PMX_35648	Property Damage Only	PDO	7:45:00 AM	8:00:00 AM	3/29/2021 7:45	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_32678	Possible/Minor Injury	Possible/Minor Injury	5:52:00 PM	6:00:00 PM	4/1/2021 17:52	0 Vehicle Only	IR80 E TO S ROCK BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_32540	Property Damage Only	PDO	12:11:00 PM	12:00:00 PM	4/9/2021 12:11	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_32558	Possible/Minor Injury	Possible/Minor Injury	3:21:00 PM	3:00:00 PM	4/10/2021 15:21	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_32510	Property Damage Only	PDO	10:39:00 AM	11:00:00 AM	4/11/2021 10:39	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Serious Injury	PMX_32800	Serious Injury	Serious Injury	6:55:00 AM	7:00:00 AM	4/20/2021 6:55	0 Vehicle Only	ROCK BLVD & SHABER AVE
Vehicles Only	Unknown	PMX_32887	Property Damage Only	PDO	8:43:00 PM	9:00:00 PM	4/23/2021 20:43	0 Vehicle Only	HYMER AVE & ROCK BLVD
Vehicles Only	No Injury	PMX_32986	Property Damage Only	PDO	3:28:00 AM	3:00:00 AM	5/1/2021 3:28	0 Vehicle Only	ROCK BL TO IR80 W & ROCK BLVD
Vehicles Only	No Injury	PMX_32945	Property Damage Only	PDO	3:24:00 PM	3:00:00 PM	5/4/2021 15:24	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_33150	Possible/Minor Injury	Possible/Minor Injury	9:01:00 PM	9:00:00 PM	5/10/2021 21:01	0 Vehicle Only	ROCK BL TO IR80 W & ROCK BLVD
Vehicles Only	Minor Injury	PMX_33338	Possible/Minor Injury	Possible/Minor Injury	6:53:00 AM	7:00:00 AM	5/11/2021 6:53	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_33195	Property Damage Only	PDO	5:17:00 PM	5:00:00 PM	5/17/2021 17:17	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_37349	Property Damage Only	PDO	4:25:00 PM	4:00:00 PM	5/18/2021 16:25	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33352	Possible/Minor Injury	Possible/Minor Injury	6:57:00 PM	7:00:00 PM	5/19/2021 18:57	0 Vehicle Only	GAULT WY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33407	Possible/Minor Injury	Possible/Minor Injury	11:55:00 AM	12:00:00 PM	5/19/2021 11:55	0 Vehicle Only	OTHER & ROCK BL
Vehicles Only	No Injury	PMX_33605	Property Damage Only	PDO	11:20:00 AM	11:00:00 AM	5/28/2021 11:20	0 Vehicle Only	F ST & ROCK BLVD
Vehicles Only	No Injury	PMX_33542	Property Damage Only	PDO	4:58:00 AM	5:00:00 AM	5/29/2021 4:58	0 Vehicle Only	D STREET & ROCK BLVD
Vehicles Only	No Injury	PMX_33580	Property Damage Only	PDO	10:55:00 PM	11:00:00 PM	6/1/2021 22:55	0 Vehicle Only	OTHER & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33784	Possible/Minor Injury	Possible/Minor Injury	1:22:00 PM	1:00:00 PM	6/7/2021 13:22	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_33717	Property Damage Only	PDO	12:01:00 PM	12:00:00 PM	6/9/2021 12:01	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_33855	Possible/Minor Injury	Possible/Minor Injury	7:57:00 PM	8:00:00 PM	6/17/2021 19:57	0 Vehicle Only	GREG ST & S ROCK BL
Involved Bicyclist or Ped	Fatal	PMX_34196	Fatal (Bicyclist)	Fatal (Bicyclist)	8:46:00 AM	9:00:00 AM	6/30/2021 8:46	0 Bicyclist	ODDIE BLVD & ROCK BLVD
Vehicles Only	Minor Injury	PMX_34159	Possible/Minor Injury	Possible/Minor Injury	3:40:00 PM	4:00:00 PM	6/30/2021 15:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_37319	Possible/Minor Injury	Possible/Minor Injury	9:26:00 AM	9:00:00 AM	7/2/2021 9:26	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_31772	Property Damage Only	PDO	10:32:00 PM	11:00:00 PM	7/3/2021 22:32	0 Vehicle Only	IR80 E TO S ROCK BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_31920	Property Damage Only	PDO	4:24:00 PM	4:00:00 PM	7/7/2021 16:24	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_32148	Property Damage Only	PDO	5:43:00 PM	6:00:00 PM	7/27/2021 17:43	0 Vehicle Only	ROCK BLVD & VICTORIAN AV
Vehicles Only	Possible Injury	PMX_37265	Possible/Minor Injury	Possible/Minor Injury	12:56:00 AM	1:00:00 AM	8/21/2021 0:56	0 Vehicle Only	N MCCARRAN BLVD & ROCK BLVD
Vehicles Only	Serious Injury	PMX_32273	Serious Injury	Serious Injury	12:07:00 AM	12:00:00 AM	8/21/2021 0:07	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_32241	Property Damage Only	PDO	11:08:00 PM	11:00:00 PM	8/28/2021 23:08	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Unknown	PMX_32386	Property Damage Only	PDO	3:50:00 PM	4:00:00 PM	9/3/2021 15:50	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_32229	Property Damage Only	PDO	6:09:00 PM	6:00:00 PM	9/7/2021 18:09	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Serious Injury	PMX_32291	Serious Injury	Serious Injury	6:23:00 AM	6:00:00 AM	9/24/2021 6:23	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_31491	Property Damage Only	PDO	3:19:00 AM	3:00:00 AM	10/14/2021 3:19	0 Vehicle Only	IR80 E & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31454	Possible/Minor Injury	Possible/Minor Injury	9:02:00 AM	9:00:00 AM	10/20/2021 9:02	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_31566	Property Damage Only	PDO	6:44:00 AM	7:00:00 AM	10/30/2021 6:44	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31603	Possible/Minor Injury	Possible/Minor Injury	8:34:00 AM	9:00:00 AM	11/13/2021 8:34	0 Vehicle Only	MCCARRAN BLVD & S ROCK BLVD
Vehicles Only	No Injury	PMX_31627	Property Damage Only	PDO	8:08:00 AM	8:00:00 AM	11/19/2021 8:08	0 Vehicle Only	IR80 E & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31723	Possible/Minor Injury	Possible/Minor Injury	11:34:00 AM	12:00:00 PM	11/20/2021 11:34	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31886	Property Damage Only	PDO	5:03:00 PM	5:00:00 PM	11/23/2021 17:03	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_31685	Property Damage Only	PDO	8:04:00 AM	8:00:00 AM	11/27/2021 8:04	0 Vehicle Only	OXFORD AVE & ROCK BLVD
Vehicles Only	Minor Injury	PMX_31889	Possible/Minor Injury	Possible/Minor Injury	3:45:00 AM	4:00:00 AM	12/1/2021 3:45	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	No Injury	PMX_31978	Property Damage Only	PDO	9:45:00 AM	10:00:00 AM	12/5/2021 9:45	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_31844	Possible/Minor Injury	Possible/Minor Injury	11:36:00 AM	12:00:00 PM	12/9/2021 11:36	0 Vehicle Only	C ST & ROCK BLVD
Vehicles Only	No Injury	PMX_31908	Property Damage Only	PDO	3:47:00 PM	4:00:00 PM	12/9/2021 15:47	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_31934	Property Damage Only	PDO	9:06:00 AM	9:00:00 AM	12/13/2021 9:06	0 Vehicle Only	ROCK BLVD & ZEPHYR WAY
Involved Bicyclist or Ped	Minor Injury	PMX_26780	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)	7:32:00 PM	8:00:00 PM	1/2/2022 19:32	0 Pedestrian	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_26752	Possible/Minor Injury	Possible/Minor Injury	7:26:00 AM	7:00:00 AM	1/4/2022 7:26	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_26807	Property Damage Only	PDO	1:19:00 PM	1:00:00 PM	1/7/2022 13:19	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_26891	Property Damage Only	PDO	5:24:00 PM	5:00:00 PM	1/15/2022 17:24	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_37635	Property Damage Only	PDO	8:09:00 AM	8:00:00 AM	1/19/2022 8:09	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_26742	Property Damage Only	PDO	6:49:00 AM	7:00:00 AM	1/19/2022 6:49	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_26868	Possible/Minor Injury	Possible/Minor Injury	9:10:00 PM	9:00:00 PM	1/21/2022 21:10	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	No Injury	PMX_26874	Property Damage Only	PDO	8:25:00 AM	8:00:00 AM	1/24/2022 8:25	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_27054	Property Damage Only	PDO	4:02:00 PM	4:00:00 PM	2/1/2022 16:02	0 Vehicle Only	ROCK BLVD & UPTON WAY
Vehicles Only	Possible Injury	PMX_27023	Possible/Minor Injury	Possible/Minor Injury	6:40:00 AM	7:00:00 AM	2/2/2022 6:40	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_27006	Property Damage Only	PDO	7:28:00 PM	7:00:00 PM	2/14/2022 19:28	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_27153	Possible/Minor Injury	Possible/Minor Injury	4:22:00 PM	4:00:00 PM	2/14/2022 16:22	0 Vehicle Only	ROCK BLVD & UPTON WAY
Vehicles Only	No Injury	PMX_27201	Property Damage Only	PDO	8:13:00 AM	8:00:00 AM	2/23/2022 8:13	0 Vehicle Only	ROCK BLVD & RUSSELL WAY
Vehicles Only	No Injury	PMX_27292	Property Damage Only	PDO	8:54:00 AM	9:00:00 AM	3/4/2022 8:54	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Minor Injury	PMX_27288	Possible/Minor Injury	Possible/Minor Injury	12:22:00 PM	12:00:00 PM	3/10/2022 12:22	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27357	Property Damage Only	PDO	4:48:00 PM	5:00:00 PM	3/14/2022 16:48	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27539	Property Damage Only	PDO	8:37:00 AM	9:00:00 AM	3/21/2022 8:37	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_27475	Property Damage Only	PDO	2:12:00 PM	2:00:00 PM	3/22/2022 14:12	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_27451	Property Damage Only	PDO	6:47:00 PM	7:00:00 PM	3/23/2022 18:47	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_27540	Property Damage Only	PDO	9:45:00 AM	10:00:00 AM	3/28/2022 9:45	0 Vehicle Only	PRATER WAY & SR668
Vehicles Only	Possible Injury	PMX_30530	Possible/Minor Injury	Possible/Minor Injury	10:38:00 AM	11:00:00 AM	4/1/2022 10:38	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	No Injury	PMX_30503	Property Damage Only	PDO	4:24:00 PM	4:00:00 PM	4/3/2022 16:24	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30504	Property Damage Only	PDO	10:47:00 AM	11:00:00 AM	4/11/2022 10:47	0 Vehicle Only	MCCARRAN BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30633	Property Damage Only	PDO	9:47:00 AM	10:00:00 AM	4/14/2022 9:47	0 Vehicle Only	GAULT WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_30713	Possible/Minor Injury	Possible/Minor Injury	6:04:00 PM	6:00:00 PM	4/25/2022 18:04	0 Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	No Injury	PMX_30708	Property Damage Only	PDO	1:45:00 PM	2:00:00 PM	4/26/2022 13:45	0 Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_30695	Possible/Minor Injury	Possible/Minor Injury	7:17:00 AM	7:00:00 AM	4/27/2022 7:17	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_30834	Possible/Minor Injury	Possible/Minor Injury	9:41:00 PM	10:00:00 PM	4/30/2022 21:41	0 Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_38262	Property Damage Only	PDO	7:20:00 AM	7:00:00 AM	5/3/2022 7:20	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_30959	Possible/Minor Injury	Possible/Minor Injury	10:26:00 PM	10:00:00 PM	5/18/2022 22:26	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_30921	Possible/Minor Injury	Possible/Minor Injury	1:27:00 PM	1:00:00 PM	5/21/2022 13:27	0 Vehicle Only	H ST & ROCK BLVD
Vehicles Only	No Injury	PMX_30909	Property Damage Only	PDO	10:04:00 AM	10:00:00 AM	5/21/2022 10:04	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_38316	Possible/Minor Injury	Possible/Minor Injury	2:28:00 PM	2:00:00 PM	5/23/2022 14:28	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Possible Injury	PMX_30907	Possible/Minor Injury	Possible/Minor Injury	2:42:00 PM	3:00:00 PM	5/24/2022 14:42	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_38318	Property Damage Only	PDO	5:16:00 PM	5:00:00 PM	5/25/2022 17:16	0 Vehicle Only	ROCK BLVD & ROCK BLVD TO IR80E RAMP
Vehicles Only	No Injury	PMX_31065	Property Damage Only	PDO	3:30:00 PM	4:00:00 PM	5/26/2022 15:30	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_31035	Property Damage Only	PDO	3:20:00 PM	3:00:00 PM	5/27/2022 15:20	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_31139	Property Damage Only	PDO	9:46:00 PM	10:00:00 PM	5/27/2022 21:46	0 Vehicle Only	ROCK BLVD & VANCE WAY
Vehicles Only	No Injury	PMX_31170	Property Damage Only	PDO	2:10:00 AM	2:00:00 AM	5/28/2022 2:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_31072	Property Damage Only	PDO	8:00:00 AM	8:00:00 AM	5/31/2022 8:00	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_31124	Possible/Minor Injury	Possible/Minor Injury	2:55:00 PM	3:00:00 PM	6/3/2022 14:55	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31042	Property Damage Only	PDO	11:10:00 AM	11:00:00 AM	6/3/2022 11:10	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Fatal	PMX_31219	Fatal	Fatal	12:27:00 PM	12:00:00 PM	6/16/2022 12:27	0 Vehicle Only	GLENDALE AVE & ROCK BLVD
Vehicles Only	Possible Injury	PMX_31315	Possible/Minor Injury	Possible/Minor Injury	6:26:00 PM	6:00:00 PM	6/18/2022 18:26	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_31207	Property Damage Only	PDO	2:53:00 PM	3:00:00 PM	6/21/2022 14:53	0 Vehicle Only	PRATER WAY & ROCK BLVD

NDOT Crash Data

PMX_AT_Crashes	PMX_InjuryType	PMX_UI	WebmapSymbology	KTWL_Study_Corridors_CrashLocation	PMX_NormalizeTime	PMX_Timeframes	PMX_DayTime		UserType	PMX_Intersection Location
Vehicles Only	Minor Injury	PMX_27685	Possible/Minor Injury	Possible/Minor Injury	12:13:00 PM	12:00:00 PM	7/3/2022 12:13	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_27781	Possible/Minor Injury	Possible/Minor Injury	9:59:00 AM	10:00:00 AM	7/8/2022 9:59	0	Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_27696	Property Damage Only	PDO	9:46:00 AM	10:00:00 AM	7/10/2022 9:46	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_27681	Possible/Minor Injury	Possible/Minor Injury	3:48:00 PM	4:00:00 PM	7/13/2022 15:48	0	Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Possible Injury	PMX_27759	Possible/Minor Injury	Possible/Minor Injury	4:32:00 PM	5:00:00 PM	7/19/2022 16:32	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_28057	Property Damage Only	PDO	8:36:00 PM	9:00:00 PM	8/2/2022 20:36	0	Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_27992	Property Damage Only	PDO	11:28:00 PM	11:00:00 PM	8/3/2022 23:28	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_28050	Possible/Minor Injury	Possible/Minor Injury	8:08:00 AM	8:00:00 AM	8/9/2022 8:08	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_28202	Possible/Minor Injury	Possible/Minor Injury	4:34:00 PM	5:00:00 PM	8/13/2022 16:34	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_28166	Possible/Minor Injury	Possible/Minor Injury	12:50:00 PM	1:00:00 PM	8/16/2022 12:50	0	Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	Possible Injury	PMX_28311	Possible/Minor Injury	Possible/Minor Injury	9:36:00 AM	10:00:00 AM	8/23/2022 9:36	0	Vehicle Only	GLENDALE AVE & ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_28405	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)	6:10:00 PM	6:00:00 PM	8/26/2022 18:10	0	Pedestrian	GREENBRAE DR & ROCK BLVD
Vehicles Only	Serious Injury	PMX_28468	Serious Injury	Serious Injury	4:22:00 PM	4:00:00 PM	9/3/2022 16:22	0	Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_28856	Possible/Minor Injury	Possible/Minor Injury	5:45:00 PM	6:00:00 PM	9/13/2022 17:45	0	Vehicle Only	ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_28693	Property Damage Only	PDO	2:53:00 PM	3:00:00 PM	9/13/2022 14:53	0	Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_28815	Possible/Minor Injury	Possible/Minor Injury	1:09:00 PM	1:00:00 PM	9/15/2022 13:09	0	Vehicle Only	SR668 & VICTORIAN AVE
Involved Bicyclist or Ped	No Injury	PMX_28964	Property Damage Only	PDO	2:24:00 PM	2:00:00 PM	9/21/2022 14:24	0	Bicyclist	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_28917	Property Damage Only	PDO	12:00:00 PM	12:00:00 PM	9/21/2022 12:00	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_28869	Property Damage Only	PDO	6:40:00 AM	7:00:00 AM	9/21/2022 6:40	0	Vehicle Only	SR668 & SR668 TO IR80E INT17
Involved Bicyclist or Ped	Possible Injury	PMX_28883	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)	6:58:00 AM	7:00:00 AM	9/22/2022 6:58	0	Bicyclist	15TH ST & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29013	Possible/Minor Injury	Possible/Minor Injury	3:03:00 PM	3:00:00 PM	9/24/2022 15:03	0	Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	No Injury	PMX_28979	Property Damage Only	PDO	5:23:00 PM	5:00:00 PM	9/27/2022 17:23	0	Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29127	Possible/Minor Injury	Possible/Minor Injury	6:41:00 AM	7:00:00 AM	9/29/2022 6:41	0	Vehicle Only	SR668 & SR668 TO IR80W INT17
Vehicles Only	Possible Injury	PMX_29208	Possible/Minor Injury	Possible/Minor Injury	5:23:00 PM	5:00:00 PM	10/5/2022 17:23	0	Vehicle Only	FREEPORT BLVD & S ROCK BLVD
Vehicles Only	No Injury	PMX_29482	Property Damage Only	PDO	5:50:00 PM	6:00:00 PM	10/8/2022 17:50	0	Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_29182	Property Damage Only	PDO	9:13:00 AM	9:00:00 AM	10/10/2022 9:13	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_29401	Property Damage Only	PDO	5:45:00 PM	6:00:00 PM	10/12/2022 17:45	0	Vehicle Only	I ST & ROCK BLVD
Vehicles Only	No Injury	PMX_29674	Property Damage Only	PDO	9:46:00 PM	10:00:00 PM	10/29/2022 21:46	0	Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29593	Possible/Minor Injury	Possible/Minor Injury	2:22:00 PM	2:00:00 PM	11/1/2022 14:22	0	Vehicle Only	PRATER WAY & ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_29822	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)	9:38:00 AM	10:00:00 AM	11/7/2022 9:38	0	Bicyclist	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29764	Possible/Minor Injury	Possible/Minor Injury	6:13:00 PM	6:00:00 PM	11/7/2022 18:13	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_29672	Possible/Minor Injury	Possible/Minor Injury	11:30:00 PM	12:00:00 AM	11/11/2022 23:30	0	Vehicle Only	ROCK BLVD & TYLER WAY
Vehicles Only	Possible Injury	PMX_29892	Possible/Minor Injury	Possible/Minor Injury	6:32:00 PM	7:00:00 PM	11/14/2022 18:32	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Involved Bicyclist or Ped	No Injury	PMX_30035	Property Damage Only	PDO	1:07:00 PM	1:00:00 PM	11/24/2022 13:07	0	Pedestrian	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_29980	Property Damage Only	PDO	11:30:00 PM	12:00:00 AM	11/26/2022 23:30	0	Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_30202	Property Damage Only	PDO	9:58:00 AM	10:00:00 AM	12/3/2022 9:58	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_30225	Possible/Minor Injury	Possible/Minor Injury	1:00:00 PM	1:00:00 PM	12/4/2022 13:00	0	Vehicle Only	C ST & SR668
Vehicles Only	No Injury	PMX_30261	Property Damage Only	PDO	3:51:00 PM	4:00:00 PM	12/8/2022 15:51	0	Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_30289	Possible/Minor Injury	Possible/Minor Injury	12:48:00 PM	1:00:00 PM	12/9/2022 12:48	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_25817	Property Damage Only	PDO	1:03:00 PM	1:00:00 PM	1/6/2023 13:03	0	Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_25971	Possible/Minor Injury	Possible/Minor Injury	6:15:00 PM	6:00:00 PM	1/12/2023 18:15	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_26211	Possible/Minor Injury	Possible/Minor Injury	9:53:00 AM	10:00:00 AM	1/24/2023 9:53	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_26116	Property Damage Only	PDO	1:41:00 PM	2:00:00 PM	1/25/2023 13:41	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_26252	Possible/Minor Injury	Possible/Minor Injury	8:06:00 AM	8:00:00 AM	1/27/2023 8:06	0	Vehicle Only	G ST & ROCK BLVD
Vehicles Only	No Injury	PMX_26149	Property Damage Only	PDO	7:20:00 AM	7:00:00 AM	1/28/2023 7:20	0	Vehicle Only	PRATER WAY & SR668
Vehicles Only	Unknown	PMX_26322	Property Damage Only	PDO	11:21:00 AM	11:00:00 AM	1/29/2023 11:21	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_25980	Possible/Minor Injury	Possible/Minor Injury	12:23:00 PM	12:00:00 PM	1/29/2023 12:23	0	Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_26651	Property Damage Only	PDO	8:54:00 PM	9:00:00 PM	2/17/2023 20:54	0	Vehicle Only	HYMER AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_26353	Possible/Minor Injury	Possible/Minor Injury	3:53:00 PM	4:00:00 PM	2/27/2023 15:53	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_27534	Property Damage Only	PDO	6:43:00 PM	7:00:00 PM	3/2/2023 18:43	0	Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	No Injury	PMX_30272	Property Damage Only	PDO	4:45:00 AM	5:00:00 AM	3/12/2023 4:45	0	Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_28104	Possible/Minor Injury	Possible/Minor Injury	9:25:00 AM	9:00:00 AM	3/14/2023 9:25	0	Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_31911	Property Damage Only	PDO	3:46:00 PM	4:00:00 PM	3/23/2023 15:46	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_32323	Property Damage Only	PDO	4:12:00 PM	4:00:00 PM	4/12/2023 16:12	0	Vehicle Only	C ST & SR668
Vehicles Only	No Injury	PMX_32233	Property Damage Only	PDO	3:43:00 PM	4:00:00 PM	4/12/2023 15:43	0	Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_32384	Possible/Minor Injury	Possible/Minor Injury	6:32:00 PM	7:00:00 PM	4/15/2023 18:32	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_32884	Property Damage Only	PDO	4:45:00 PM	5:00:00 PM	4/17/2023 16:45	0	Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_33726	Property Damage Only	PDO	3:45:00 PM	4:00:00 PM	4/23/2023 15:45	0	Vehicle Only	I ST & ROCK BLVD
Vehicles Only	No Injury	PMX_35833	Property Damage Only	PDO	6:48:00 PM	7:00:00 PM	5/6/2023 18:48	0	Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_35835	Property Damage Only	PDO	4:52:00 PM	5:00:00 PM	5/6/2023 16:52	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_35805	Possible/Minor Injury	Possible/Minor Injury	8:21:00 AM	8:00:00 AM	5/10/2023 8:21	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	No Injury	PMX_35847	Property Damage Only	PDO	6:21:00 PM	6:00:00 PM	5/11/2023 18:21	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35962	Possible/Minor Injury	Possible/Minor Injury	10:06:00 AM	10:00:00 AM	5/16/2023 10:06	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_36559	Property Damage Only	PDO	5:28:00 PM	5:00:00 PM	5/16/2023 17:28	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_35848	Possible/Minor Injury	Possible/Minor Injury	5:17:00 AM	5:00:00 AM	5/20/2023 5:17	0	Vehicle Only	D ST & ROCK BLVD
Vehicles Only	No Injury	PMX_39965	Property Damage Only	PDO	3:03:00 PM	3:00:00 PM	5/20/2023 15:03	0	Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_36101	Possible/Minor Injury	Possible/Minor Injury	10:15:00 PM	10:00:00 PM	5/26/2023 22:15	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_36135	Possible/Minor Injury	Possible/Minor Injury	6:43:00 AM	7:00:00 AM	6/2/2023 6:43	0	Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	No Injury	PMX_36095	Property Damage Only	PDO	8:55:00 AM	9:00:00 AM	6/4/2023 8:55	0	Vehicle Only	IR80E TO ROCK BLVD INT17 & SR668
Vehicles Only	Possible Injury	PMX_36100	Possible/Minor Injury	Possible/Minor Injury	3:24:00 PM	3:00:00 PM	6/4/2023 15:24	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	No Injury	PMX_36224	Property Damage Only	PDO	3:54:00 PM	4:00:00 PM	6/7/2023 15:54	0	Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_36331	Property Damage Only	PDO	10:45:00 AM	11:00:00 AM	6/20/2023 10:45	0	Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Minor Injury	PMX_36305	Possible/Minor Injury	Possible/Minor Injury	9:07:00 PM	9:00:00 PM	6/23/2023 21:07	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_36584	Property Damage Only	PDO	6:22:00 PM	6:00:00 PM	7/4/2023 18:22	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	No Injury	PMX_36587	Property Damage Only	PDO	8:32:00 AM	9:00:00 AM	7/12/2023 8:32	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_36548	Possible/Minor Injury	Possible/Minor Injury	5:05:00 PM	5:00:00 PM	7/20/2023 17:05	0	Vehicle Only	GREG ST & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_40278	Possible/Minor Injury	Possible/Minor Injury	5:46:00 PM	6:00:00 PM	7/24/2023 17:46	0	Vehicle Only	G ST & ROCK BLVD
Vehicles Only	No Injury	PMX_40372	Property Damage Only	PDO	11:15:00 AM	11:00:00 AM	7/24/2023 11:15	0	Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	No Injury	PMX_40311	Property Damage Only	PDO	7:30:00 AM	8:00:00 AM	7/26/2023 7:30	0	Vehicle Only	ROCK BLVD & ROCK BLVD TO IR80W INT17
Vehicles Only	No Injury	PMX_36748	Property Damage Only	PDO	1:26:00 PM	1:00:00 PM	7/31/2023 13:26	0	Vehicle Only	PRATER WAY & SR668
Involved Bicyclist or Ped	Minor Injury	PMX_36674	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)	10:22:00 PM	10:00:00 PM	8/1/2023 22:22	0	Bicyclist	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_37924	Property Damage Only	PDO	6:13:00 PM	6:00:00 PM	8/4/2023 18:13	0	Vehicle Only	GLENDALE AVE & S ROCK BLVD
Vehicles Only	No Injury	PMX_37268	Property Damage Only	PDO	10:50:00 PM	11:00:00 PM	8/4/2023 22:50	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Unknown	PMX_37303	Property Damage Only	PDO	12:20:00 AM	12:00:00 AM	8/5/2023 0:20	0	Vehicle Only	D ST & ROCK BLVD
Vehicles Only	No Injury	PMX_37475	Property Damage Only	PDO	3:41:00 PM	4:00:00 PM	8/8/2023 15:41	0	Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Possible Injury	PMX_37641	Possible/Minor Injury	Possible/Minor Injury	4:55:00 PM	5:00:00 PM	8/10/2023 16:55	0	Vehicle Only	GLENDALE AVE & S ROCK BLVD
Vehicles Only	Possible Injury	PMX_39445	Possible/Minor Injury	Possible/Minor Injury	5:52:00 PM	6:00:00 PM	8/10/2023 17:52	0	Vehicle Only	GLENDALE AVE & S ROCK BLVD
Involved Bicyclist or Ped	Possible Injury	PMX_39638	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)	1:57:00 PM	2:00:00 PM	8/21/2023 13:57	0	Pedestrian	GLENDALE AVE & S ROCK BLVD
Vehicles Only	Minor Injury	PMX_39611	Possible/Minor Injury	Possible/Minor Injury	11:00:00 PM	11:00:00 PM	8/22/2023 23:00	0	Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_40512	Possible/Minor Injury	Possible/Minor Injury	8:06:00 AM	8:00:00 AM	8/22/2023 8:06	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_40410	Possible/Minor Injury	Possible/Minor Injury	11:19:00 AM	11:00:00 AM	8/28/2023 11:19	0	Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_40630	Property Damage Only	PDO	1:05:00 PM	1:00:00 PM	8/29/2023 13:05	0	Vehicle Only	PRATER WAY & SR668
Vehicles Only	No Injury	PMX_40738	Property Damage Only	PDO	11:28:00 AM	11:00:00 AM	9/10/2023 11:28	0	Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Unknown	PMX_40799	Property Damage Only	PDO	10:19:00 PM	10:00:00 PM	9/14/2023 22:19	0	Vehicle Only	ROCK BLVD & VICTORIAN AVE

NDOT Crash Data

PMX_AT_Crashes	PMX_InjuryType	PMX_UI	WebmapSymbology	KTWL_Study_Corridors_CrashLocation	PMX_NormalizeTime	PMX_Timeframes	PMX_DayTime	UserType	PMX_Intersection Location
Vehicles Only	No Injury	PMX_41058	Property Damage Only	PDO	7:37:00 AM	8:00:00 AM	9/15/2023 7:37	0 Vehicle Only	IR80W TO ROCK BLVD INT17 & SR668
Vehicles Only	Possible Injury	PMX_40942	Possible/Minor Injury	Possible/Minor Injury	6:44:00 AM	7:00:00 AM	9/19/2023 6:44	0 Vehicle Only	ROCK BLVD & VICTORIAN AVE
Vehicles Only	Minor Injury	PMX_41956	Possible/Minor Injury	Possible/Minor Injury	7:25:00 PM	7:00:00 PM	9/22/2023 19:25	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	Minor Injury	PMX_40883	Possible/Minor Injury	Possible/Minor Injury	5:40:00 PM	6:00:00 PM	9/23/2023 17:40	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	Possible Injury	PMX_41203	Possible/Minor Injury	Possible/Minor Injury	4:35:00 PM	5:00:00 PM	9/29/2023 16:35	0 Vehicle Only	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_41214	Possible/Minor Injury	Possible/Minor Injury	9:57:00 AM	10:00:00 AM	10/6/2023 9:57	0 Vehicle Only	S ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_41244	Possible/Minor Injury	Possible/Minor Injury	10:00:00 PM	10:00:00 PM	10/7/2023 22:00	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_41323	Property Damage Only	PDO	5:16:00 PM	5:00:00 PM	10/8/2023 17:16	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	No Injury	PMX_41604	Property Damage Only	PDO	6:03:00 AM	6:00:00 AM	10/9/2023 6:03	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Involved Bicyclist or Ped	Minor Injury	PMX_41222	Possible/Minor Injury (Bicyclist)	Possible/Minor Injury (Bicyclist)	6:36:00 AM	7:00:00 AM	10/10/2023 6:36	0 Bicyclist	PRATER WAY & ROCK BLVD
Vehicles Only	Possible Injury	PMX_41168	Possible/Minor Injury	Possible/Minor Injury	7:01:00 AM	7:00:00 AM	10/12/2023 7:01	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_41807	Property Damage Only	PDO	9:05:00 PM	9:00:00 PM	10/21/2023 21:05	0 Vehicle Only	ROCK BLVD & SR659
Vehicles Only	No Injury	PMX_41480	Property Damage Only	PDO	12:39:00 PM	1:00:00 PM	10/25/2023 12:39	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	Possible Injury	PMX_41592	Possible/Minor Injury	Possible/Minor Injury	2:50:00 PM	3:00:00 PM	10/26/2023 14:50	0 Vehicle Only	COMMERCE ST & ROCK BLVD
Vehicles Only	No Injury	PMX_41540	Property Damage Only	PDO	2:21:00 PM	2:00:00 PM	10/27/2023 14:21	0 Vehicle Only	I ST & ROCK BLVD
Vehicles Only	No Injury	PMX_42025	Property Damage Only	PDO	12:25:00 PM	12:00:00 PM	11/7/2023 12:25	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	Possible Injury	PMX_41793	Possible/Minor Injury	Possible/Minor Injury	12:18:00 PM	12:00:00 PM	11/8/2023 12:18	0 Vehicle Only	SR668 & SR668 TO IR80E INT17
Vehicles Only	Unknown	PMX_41953	Property Damage Only	PDO	7:15:00 PM	7:00:00 PM	11/11/2023 19:15	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Vehicles Only	Unknown	PMX_42939	Property Damage Only	PDO	9:18:00 PM	9:00:00 PM	11/19/2023 21:18	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_42779	Possible/Minor Injury	Possible/Minor Injury	1:15:00 PM	1:00:00 PM	11/19/2023 13:15	0 Vehicle Only	ROCK BLVD & SR648
Vehicles Only	Possible Injury	PMX_42550	Possible/Minor Injury	Possible/Minor Injury	10:48:00 AM	11:00:00 AM	11/22/2023 10:48	0 Vehicle Only	PITTMAN AVE & S ROCK BLVD
Involved Bicyclist or Ped	Possible Injury	PMX_42588	Possible/Minor Injury (Pedestrian)	Possible/Minor Injury (Pedestrian)	6:55:00 AM	7:00:00 AM	11/22/2023 6:55	0 Pedestrian	SR668 & VICTORIAN AVE
Vehicles Only	Unknown	PMX_42536	Property Damage Only	PDO	11:51:00 AM	12:00:00 PM	11/24/2023 11:51	0 Vehicle Only	GREENBRAE DR & ROCK BLVD
Vehicles Only	Possible Injury	PMX_42663	Possible/Minor Injury	Possible/Minor Injury	4:18:00 PM	4:00:00 PM	11/25/2023 16:18	0 Vehicle Only	ROCK BLVD & YORK WAY
Vehicles Only	No Injury	PMX_42956	Property Damage Only	PDO	2:00:00 PM	2:00:00 PM	11/30/2023 14:00	0 Vehicle Only	S ROCK BLVD & SHABER AVE
Vehicles Only	No Injury	PMX_42955	Property Damage Only	PDO	6:15:00 PM	6:00:00 PM	12/3/2023 18:15	0 Vehicle Only	ODDIE BLVD & ROCK BLVD
Involved Bicyclist or Ped	Fatal	PMX_42597	Fatal (Pedestrian)	Fatal (Pedestrian)	5:25:00 PM	5:00:00 PM	12/7/2023 17:25	0 Pedestrian	IR80E TO ROCK BLVD INT17 & SR668
Involved Bicyclist or Ped	Unknown	PMX_42600	Property Damage Only	PDO	3:34:00 PM	4:00:00 PM	12/9/2023 15:34	0 Pedestrian	C ST & ROCK BLVD
Vehicles Only	No Injury	PMX_42755	Property Damage Only	PDO	2:37:00 PM	3:00:00 PM	12/12/2023 14:37	0 Vehicle Only	HYMER AVE & SR668
Vehicles Only	No Injury	PMX_42497	Property Damage Only	PDO	5:27:00 PM	5:00:00 PM	12/12/2023 17:27	0 Vehicle Only	IR80E TO SR668 INT17 & SR668
Vehicles Only	No Injury	PMX_42900	Property Damage Only	PDO	12:14:00 PM	12:00:00 PM	12/18/2023 12:14	0 Vehicle Only	SR668 & VICTORIAN AVE
Vehicles Only	No Injury	PMX_42582	Property Damage Only	PDO	5:39:00 PM	6:00:00 PM	12/22/2023 17:39	0 Vehicle Only	D ST & SR668
Vehicles Only	Unknown	PMX_42859	Property Damage Only	PDO	6:47:00 AM	7:00:00 AM	12/24/2023 6:47	0 Vehicle Only	15TH ST & ROCK BLVD

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
11/5/2025	1658	No	SPPD25-8044	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2025
11/3/2025	1023	No	SPPD25-7981	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2025
11/3/2025	1118	No	SPPD25-7983	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2025
11/3/2025	1028	No	SPPD25-7982	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
11/1/2025	1031	No	SPPD25-7930	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2025
10/31/2025	2140	Yes	SPPD25-7910	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
10/29/2025	1912	No	SPPD25-7856	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2025
10/26/2025	1206	No	SPPD25-7773	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2025
10/25/2025	1337	No	SPPD25-7751	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
10/23/2025	1901	No	SPPD25-7699	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
10/22/2025	1145	No	SPPD25-7646	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
10/16/2025	1831	No	SPPD25-7489	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
10/13/2025	1655	No	SPPD25-7416	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2025
10/10/2025	1747	No	SPPD25-7332	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2025
10/10/2025	1849	No	SPPD25-7336	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2025
10/8/2025	1304	No	SPPD25-7278	ROCK BLVD	IR80W	IR80W & ROCK BLVD	2025
10/2/2025	137	No	SPPD25-7104	ROCK BLVD	I ST	I ST & ROCK BLVD	2025
10/2/2025	1047	No	SPPD25-7110	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
10/2/2025	2246	No	SPPD25-7133	S ROCK BLVD	VICTORIAN AVE	S ROCK BLVD & VICTORIAN AVE	2025
9/25/2025	1712	No	SPPD25-6933	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2025
9/20/2025	1808	No	SPPD25-6793-P1	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
9/20/2025	1808	No	SPPD25-6793	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
9/16/2025	1733	No	SPPD25-6680	ROCK BLVD	F ST	F ST & ROCK BLVD	2025
9/16/2025	1626	No	SPPD25-6671	S ROCK BLVD	IR80 EB OFF RAMP	IR80 EB OFF RAMP & S ROCK BLVD	2025
9/6/2025	1744	No	SPPD25-6417	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
9/4/2025	1841	No	SPPD25-6356	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2025
8/22/2025	1513	No	SPPD25-6021	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
8/14/2025	900	No	SPPD25-5776	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
8/11/2025	1537	Yes	SPPD25-5691	ROCK BLVD		Along Segment	2025
8/10/2025	314	Yes	SPPD25-5644	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2025
8/6/2025	1200	Yes	SPPD25-5544	S ROCK BLVD		Along Segment	2025
8/4/2025	1357	No	SPPD25-5483	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2025
8/3/2025	1435	No	SPPD25-5459	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
8/2/2025	1345	Yes	SPPD25-5484	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
7/31/2025	1705	No	SPPD25-5398	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2025
7/21/2025	302	No	SPPD25-5132	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2025
7/17/2025	921	No	SPPD25-5031	MCCARRAN BLVD	ROCK BLVD	MCCARRAN BLVD & ROCK BLVD	2025
7/15/2025	1337	No	SPPD25-4981	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2025
7/12/2025	1757	No	SPPD25-4900	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
7/8/2025	1407	Yes	SPPD25-4786	IR80E TO ROCK BLVD	ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2025
7/7/2025	2227	Yes	SPPD25-4769	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2025
7/6/2025	2024	No	SPPD25-4741	ROCK BLVD	C ST	C ST & ROCK BLVD	2025
7/6/2025	1527	No	SPPD25-4734	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
7/3/2025	940	No	SPPD25-4652	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
7/2/2025	1232	No	SPPD25-4634	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2025
6/21/2025	1932	No	SPPD25-4380	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2025
6/17/2025	627	Yes	SPPD25-4253	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2025
6/14/2025	2322	No	SPPD25-4189	C ST	ROCK BLVD	C ST & ROCK BLVD	2025
6/11/2025	1439	No	SPPD25-4096	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2025
6/10/2025	1900	Yes	SPPD25-4075	S ROCK BLVD		Along Segment	2025
6/5/2025	1538	Yes	SPPD25-3921	S ROCK BLVD		Along Segment	2025
5/30/2025	927	Yes	SPPD25-3801	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2025
5/30/2025	2115	No	SPPD25-3813	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
5/29/2025	546	No	SPPD25-3775	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/29/2025	546	No	SPPD25-3775-P1	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/27/2025	430	Yes	SPPD25-3716	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
5/16/2025	1743	No	SPPD25-3446	ROCK BLVD		Along Segment	2025
5/10/2025	1645	No	SPPD25-3325	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
5/9/2025	1217	No	SPPD25-3297	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2025
5/9/2025	1924	No	SPPD25-3308	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2025
5/8/2025	1649	No	SPPD25-3281	I ST	ROCK BLVD	I ST & ROCK BLVD	2025
5/3/2025	345	No	SPPD25-3148	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
5/2/2025	1848	Yes	SPPD25-3137	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2025
4/24/2025	1230	Yes	SPPD25-2932	S ROCK BLVD		Along Segment	2025
4/18/2025	2155	No	SPPD25-2768	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2025
4/17/2025	949	No	SPPD25-2720	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2025
4/17/2025	1708	No	SPPD25-2729	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
4/14/2025	342	Yes	SPPD25-2636	ROCK BLVD	CHESTER SQ	CHESTER SQ & ROCK BLVD	2025
4/11/2025	1812	No	SPPD25-2582	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
4/10/2025	2140	Yes	SPPD25-2558	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
4/5/2025	849	Yes	SPPD25-2416	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2025
4/3/2025	934	No	SPPD25-2366	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
4/1/2025	1337	No	SPPD25-2328	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
3/24/2025	1708	No	SPPD25-2145	G ST	ROCK BLVD	G ST & ROCK BLVD	2025
3/22/2025	1329	No	SPPD25-2094	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2025
3/21/2025	1532	No	SPPD25-2073	ROCK BLVD	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & ROCK BLVD	2025
3/20/2025	1622	Yes	SPPD25-2051-P1	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
3/20/2025	1622	Yes	SPPD25-2051	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2025
3/18/2025	1510	No	SPPD25-1995	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
3/15/2025	935	No	SPPD25-1923	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2025
3/7/2025	1227	No	SPPD25-1760	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2025
2/20/2025	1012	No	SPPD25-1361	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2025
2/15/2025	338	No	SPPD25-1225	IR80W TO IR580S/US395N INT15	ROCK BLVD	IR80W TO IR580S/US395N INT15 & ROCK BLVD	2025
2/14/2025	545	No	SPPD25-1197	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2025
2/12/2025	1330	Yes	SPPD25-1169	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2025
2/7/2025	1619	No	SPPD25-1058	ROCK BLVD	I ST	I ST & ROCK BLVD	2025
2/4/2025	1215	Yes	SPPD25-1001	S ROCK BLVD		Along Segment	2025

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
1/29/2025	1715	Yes	SPPD25-841	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2025
1/16/2025	708	No	SPPD25-440	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
1/15/2025	1930	Yes	SPPD25-433	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2025
1/10/2025	1927	Yes	SPPD25-289	S ROCK BLVD		Along Segment	2025
1/8/2025	1049	Yes	SPPD25-225	ROCK BLVD	H ST	H ST & ROCK BLVD	2025
1/5/2025	56	No	SPPD25-148	S ROCK BLVD		Along Segment	2025
1/1/2025	154	No	SPPD25-2	IR80W TO ROCK BLVD INT17		Along Segment	2025
12/31/2024	1347	Yes	SPPD24-10292	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
12/27/2024	820	No	SPPD24-10180	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/27/2024	1000	No	SPPD24-10182	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
12/19/2024	1729	Yes	SPPD24-9998	FREEPORT BLVD	S ROCK BLVD	FREEPORT BLVD & S ROCK BLVD	2024
12/19/2024	1857	Yes	SPPD24-10004	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/18/2024	1430	No	SPPD24-9949	S ROCK BLVD		Along Segment	2024
12/17/2024	1427	No	SPPD24-9907	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
12/17/2024	700	Yes	SPPD24-9937	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
12/13/2024	2243	No	SPPD24-9822	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
12/13/2024	1415	No	SPPD24-9816	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2024
12/12/2024	1654	Yes	SPPD24-10096	ROCK BLVD		Along Segment	2024
12/9/2024	2304	Yes	SPPD24-9703	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
12/6/2024	1135	Yes	SPPD24-9611	S ROCK BLVD		Along Segment	2024
12/5/2024	1621	No	SPPD24-9589	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
12/2/2024	1636	No	SPPD24-9511	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
12/2/2024	1855	No	SPPD24-9514	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
11/29/2024	435	No	SPPD24-9422-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/29/2024	435	No	SPPD24-9422	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/27/2024	2102	Yes	SPPD24-9400	S ROCK BLVD	SOUUTH ROCK BLVD	S ROCK BLVD & SOUUTH ROCK BLVD	2024
11/24/2024	1136	No	SPPD24-9310	1726 1/2 C STREETSPARKSNV	ROCK BLVD	1726 1/2 C STREETSPARKSNV & ROCK BLVD	2024
11/24/2024	1427	No	SPPD24-9314	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2024
11/21/2024	735	No	SPPD24-9233	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2024
11/18/2024	1614	No	SPPD24-9170	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2024
11/17/2024	1730	Yes	SPPD24-9199	S ROCK BLVD		Along Segment	2024
11/16/2024	1237	No	SPPD24-9110	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2024
11/11/2024	1745	Yes	SPPD24-9341	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
11/11/2024	1541	Yes	SPPD24-8983	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
11/9/2024	1806	No	SPPD24-8932	ROCK BLVD	G ST	G ST & ROCK BLVD	2024
11/4/2024	1430	Yes	SPPD24-8841	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
11/4/2024	429	No	SPPD24-8767	ROCK BLVD	IR80E	IR80E & ROCK BLVD	2024
10/31/2024	704	No	SPPD24-8672	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
10/31/2024	1647	No	SPPD24-8694	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
10/23/2024	820	No	SPPD24-8457	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
10/22/2024	1930	No	SPPD24-8445	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442-P2	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442-P1	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/22/2024	1726	Yes	SPPD24-8442	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/18/2024	630	Yes	SPPD24-8308	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2024
10/16/2024	1713	Yes	SPPD24-8272	S ROCK BLVD		Along Segment	2024
10/15/2024	1736	No	SPPD24-8239	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
10/9/2024	1511	No	SPPD24-8067	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2024
10/8/2024	1944	No	SPPD24-8037	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2024
10/5/2024	951	Yes	SPPD24-7916	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
10/5/2024	1909	No	SPPD24-7926	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2024
10/3/2024	2300	No	SPPD24-7889	ROCK BLVD	IR80E TO ROCK BLVD	IR80E TO ROCK BLVD & ROCK BLVD	2024
10/1/2024	1632	No	SPPD24-7822	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
9/30/2024	1514	No	SPPD24-7784	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
9/30/2024	732	No	SPPD24-7766	ROCK BLVD	I ST	I ST & ROCK BLVD	2024
9/30/2024	1123	No	SPPD24-7771	ROCK BLVD	I80 WB ON RAMP	I80 WB ON RAMP & ROCK BLVD	2024
9/29/2024	1858	Yes	SPPD24-7759	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
9/29/2024	1227	No	SPPD24-7753	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
9/25/2024	826	Yes	SPPD24-7632	D ST	ROCK BLVD	D ST & ROCK BLVD	2024
9/25/2024	1504	No	SPPD24-7640	ROCK BLVD	ZEPHYR WAY	ROCK BLVD & ZEPHYR WAY	2024
9/22/2024	2118	Yes	SPPD24-7605	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
9/20/2024	1553	No	SPPD24-7494	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
9/19/2024	1702	No	SPPD24-7470	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
9/15/2024	1531	Yes	SPPD24-7334	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
9/13/2024	1951	Yes	SPPD24-7301-P1	OPPIO ST	ROCK BLVD	OPPIO ST & ROCK BLVD	2024
9/13/2024	1951	Yes	SPPD24-7301	OPPIO ST	ROCK BLVD	OPPIO ST & ROCK BLVD	2024
9/13/2024	2101	No	SPPD24-7303	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
8/31/2024	2009	No	SPPD24-6920	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
8/31/2024	2009	No	SPPD24-6920-P1	ROCK BLVD	F ST	F ST & ROCK BLVD	2024
8/26/2024	1830	No	SPPD24-6754	C ST	ROCK BLVD	C ST & ROCK BLVD	2024
8/19/2024	1254	Yes	SPPD24-6532	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
8/19/2024	1254	Yes	SPPD24-6532-P1	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
8/17/2024	2258	No	SPPD24-6486	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
8/16/2024	1914	No	SPPD24-6464	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
8/14/2024	2131	No	SPPD24-6406	ROCK BLVD		Along Segment	2024
8/11/2024	1508	Yes	SPPD24-6292	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
8/8/2024	1349	No	SPPD24-6226	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
8/7/2024	1948	No	SPPD24-6201	ROCK BLVD	ROCK BLVD TO IR80W INT17	ROCK BLVD & ROCK BLVD TO IR80W INT17	2024
8/2/2024	2104	Yes	SPPD24-6065	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
7/21/2024	1300	Yes	SPPD24-5742-P1	S ROCK BLVD		Along Segment	2024
7/21/2024	1300	Yes	SPPD24-5742	S ROCK BLVD		Along Segment	2024
7/20/2024	1858	No	SPPD24-5708	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
7/13/2024	1615	No	SPPD24-5494	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
7/13/2024	1839	No	SPPD24-5495	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
7/10/2024	1125	No	SPPD24-5387	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
7/7/2024	1647	No	SPPD24-5322	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/6/2024	2000	Yes	SPPD24-5417	S ROCK BLVD		Along Segment	2024
7/6/2024	2000	Yes	SPPD24-5417-P1	S ROCK BLVD		Along Segment	2024

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
7/3/2024	2220	No	SPPD24-5212	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/3/2024	2220	No	SPPD5212-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
7/2/2024	1	Yes	SPPD24-5154	TYLER WAY	ROCK BLVD	ROCK BLVD & TYLER WAY	2024
7/1/2024	1826	No	SPPD24-5147	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2024
6/28/2024	2200	Yes	SPPD24-5087	SHABER AVE	ROCK BLVD	ROCK BLVD & SHABER AVE	2024
6/27/2024	855	No	SPPD24-5031	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
6/27/2024	1448	Yes	SPPD24-5050	GREG ST	ROCK BLVD	GREG ST & ROCK BLVD	2024
6/26/2024	1534	Yes	SPPD24-5013	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/17/2024	2148	No	SPPD24-4770	ROCK BLVD	CHANCIE WAY	CHANCIE WAY & ROCK BLVD	2024
6/17/2024	545	No	SPPD24-4745	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2024
6/15/2024	55	No	SPPD24-4691	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
6/12/2024	1211	No	SPPD24-4611	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
6/11/2024	1238	No	SPPD24-4585	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2024
6/11/2024	650	No	SPPD24-4576	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2024
6/9/2024	1207	No	SPPD24-4531-P1	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/9/2024	1207	No	SPPD24-4531	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/8/2024	957	Yes	SPPD24-4512	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
6/7/2024	1409	No	SPPD24-4481	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
6/6/2024	640	No	SPPD24-4432	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
6/6/2024	848	No	SPPD24-4435	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
6/6/2024	1345	No	SPPD24-4447	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
6/3/2024	1524	No	SPPD24-4356	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
5/31/2024	1930	No	SPPD24-4291	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
5/31/2024	1615	No	SPPD24-4287	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2024
5/31/2024	1713	No	SPPD24-4288	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
5/29/2024	1634	No	SPPD24-4221	ROCK BLVD	H ST	H ST & ROCK BLVD	2024
5/28/2024	1643	No	SPPD24-4198	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2024
5/22/2024	1618	No	SPPD24-4025	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2024
5/16/2024	1530	Yes	SPPD24-3851	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
5/16/2024	820	Yes	SPPD24-3848	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
5/5/2024	612	No	SPPD24-3503	CRANE WAY	ROCK BLVD	CRANE WAY & ROCK BLVD	2024
5/2/2024	1646	Yes	SPPD24-3439	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2024
5/2/2024	2009	No	SPPD24-3444	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2024
4/27/2024	2304	No	SPPD24-3302	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
4/18/2024	1515	Yes	SPPD24-3098-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
4/18/2024	1515	Yes	SPPD24-3098	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2024
4/15/2024	311	No	SPPD24-2969	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2024
4/13/2024	1521	Yes	SPPD24-50836	S ROCK BLVD		Along Segment	2024
4/7/2024	712	No	SPPD24-2767	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2024
4/7/2024	1045	Yes	SPPD24-2772	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2024
4/2/2024	1350	No	SPPD24-2626	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2024
3/31/2024	355	No	SPPD24-2581	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2024
3/30/2024	1622	No	SPPD24-2912	ROCK BLVD		Along Segment	2024
3/30/2024	1622	No	SPPD24-2912-P2	ROCK BLVD		Along Segment	2024
3/30/2024	1622	No	SPPD24-2912-P1	ROCK BLVD		Along Segment	2024
3/28/2024	710	No	SPPD24-2520	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
3/23/2024	1843	No	SPPD24-2392	ROCK BLVD	D ST	D ST & ROCK BLVD	2024
3/20/2024	1210	No	SPPD24-2285	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2024
3/18/2024	1500	Yes	SPPD24-2226	ROCK BLVD		Along Segment	2024
3/8/2024	1455	Yes	SPPD24-1963	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
3/4/2024	1233	No	SPPD24-1832	ROCK BLVD	G ST	G ST & ROCK BLVD	2024
2/22/2024	1950	Yes	SPPD24-1546	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2024
2/21/2024	1400	Yes	SPPD24-1514	ROCK BLVD		Along Segment	2024
2/21/2024	1400	Yes	SPPD24-1514-P1	ROCK BLVD		Along Segment	2024
2/17/2024	431	No	SPPD24-1378	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2024
2/7/2024	1626	No	SPPD24-1128	ROCK BLVD	C ST	C ST & ROCK BLVD	2024
2/5/2024	1920	Yes	SPPD24-1087	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2024
2/2/2024	1230	Yes	SPPD24-984	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2024
1/28/2024	1410	Yes	SPPD24-865	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
1/27/2024	2201	No	SPPD24-824	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2024
1/26/2024	1905	No	SPPD24-791	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2024
1/26/2024	1811	No	SPPD24-790	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2024
1/26/2024	236	Yes	SPPD24-0771	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2024
1/14/2024	1228	Yes	SPPD24-392	S ROCK BLVD		Along Segment	2024
1/6/2024	1649	No	SPPD24-175	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2024
1/5/2024	1725	No	SPPD24-151	IR80W	ROCK BLVD	IR80W & ROCK BLVD	2024
1/4/2024	1420	No	SPPD24-119	FREEPORT BLVD	S ROCK BLVD	FREEPORT BLVD & S ROCK BLVD	2024
1/3/2024	1755	Yes	SPPD24-98	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2024
12/30/2023	1158	No	SPPD23-10198	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
12/24/2023	647	Yes	SPPD23-10021	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2023
12/22/2023	1739	No	SPPD23-9976	ROCK BLVD	D ST	D ST & ROCK BLVD	2023
12/22/2023	641	No	SPPD23-9957	ROCK BLVD	UNDERNEATH I-80 OVERPASS	ROCK BLVD & UNDERNEATH I-80 OVERPASS	2023
12/18/2023	1214	No	SPPD23-9822	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
12/12/2023	1437	No	SPPD23-9643	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
12/9/2023	1534	No	SPPD23-9512	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
12/7/2023	1725	Yes	SPPD23-9491	SR668	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & SR668	2023
12/7/2023	1725	Yes	SPPD23-9491-P1	SR668	IR80E TO ROCK BLVD INT17	IR80E TO ROCK BLVD INT17 & SR668	2023
12/5/2023	813	No	SPPD23-9384	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
12/3/2023	1815	No	SPPD23-9331	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
11/30/2023	1400	No	SPPD23-9228	SHABER AVE	S ROCK BLVD	S ROCK BLVD & SHABER AVE	2023
11/25/2023	1618	No	SPPD23-9088	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2023
11/24/2023	1151	No	SPPD23-9053	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
11/23/2023	2300	Yes	SPPD23-9365	ROCK BLVD		Along Segment	2023
11/22/2023	1048	No	SPPD23-8996	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
11/22/2023	655	Yes	SPPD23-8987	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
11/19/2023	1315	No	SPPD23-8917	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2023
11/19/2023	2118	Yes	SPPD23-8927	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2023
11/18/2023	500	Yes	SPPD23-8879	ROCK BLVD		Along Segment	2023

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
11/11/2023	1915	No	SPPD23-8700	ROCK BLVD		Along Segment	2023
11/8/2023	1218	No	SPPD23-8600	ROCK BLVD	I80 EB OFF	I80 EB OFF & ROCK BLVD	2023
11/7/2023	1225	No	SPPD23-8567	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2023
10/28/2023	105	Yes	SPPD23-8290	ROCK BLVD	I80	I80 & ROCK BLVD	2023
10/27/2023	1421	No	SPPD23-8278	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
10/26/2023	1450	No	SPPD23-8248	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
10/26/2023	720	No	SPPD23-8236	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
10/26/2023	824	No	SPPD23-8238	S ROCK BLVD		Along Segment	2023
10/25/2023	1239	No	SPPD23-8219-P1	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
10/25/2023	1239	No	SPPD23-8219	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
10/20/2023	559	No	SPPD23-8024	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
10/12/2023	701	No	SPPD23-7800	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2023
10/11/2023	737	No	SPPD23-7772	ROCK BLVD	I-80WB	I-80WB & ROCK BLVD	2023
10/10/2023	636	No	SPPD23-7743	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
10/9/2023	603	No	SPPD23-7715	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
10/8/2023	1716	No	SPPD23-7709	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
10/7/2023	2200	No	SPPD23-7693	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
10/7/2023	1446	No	SPPD23-7682	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
10/6/2023	957	Yes	SPPD23-7650	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
9/29/2023	1635	Yes	SPPD23-7485	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
9/23/2023	1740	No	SPPD23-7332	ROCK BLVD	MCCARRAN BLVD	MCCARRAN BLVD & ROCK BLVD	2023
9/22/2023	2027	No	SPPD23-7311	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
9/20/2023	1845	Yes	SPPD23-7270-P1	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
9/20/2023	1845	Yes	SPPD23-7270	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2023
9/19/2023	644	No	SPPD23-7210	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
9/14/2023	2219	No	SPPD23-7091	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
9/10/2023	1128	No	SPPD23-6958	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
9/9/2023	549	No	SPPD23-6937	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
9/7/2023	2357	No	SPPD23-6901	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
8/29/2023	1305	Yes	SPPD23-6602	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
8/28/2023	1119	No	SPPD23-6565	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
8/26/2023	2343	Yes	SPPD23-6534	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
8/22/2023	2300	No	SPPD23-6418	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
8/22/2023	806	No	SPPD23-6394	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
8/21/2023	1357	No	SPPD23-6364	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/19/2023	711	No	SPPD23-6306	S ROCK BLVD		Along Segment	2023
8/14/2023	1804	No	SPPD23-6163	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
8/10/2023	1752	No	SPPD23-6038	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/10/2023	1655	No	SPPD23-6035	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/8/2023	1541	No	SPPD23-5967	ROCK BLVD	EB I80 ON RAMP	EB I80 ON RAMP & ROCK BLVD	2023
8/5/2023	20	Yes	SPPD23-5876	ROCK BLVD	D STREET	D STREET & ROCK BLVD	2023
8/4/2023	1813	Yes	SPPD23-5867	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/4/2023	1813	Yes	SPPD23-5867-P1	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
8/4/2023	2250	Yes	SPPD23-5874	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
8/1/2023	2222	No	SPPD23-5766	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
7/31/2023	1326	Yes	SPPD23-5717	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
7/26/2023	730	Yes	SPPD23-5622	ROCK BLVD	ROCK BLVD	ROCK BLVD & ROCK BLVD	2023
7/24/2023	1746	No	SPPD23-5526	ROCK BLVD	G ST	G ST & ROCK BLVD	2023
7/24/2023	1115	Yes	SPPD23-5513	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
7/20/2023	1705	No	SPPD23-5424	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
7/12/2023	832	Yes	SPPD23-5181	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
7/8/2023	1023	No	SPPD23-5077	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
7/4/2023	1822	No	SPPD23-4942	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
7/3/2023	2152	Yes	SPPD23-4912	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
7/1/2023	50	Yes	SPPD23-4892	ROCK BLVD		Along Segment	2023
6/29/2023	1402	No	SPPD23-4800	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
6/27/2023	1118	No	SPPD23-4729	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
6/24/2023	1946	No	SPPD23-4673	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2023
6/23/2023	2107	No	SPPD23-4655	S ROCK BLVD	VICTORIAN AVE	S ROCK BLVD & VICTORIAN AVE	2023
6/21/2023	1705	No	SPPD23-4582	F ST	ROCK BLVD	F ST & ROCK BLVD	2023
6/21/2023	1719	No	SPPD23-4583	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
6/20/2023	1045	No	SPPD23-4545	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2023
6/14/2023	1740	No	SPPD23-4404	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
6/9/2023	1122	No	SPPD23-4257	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2023
6/7/2023	1554	Yes	SPPD23-4206-P1	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/7/2023	1554	Yes	SPPD23-4206	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/4/2023	855	No	SPPD23-4096	S ROCK BLVD	I-80 EAST OFF	I-80 EAST OFF & S ROCK BLVD	2023
6/4/2023	1524	No	SPPD23-4105	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
6/2/2023	1520	No	SPPD23-4051	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
6/2/2023	643	No	SPPD23-4040	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2023
5/26/2023	2215	Yes	SPPD23-3888	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
5/26/2023	1831	No	SPPD23-3883	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2023
5/20/2023	517	Yes	SPPD23-3709	ROCK BLVD	D ST	D ST & ROCK BLVD	2023
5/17/2023	800	Yes	SPPD23-3629	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2023
5/16/2023	1006	Yes	SPPD23-3600	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/16/2023	1728	No	SPPD23-3618-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/16/2023	1728	Yes	SPPD23-3618	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/15/2023	1744	No	SPPD23-3589	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2023
5/11/2023	1821	No	SPPD23-3491	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
5/10/2023	821	No	SPPD23-3453	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
5/8/2023	618	No	SPPD23-3398	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
5/6/2023	1848	No	SPPD23-3357	IR80E	S ROCK BLVD	IR80E & S ROCK BLVD	2023
5/6/2023	1652	No	SPPD23-3356	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
4/23/2023	1545	No	SPPD23-3010	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
4/17/2023	1645	No	SPPD23-2853	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2023
4/15/2023	1832	No	SPPD23-2805	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2023
4/12/2023	1612	No	SPPD23-2712	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
4/12/2023	1543	No	SPPD23-2710	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2023

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
3/23/2023	1546	Yes	SPPD23-2201	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2023
3/14/2023	925	No	SPPD23-1925	ROCK BLVD	I-80 OFFRAMP	I-80 OFFRAMP & ROCK BLVD	2023
3/12/2023	445	No	SPPD23-1877	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
3/2/2023	1843	No	SPPD23-1636	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2023
2/27/2023	1553	No	SPPD23-1553	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
2/17/2023	2054	No	SPPD23-1330	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2023
2/14/2023	2338	No	SPPD23-1241	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2023
2/8/2023	1352	No	SPPD23-1060	ROCK BLVD	C ST	C ST & ROCK BLVD	2023
1/29/2023	1121	No	SPPD23-775	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
1/29/2023	1223	No	SPPD23-777	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2023
1/29/2023	2058	No	SPPD23-738	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2023
1/28/2023	720	No	SPPD23-740	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2023
1/25/2023	1341	No	SPPD23-657	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2023
1/24/2023	953	No	SPPD23-617	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
1/22/2023	600	Yes	SPPD23-591	S ROCK BLVD		Along Segment	2023
1/22/2023	1617	No	SPPD23-580	S ROCK BLVD	MILL ST	MILL ST & S ROCK BLVD	2023
1/16/2023	559	No	SPPD23-426	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2023
1/12/2023	1815	No	SPPD23-313	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2023
1/6/2023	733	No	SPPD23-133	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2023
1/6/2023	1303	No	SPPD23-144	S ROCK BLVD	I-80 EB ON RP	I-80 EB ON RP & S ROCK BLVD	2023
1/1/2023	1756	No	SPPD23-19	ROCK BLVD	I ST	I ST & ROCK BLVD	2023
12/26/2022	1902	No	SPPD22-10104	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2022
12/23/2022	2100	Yes	SPPD23-50218	S ROCK BLVD		Along Segment	2022
12/9/2022	1248	No	SPPD22-9696	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
12/8/2022	1551	Yes	SPPD22-9667	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2022
12/6/2022	1455	No	SPPD22-9603	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
12/4/2022	1300	No	SPPD22-9552	ROCK BLVD	C ST	C ST & ROCK BLVD	2022
12/3/2022	958	Yes	SPPD22-9524	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/26/2022	2330	Yes	SPPD22-9344	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
11/24/2022	1307	Yes	SPPD22-9284	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/18/2022	1626	No	SPPD22-9130	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
11/14/2022	1832	No	SPPD22-9020	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
11/11/2022	2330	No	SPPD22-8945	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2022
11/7/2022	1813	No	SPPD22-8804	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
11/7/2022	938	No	SPPD22-8789	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
11/1/2022	1422	No	SPPD22-8654	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
10/29/2022	2146	No	SPPD22-8591	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
10/17/2022	1853	No	SPPD22-8289	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2022
10/12/2022	1745	No	SPPD22-8152	ROCK BLVD	I ST	I ST & ROCK BLVD	2022
10/10/2022	913	No	SPPD22-8078	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
10/8/2022	1259	No	SPPD22-8027	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
10/8/2022	1750	No	SPPD22-8038	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
10/6/2022	1253	No	SPPD22-7961	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2022
10/5/2022	1723	No	SPPD22-7935	S ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & S ROCK BLVD	2022
9/27/2022	1723	Yes	SPPD22-7709	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
9/24/2022	1503	No	SPPD22-7618	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
9/23/2022	725	Yes	SPPD22-7582	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2022
9/22/2022	658	Yes	SPPD22-7548	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2022
9/21/2022	1424	No	SPPD22-7535	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
9/21/2022	1200	No	SPPD22-7532	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
9/21/2022	640	No	SPPD22-7526	S ROCK BLVD	INTERSTATE 80 E/B ON RAMP	INTERSTATE 80 E/B ON RAMP & S ROCK BLVD	2022
9/18/2022	153	No	SPPD22-7445	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
9/17/2022	12	No	SPPD22-7416	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
9/17/2022	1108	No	SPPD22-7428	ROCK BLVD	I80	I80 & ROCK BLVD	2022
9/15/2022	1309	Yes	SPPD22-7373	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
9/13/2022	1745	No	SPPD22-7345	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
9/4/2022	1229	No	SPPD22-7052	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
9/3/2022	1622	No	SPPD22-7035	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2022
8/27/2022	16	Yes	SPPD22-6807	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2022
8/26/2022	1810	No	SPPD22-6799	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
8/17/2022	1209	No	SPPD22-6514	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
8/16/2022	1300	Yes	SPPD22-6500	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
8/16/2022	1250	No	SPPD22-6494	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2022
8/13/2022	1634	No	SPPD22-6430	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
8/9/2022	808	No	SPPD22-6273	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
8/6/2022	2230	No	SPPD22-6205	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
8/3/2022	1844	No	SPPD22-6121	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
8/3/2022	2328	No	SPPD22-6126	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
8/2/2022	1436	Yes	SPPD 22-6077	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
8/2/2022	2036	No	SPPD22-6091	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
7/28/2022	1503	No	SPPD22-5939	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
7/19/2022	1632	No	SPPD22-5666	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
7/19/2022	1635	No	SPPD22-5667	YORK WAY	ROCK BLVD	ROCK BLVD & YORK WAY	2022
7/13/2022	1548	No	SPPD22-5501	ROCK BLVD	I80 WB ON RAMP	I80 WB ON RAMP & ROCK BLVD	2022
7/10/2022	946	No	SPPD22-5386	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
7/8/2022	959	No	SPPD2-5333	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
7/3/2022	1213	No	SPPD22-5179	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
7/2/2022	418	No	SPPDSPD22-5158	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
7/1/2022	752	Yes	SPPD22-5139	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
6/26/2022	1502	No	SPPD22-4993	GAULT WAY	ROCK BLVD	GAULT WAY & ROCK BLVD	2022
6/24/2022	1535	No	SPPD22-4947	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
6/21/2022	1453	No	SPPD22-4870	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
6/21/2022	257	No	SPPD22-4857	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
6/20/2022	1623	No	SPPD22-4844	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
6/18/2022	1826	No	SPPD22-4809	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
6/16/2022	1227	No	SPPD22-4763-P1	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
6/16/2022	1227	No	SPPD22-4763	GLENDALE AVE	ROCK BLVD	GLENDALE AVE & ROCK BLVD	2022
6/16/2022	2111	No	SPPD22-4774	GREG ST	ROCK BLVD	GREG ST & ROCK BLVD	2022

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
6/13/2022	1601	No	SPPD22-4694	PROSPECT AVE	ROCK BLVD	PROSPECT AVE & ROCK BLVD	2022
6/10/2022	1616	No	SPPD22-4600	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
6/10/2022	334	No	SPPD22-4578	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
6/3/2022	1110	Yes	SPPD22-4350	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
6/3/2022	1455	No	SPPD22-4356	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2022
5/31/2022	800	Yes	SPPD22-4252	HYMER AVE	S ROCK BLVD	HYMER AVE & S ROCK BLVD	2022
5/28/2022	210	Yes	SPPD22-4182	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
5/27/2022	1520	Yes	SPPD22-4167	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2022
5/27/2022	2146	Yes	SPPD22-4174	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2022
5/26/2022	1530	No	SPPD22-51006	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
5/26/2022	1530	No	SPPD22-51006-P1	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
5/24/2022	1442	No	SPPD22-4062	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2022
5/22/2022	1709	No	SPPD22-4009	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2022
5/21/2022	1327	No	SPPD22-3988	ROCK BLVD	H ST	H ST & ROCK BLVD	2022
5/21/2022	1004	No	SPPD22-3987	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
5/20/2022	855	No	SPPD22-3955	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
5/18/2022	2226	No	SPPD22-3911	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
5/17/2022	1543	Yes	SPPD22-3873-P1	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
5/17/2022	1543	Yes	SPPD22-3873	ROCK BLVD	F ST	F ST & ROCK BLVD	2022
5/14/2022	930	Yes	SPPD22-50939	ROCK BLVD	15TH ST	15TH ST & ROCK BLVD	2022
5/11/2022	844	No	SPPD22-3681	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2022
5/5/2022	1654	No	SPPD22-3532	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
4/30/2022	2141	Yes	SPPD22-3398-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
4/30/2022	2141	Yes	SPPD22-3398	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
4/27/2022	717	No	SPPD22-3291	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
4/26/2022	800	No	SPPDTEST	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
4/26/2022	1345	Yes	SPPD22-3276-P1	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
4/26/2022	1345	Yes	SPPD22-3276	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
4/26/2022	800	No	SPPDTEST	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
4/25/2022	1804	Yes	SPPD22-3256-P1	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
4/25/2022	1804	Yes	SPPD22-3256	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
4/19/2022	1730	Yes	SPPD22-3090	ROCK BLVD	H ST	H ST & ROCK BLVD	2022
4/14/2022	947	No	SPPD22-2923	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2022
4/3/2022	1624	Yes	SPPD22-2614	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
4/1/2022	1038	No	SPPD22-2548	ROCK BLVD	I ST	I ST & ROCK BLVD	2022
3/28/2022	945	No	SPPD22-2430	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2022
3/28/2022	711	No	SPPD22-2428	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
3/25/2022	1529	No	SPPD22-2355	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2022
3/22/2022	1412	No	SPPD22-2255	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
3/22/2022	1412	No	SPPD22-2055-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
3/21/2022	837	Yes	SPPD22-2208	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2022
3/15/2022	953	No	SPPD22-2043	ROCK BLVD	OTHER	OTHER & ROCK BLVD	2022
3/14/2022	1648	No	SPPD22-2034	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2022
3/10/2022	1222	No	SPPD22-1893	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2022
3/10/2022	1650	No	SPPD22-1902	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2022
3/4/2022	854	No	SPPD22-1717	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2022
3/3/2022	1606	No	SPPD22-1701	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2022
2/23/2022	813	Yes	SPPD22-1472	ROCK BLVD	RUSSELL WAY	ROCK BLVD & RUSSELL WAY	2022
2/14/2022	1928	Yes	SPPD22-1237	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
2/14/2022	1928	Yes	SPPD22-1237-P1	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2022
2/14/2022	1622	No	SPPD22-1228	ROCK BLVD	UPTON WAY	ROCK BLVD & UPTON WAY	2022
2/10/2022	1100	Yes	SPPD22-1177	S ROCK BLVD		Along Segment	2022
1/26/2022	759	No	SPPD22-665	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2022
1/25/2022	1235	No	SPPD22-648	FREEPORT BLVD	S ROCK BLVD	FREEPORT BLVD & S ROCK BLVD	2022
1/24/2022	825	No	SPPD22-605	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2022
1/19/2022	649	Yes	SPPD22-455	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/15/2022	1724	No	SPPD22-363	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/6/2022	655	No	SPPD22-139	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/6/2022	655	No	SPPD22-139-P1	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2022
1/4/2022	726	Yes	SPPD21-50022-P1	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
1/4/2022	726	Yes	SPPD22-50022	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2022
1/2/2022	1932	No	SPPD22-44	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2022
12/25/2021	1712	No	SPPD21-10912-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
12/25/2021	1712	No	SPPD21-10912	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
12/18/2021	2255	No	SPPD21-10700	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/13/2021	906	No	SPPD21-10564	ROCK BLVD	ZEPHYR WAY	ROCK BLVD & ZEPHYR WAY	2021
12/12/2021	2245	Yes	SPPD21-10558	15TH ST	ROCK BLVD	15TH ST & ROCK BLVD	2021
12/10/2021	1457	No	SPPD21-10496	ROCK BLVD	TYLER WAY	ROCK BLVD & TYLER WAY	2021
12/9/2021	1136	No	SPPD21-10460	C ST	ROCK BLVD	C ST & ROCK BLVD	2021
12/9/2021	1547	No	SPPD21-10468	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/5/2021	945	No	SPPD21-10345	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
12/3/2021	2339	Yes	SPPD21-10294	S ROCK BLVD		Along Segment	2021
12/1/2021	345	No	SPPD21-10208	ROCK BLVD	RUSSELL WAY	ROCK BLVD & RUSSELL WAY	2021
11/27/2021	804	No	SPPD21-10093	ROCK BLVD	OXFORD AVE	OXFORD AVE & ROCK BLVD	2021
11/26/2021	231	Yes	SPPD21-10055	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
11/23/2021	1703	No	SPPD21-10001	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
11/22/2021	506	Yes	SPPD21-9955	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
11/20/2021	1134	No	SPPD21-9910	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
11/20/2021	1900	Yes	SPPD21-52974	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
11/19/2021	808	No	SPPD21-9872	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
11/15/2021	1000	Yes	SPPD21-9881	S ROCK BLVD		Along Segment	2021
10/31/2021	1857	Yes	SPPD21-9299	OXFORD AVE	ROCK BLVD	OXFORD AVE & ROCK BLVD	2021
10/30/2021	644	No	SPPD21-9248	ROCK BLVD	C ST	C ST & ROCK BLVD	2021
10/30/2021	2316	No	SPPD21-9269	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
10/28/2021	1823	No	SPPD21-9202	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
10/26/2021	641	No	SPPD21-9097	ROCK BLVD	C ST	C ST & ROCK BLVD	2021
10/25/2021	802	Yes	SPPD21-9066	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
10/22/2021	1444	No	SPPD21-8993	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
10/21/2021	1505	No	SPPD21-8969	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
10/20/2021	1238	No	SPPD21-8921	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
10/20/2021	902	No	SPPD21-8913	IR80 E TO S ROCK BLVD	ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
10/19/2021	819	No	SPPD21-8873	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
10/16/2021	1345	Yes	SPPD21-8806	S ROCK BLVD		Along Segment	2021
10/14/2021	319	No	SPPD21-8736	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
10/11/2021	1945	No	SPPD21-8673	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
10/1/2021	827	No	SPPD21-8324	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
9/29/2021	1528	No	SPPD21-8278	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2021
9/24/2021	623	No	SPPD21-8132	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
9/23/2021	1854	No	SPPD21-8122-P1	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
9/23/2021	1854	No	SPPD21-8122	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
9/21/2021	1616	No	SPPD21-8060	S ROCK BLVD	SR659 TO S ROCK BLVD	S ROCK BLVD & SR659 TO S ROCK BLVD	2021
9/20/2021	1801	No	SPPD21-8033	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
9/16/2021	1620	No	SPPD21-7900	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
9/14/2021	1317	No	SPPD21-7835	ROCK BLVD	E PRATER WAY	E PRATER WAY & ROCK BLVD	2021
9/14/2021	704	No	SPPD21-7829	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2021
9/11/2021	1656	No	SPPD21-7763	IR80 W TO ROCK BLVD	ROCK BLVD	IR80 W TO ROCK BLVD & ROCK BLVD	2021
9/7/2021	1809	No	SPPD21-7644	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
9/3/2021	1550	No	SPPD21-7486	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
8/28/2021	2308	No	SPPD21-7317	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
8/28/2021	2216	No	SPPD21-7316	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
8/23/2021	1538	No	SPPD21-7167	ROCK BLVD	GAULT WAY	GAULT WAY & ROCK BLVD	2021
8/21/2021	7	No	SPPD21-7105	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
8/20/2021	737	No	SPPD21-7083	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
8/16/2021	38	Yes	SPPD21-6946	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
8/6/2021	2253	No	SPPD21-6653	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
8/3/2021	1250	No	SPPD21-6529	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
7/27/2021	1743	No	SPPD21-6318	ROCK BLVD	VICTORIAN AV	ROCK BLVD & VICTORIAN AV	2021
7/22/2021	1715	Yes	SPPD21-6287-P1	ROCK BLVD	N MCCARRAN BLVD	N MCCARRAN BLVD & ROCK BLVD	2021
7/22/2021	1715	Yes	SPPD21-6287	ROCK BLVD	N MCCARRAN BLVD	N MCCARRAN BLVD & ROCK BLVD	2021
7/21/2021	1500	No	SPPD21-6118	ROCK BLVD	YORK WAY	ROCK BLVD & YORK WAY	2021
7/19/2021	748	No	SPPD21-6047	ROCK BLVD	SHABER AV	ROCK BLVD & SHABER AV	2021
7/14/2021	421	No	SPPD21-5895	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
7/7/2021	1624	No	SPPD21-5690	GREG ST	S ROCK BLVD	GREG ST & S ROCK BLVD	2021
7/4/2021	711	Yes	SPPD21-5580	IR80 E TO S ROCK BLVD	S ROCK BL	IR80 E TO S ROCK BLVD & S ROCK BL	2021
7/3/2021	2232	Yes	SPPD21-5569	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
7/2/2021	926	No	SPPD21-5510	GREENBRAE DR	ROCK BLVD	GREENBRAE DR & ROCK BLVD	2021
6/30/2021	1151	No	SPPD21-5423	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
6/30/2021	846	No	SPPD21-5415	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
6/30/2021	1540	No	SPPD21-5435	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2021
6/20/2021	2152	No	SPPD21-5126	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2021
6/19/2021	2025	Yes	SPPD21-5090	S ROCK BLVD	UNSPECIFIED	S ROCK BLVD & UNSPECIFIED	2021
6/18/2021	1700	No	SPPD21-5059	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2021
6/16/2021	1822	No	SPPD21-4993	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2021
6/15/2021	1245	Yes	SPPD21-5049	S ROCK BLVD		Along Segment	2021
6/10/2021	1309	No	SPPD21-4802	ROCK BLVD	IR80 E	IR80 E & ROCK BLVD	2021
6/9/2021	1201	Yes	SPPD21-4773	ROCK BLVD	GLENDALE AVE	GLENDALE AVE & ROCK BLVD	2021
6/8/2021	1742	Yes	SPPD21-4753	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
6/7/2021	1322	No	SPPD21-4719	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
6/3/2021	1730	No	SPPD21-4597	IR80 E	ROCK BLVD	IR80 E & ROCK BLVD	2021
5/29/2021	458	Yes	SPPD21-4413	D STREET	ROCK BLVD	D STREET & ROCK BLVD	2021
5/28/2021	1120	No	SPPD21-4384	ROCK BLVD	F ST	F ST & ROCK BLVD	2021
5/27/2021	1334	Yes	SPPD21-4354	ROCK BLVD		Along Segment	2021
5/27/2021	1334	Yes	SPPD21-4354-P1	ROCK BLVD		Along Segment	2021
5/27/2021	2048	Yes	SPPD21-4368-P1	S ROCK BLVD	ROCK BLVD	ROCK BLVD & S ROCK BLVD	2021
5/27/2021	2048	Yes	SPPD21-4368	S ROCK BLVD	ROCK BLVD	ROCK BLVD & S ROCK BLVD	2021
5/22/2021	2219	Yes	SPPD21-4209	ROCK BLVD	I ST	I ST & ROCK BLVD	2021
5/19/2021	1857	No	SPPD21-4121	ROCK BLVD	GAULT WY	GAULT WY & ROCK BLVD	2021
5/18/2021	1625	Yes	SPPD21-4076	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/18/2021	1625	Yes	SPPD21-4076-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/17/2021	1717	No	SPPD21-4039	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
5/11/2021	653	No	SPPD21-3824	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2021
5/10/2021	2101	No	SPPD21-3818	ROCK BLVD	ROCK BL TO IR80 W	ROCK BL TO IR80 W & ROCK BLVD	2021
5/5/2021	1735	Yes	SPPD21-3810-P1	S ROCK BLVD		Along Segment	2021
5/5/2021	1735	Yes	SPPD21-3810	S ROCK BLVD		Along Segment	2021
5/4/2021	1524	No	SPPD21-3617	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
5/1/2021	328	No	SPPD21-3504	ROCK BLVD	ROCK BL TO IR80 W	ROCK BL TO IR80 W & ROCK BLVD	2021
4/23/2021	2043	Yes	SPPD21-3282	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
4/20/2021	655	No	SPPD21-3145	ROCK BLVD	SHABER AVE	ROCK BLVD & SHABER AVE	2021
4/16/2021	2015	Yes	SPPD21-3353	S ROCK BLVD		Along Segment	2021
4/11/2021	1039	No	SPPD21-2894	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
4/10/2021	1521	No	SPPD21-2875	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
4/9/2021	1211	No	SPPD21-2838	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2021
4/6/2021	1724	No	SPPD21-2753	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021
4/1/2021	1752	No	SPPD21-2614-P1	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
4/1/2021	1752	No	SPPD21-2614	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2021
3/29/2021	745	Yes	SPPD21-50826	ROCK BLVD	HYMER AVE	HYMER AVE & ROCK BLVD	2021
3/20/2021	1311	Yes	SPPD21-2243	S ROCK BLVD		Along Segment	2021
3/17/2021	2217	Yes	SPPD21-2157	ROCK BLVD		Along Segment	2021
3/16/2021	2203	No	SPPD21-2126	ROCK BLVD	G	G & ROCK BLVD	2021
3/11/2021	1632	No	SPPD21-1942	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
3/7/2021	1853	No	SPPD21-1830-P1	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
3/7/2021	1853	No	SPPD21-1830	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2021
3/3/2021	1826	Yes	SPPD21-1715	ROCK BLVD	VANCE WAY	ROCK BLVD & VANCE WAY	2021
3/2/2021	1306	No	SPPD21-1673	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2021
2/28/2021	1905	Yes	SPPD21-1632	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2021
2/20/2021	801	No	SPPD21-1378	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2021

City of Sparks Crash Data

Date	Time	H & R	Case #	Street 1	Street 2	PMX_Location	PMX_Year
2/19/2021	1015	Yes	SPPD21-1356-P1	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
2/19/2021	1015	Yes	SPPD21-1356	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2021
2/15/2021	1307	No	SPPD21-1231	ROCK BLVD	F ST	F ST & ROCK BLVD	2021
2/10/2021	1029	No	SPPD21-1072	VICTORIAN AVE	ROCK BLVD	ROCK BLVD & VICTORIAN AVE	2021
2/2/2021	1630	Yes	SPPD21-852	ROCK BLVD	AVENUE OF THE OAKS	AVENUE OF THE OAKS & ROCK BLVD	2021
1/19/2021	650	No	SPPD21-458	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2021
1/16/2021	1038	No	SPPD21-388	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2021
1/15/2021	1304	No	SPPD21-359	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2021
1/10/2021	2307	No	SPPD21-255	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2021
1/5/2021	1541	Yes	SPPD21-113	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2021
12/27/2020	1833	Yes	SPPD20-9635	S ROCK BLVD	S ROCK BLVD	S ROCK BLVD & S ROCK BLVD	2020
12/16/2020	1229	No	SPPD209376	ROCK BLVD	PLYMOUTH WAY	PLYMOUTH WAY & ROCK BLVD	2020
12/10/2020	2038	No	SPPD20-9226	ROCK BLVD	GREENBRAE DR	GREENBRAE DR & ROCK BLVD	2020
12/4/2020	405	No	SPPD20-9070	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020
12/1/2020	1733	No	SPPD20-9027	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2020
11/23/2020	246	No	SPPD20-8821	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2020
11/20/2020	1030	Yes	SPPD20-8732	ROCK BLVD		Along Segment	2020
11/20/2020	1215	Yes	SPPD20-8735	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2020
11/19/2020	1444	No	SPPD20-8711	S ROCK BLVD	PITTMAN AVE	PITTMAN AVE & S ROCK BLVD	2020
11/5/2020	1231	No	SPPD20-8343	RUSSELL WAY	ROCK BLVD	ROCK BLVD & RUSSELL WAY	2020
11/3/2020	1718	Yes	SPPD20-8290	ROCK BLVD	ODDIE BL	ODDIE BL & ROCK BLVD	2020
10/31/2020	746	No	SPPD20-8194	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2020
10/18/2020	1943	Yes	SPPD20-7837	ROCK BLVD	ODDIE BLVD	ODDIE BLVD & ROCK BLVD	2020
10/16/2020	1645	No	SPPD20-7968	S ROCK BLVD		Along Segment	2020
10/16/2020	640	Yes	SPPD20-7757	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
10/9/2020	1353	No	SPPD20-7564	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2020
9/30/2020	1906	No	SPPD20-7329	ROCK BLVD	COMMERCE ST	COMMERCE ST & ROCK BLVD	2020
9/26/2020	2205	No	SPPD20-7220	ROCK BLVD	PITTMAN AVE	PITTMAN AVE & ROCK BLVD	2020
9/25/2020	2305	Yes	SPPD20-7192	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2020
9/25/2020	1811	Yes	SPPD20-7181	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020
9/19/2020	1337	No	SPPD20-7012	ROCK BLVD	SBRAGIA WAY	ROCK BLVD & SBRAGIA WAY	2020
9/5/2020	1	No	SPPD20-6569	ROCK BLVD	IR80 W	IR80 W & ROCK BLVD	2020
9/2/2020	1039	Yes	SPPD20-6470-P1	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
9/2/2020	1039	Yes	SPPD20-6470	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
8/22/2020	1942	Yes	SPPD20-6128	S ROCK BLVD	HYMER AVE	HYMER AVE & S ROCK BLVD	2020
8/21/2020	2155	Yes	SPPD20-6101	SBRAGIA WAY	ROCK BLVD	ROCK BLVD & SBRAGIA WAY	2020
8/19/2020	1600	Yes	SPPD20-6034	GLENDALE AVE	S ROCK BLVD	GLENDALE AVE & S ROCK BLVD	2020
8/1/2020	807	No	SPPD20-5473	ROCK BLVD	I ST	I ST & ROCK BLVD	2020
7/28/2020	830	No	SPPD20-5365	S ROCK BLVD	GREG ST	GREG ST & S ROCK BLVD	2020
7/17/2020	1924	No	SPPD20-5079	ROCK BLVD	I ST	I ST & ROCK BLVD	2020
7/12/2020	1537	No	SPPD20-4918	ROCK BLVD	GREG ST	GREG ST & ROCK BLVD	2020
7/9/2020	1532	No	SPPD20-4824	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2020
7/2/2020	1645	No	SPPD20-4643	ROCK BLVD	FREEPORT BLVD	FREEPORT BLVD & ROCK BLVD	2020
6/28/2020	1040	No	SPPD20-4533	ODDIE BLVD	ROCK BLVD	ODDIE BLVD & ROCK BLVD	2020
6/28/2020	32	Yes	SPPD20-4522	ROCK BLVD	OXFORD AVE	OXFORD AVE & ROCK BLVD	2020
6/25/2020	1528	No	SPPD20-4455	S ROCK BLVD	SHABER AVE	S ROCK BLVD & SHABER AVE	2020
6/19/2020	1704	No	SPPD20-4288	ROCK BLVD	HYMER AV	HYMER AV & ROCK BLVD	2020
6/18/2020	1930	Yes	SPPD20-4364	PRATER WAY	ROCK BLVD	PRATER WAY & ROCK BLVD	2020
6/13/2020	1700	Yes	SPPD20-4120	ROCK BLVD	IR80 E TO S ROCK BLVD	IR80 E TO S ROCK BLVD & ROCK BLVD	2020
5/29/2020	1725	No	SPPD20-3763	S ROCK BLVD	GLENDALE AVE	GLENDALE AVE & S ROCK BLVD	2020
5/14/2020	1128	No	SPPD20-3387	ROCK BLVD	PRATER WAY	PRATER WAY & ROCK BLVD	2020
4/23/2020	1114	No	SPPD20-2980	ROCK BLVD	VICTORIAN AVE	ROCK BLVD & VICTORIAN AVE	2020

APPENDIX F DATA

Traffic Operations Analysis

Alternatives Attachment F-A - Count Data
Attachment F-B - Existing LOS Calculations
Attachment F-C - Future Forecast Projections
Attachment F-D - Future LOS Calculations

ROCK BOULEVARD
CORRIDOR STUDY

Prepared by National Data & Surveying Services

Rock Blvd & 15th St

Peak Hour Turning Movement Count

ID: 26-110005-001
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	6:30 AM - 08:30 AM
NONE	NONE
NONE	NONE

CONTROL: 1-Way Stop(WB)

	AM	NOON	PM
TEV	1053	0	0
PHF	0.86		

SOUTHBOUND (Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
AM	0	472	213	1	347	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (15th St)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

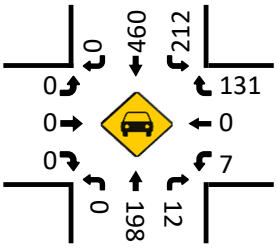
WESTBOUND (15th St)

	Left	Thru	Right	U-Turn	
PM	0	0	136	0	PM
NOON	0	0	0	0	NOON
AM	0	0	7	0	AM
	0	0	226		

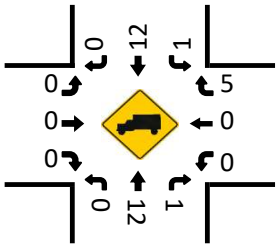
NORTHBOUND (Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	480	1	0	210	13	AM

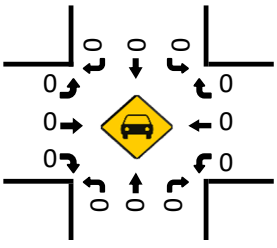
Cars (AM)



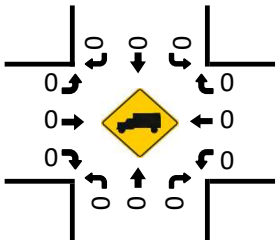
HT (AM)



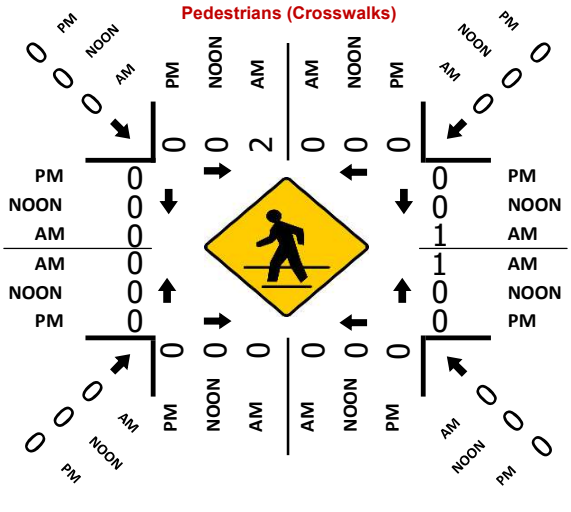
Cars (NOON)



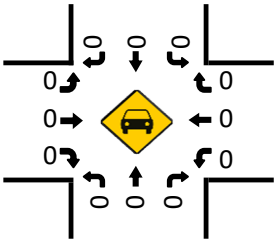
HT (NOON)



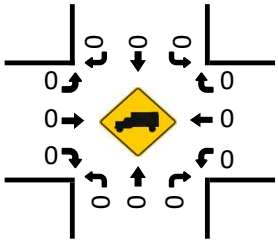
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Rock Blvd & 15th St

Peak Hour Turning Movement Count

ID: 26-110005-001
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	3:30 PM - 05:30 PM

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	261	67	2	1034	PM

EASTBOUND (15th St)

AM	NOON	PM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

WESTBOUND (15th St)

PM	NOON	AM
100	0	0
0	0	0
7	0	0
0	0	0
87	0	0

CONTROL

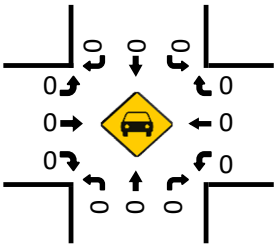
1-Way Stop(WB)

TEV	0 AM	0 NOON	1391 PM
PHF			0.98

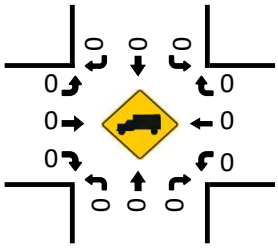
NORTHBOUND (Rock Blvd)

PM	270	2	0	932	20	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

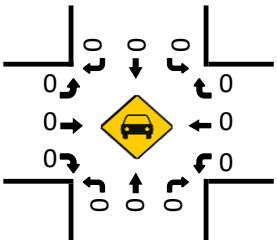
Cars (AM)



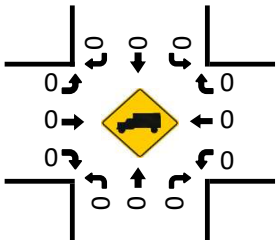
HT (AM)



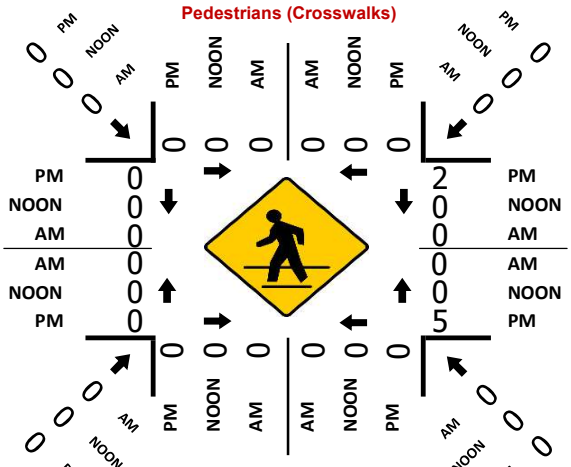
Cars (NOON)



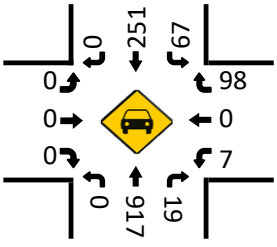
HT (NOON)



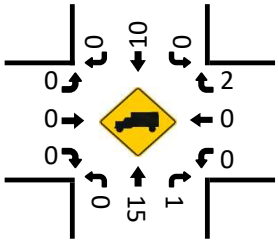
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Rock Blvd & C St

Peak Hour Turning Movement Count

ID: 26-110005-002
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	6:30 AM - 08:30 AM
NONE	NONE
NONE	NONE

SOUTHBOUND (Rock Blvd)

AM	2	634	5	0	319	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (C St)

AM	NOON	PM	
13	0	0	⇦
0	0	0	↶ 0
1	0	0	↱ 0
0	0	0	→ 0
4	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (C St)

PM	NOON	AM	
0	0	14	0 ↰
0	0	2	0 ←
0	0	25	0 ↰
0	0	0	0 ↶
0	0	27	⇨
PM	NOON	AM	

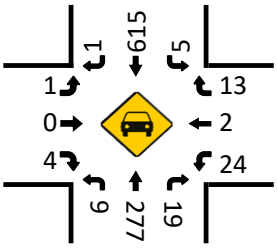
CONTROL: Signalized

TEV	1022	0	0
	AM	NOON	PM
PHF	0.95		

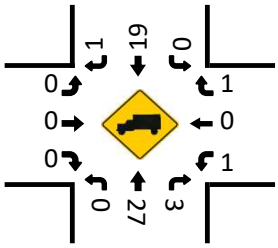
NORTHBOUND (Rock Blvd)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	663	0	9	304	22	AM

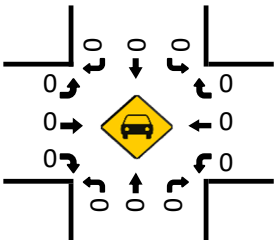
Cars (AM)



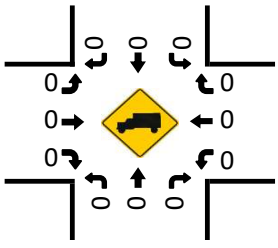
HT (AM)



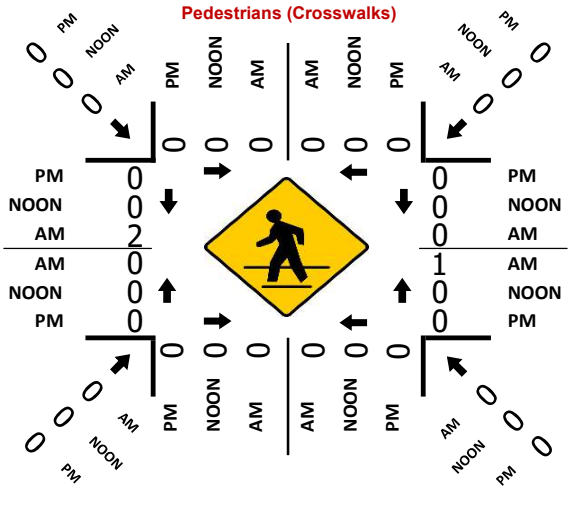
Cars (NOON)



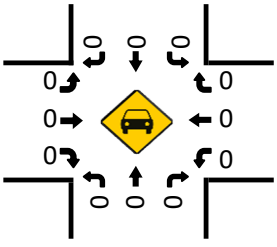
HT (NOON)



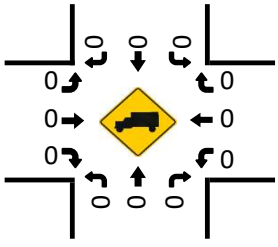
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Rock Blvd & C St

Peak Hour Turning Movement Count

ID: 26-110005-002
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	3:30 PM - 05:30 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	1759
PHF			0.99

SOUTHBOUND (Rock Blvd)

	Left	Thru	Thru	Right	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	361	11	0	1283	PM

EASTBOUND (C St)

	Left	Thru	Right	
AM	0	0	0	0
NOON	0	0	3	0
PM	0	0	1	0
	0	0	4	0
	0	0	12	
AM NOON PM				

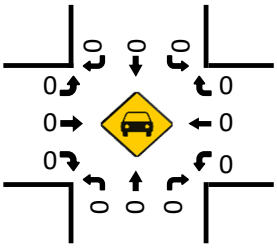
WESTBOUND (C St)

	Left	Thru	Right	
PM NOON AM				
	0	15	0	0
	0	4	0	0
	0	26	0	0
	0	0	0	0
		72	0	0
PM	392	1	8	1265	60	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

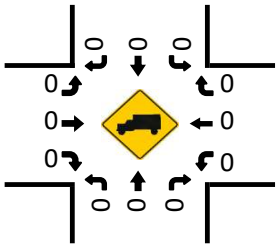
NORTHBOUND (Rock Blvd)

	Left	Thru	Thru	Right	Total	
PM	392	1	8	1265	60	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

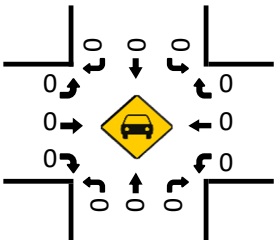
Cars (AM)



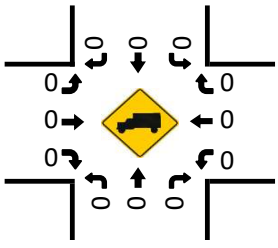
HT (AM)



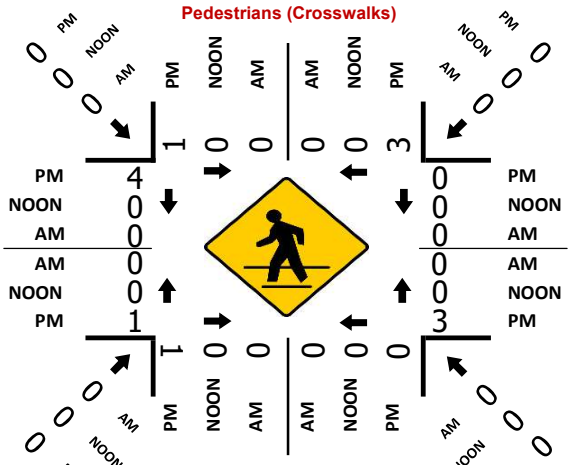
Cars (NOON)



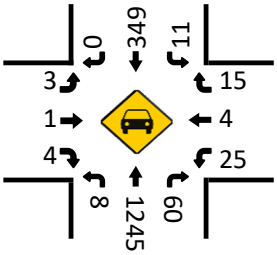
HT (NOON)



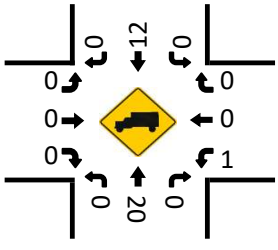
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Rock Blvd & Victorian Ave

Peak Hour Turning Movement Count

ID: 26-110005-003
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	6:30 AM - 08:30 AM
NOON	NONE	NONE
PM	NONE	NONE

SOUTHBOUND (Rock Blvd)

	L	T	R	U	Total
AM	17	632	17	1	336
NOON	0	0	0	0	0
PM	0	0	0	0	0

EASTBOUND (Victorian Ave)

	AM	NOON	PM
L	167	0	0
T	0	0	0
R	12	0	0
U	49	0	0
Total	124	0	0

WESTBOUND (Victorian Ave)

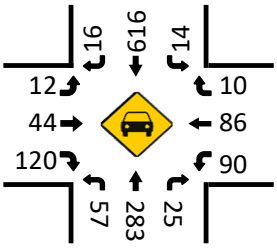
	PM	NOON	AM
L	0	0	13
T	0	0	91
R	0	0	99
U	0	0	0
Total	0	0	97

NORTHBOUND (Rock Blvd)

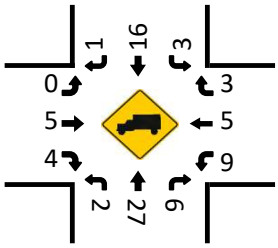
	L	T	R	U	Total
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	856	1	59	310	31

CONTROL			
Signalized			
TEV	1456	0	0
	AM	NOON	PM
PHF	0.94		

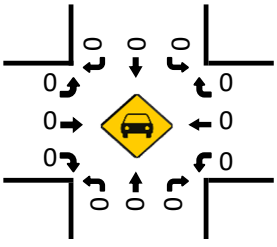
Cars (AM)



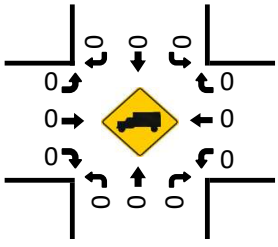
HT (AM)



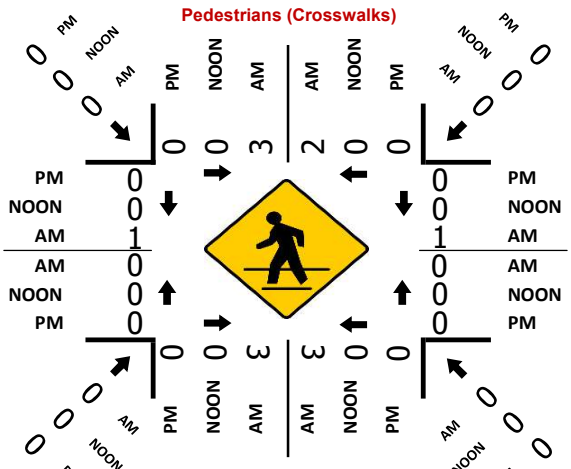
Cars (NOON)



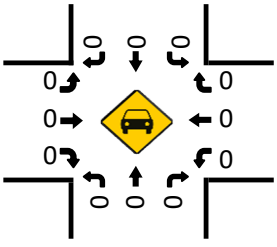
HT (NOON)



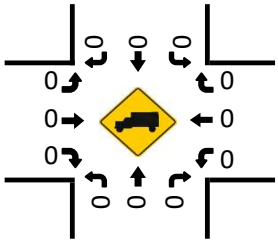
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Rock Blvd & Victorian Ave

Peak Hour Turning Movement Count

ID: 26-110005-003
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	3:30 PM - 05:30 PM

SOUTHBOUND (Rock Blvd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	23	356	17	1	1333	PM

EASTBOUND (Victorian Ave)

AM	NOON	PM	
0	0	241	⇦
0	0	0	↶ 0
0	0	51	↱ 0
0	0	106	→ 0
0	0	89	↴ 0
AM	NOON	PM	

WESTBOUND (Victorian Ave)

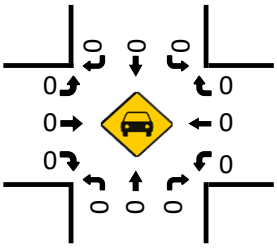
PM	NOON	AM	
15	0	0	0 ↰
93	0	0	0 ←
109	0	0	0 ↰
0	0	0	0 ↰
186	0	0	⇨
PM	NOON	AM	

CONTROL			
Signalized			
TEV	0 AM	0 NOON	2315 PM
PHF			0.98

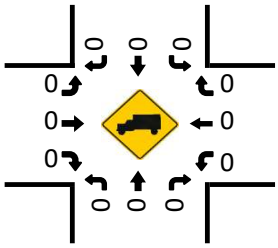
NORTHBOUND (Rock Blvd)

PM	555	1	125	1266	63	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

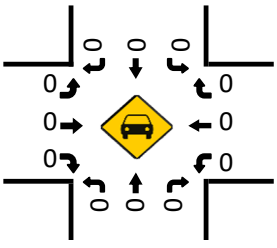
Cars (AM)



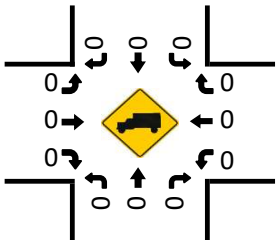
HT (AM)



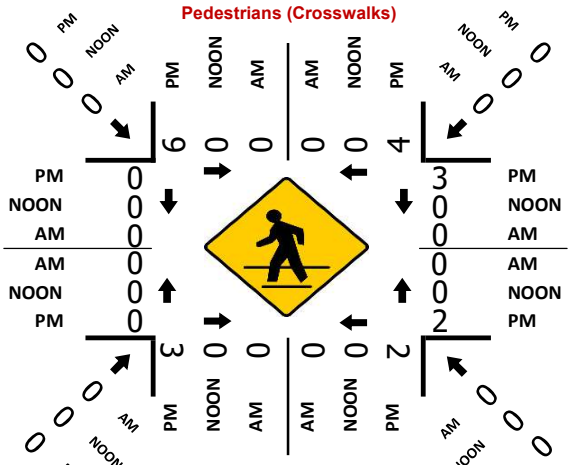
Cars (NOON)



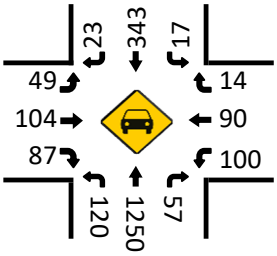
HT (NOON)



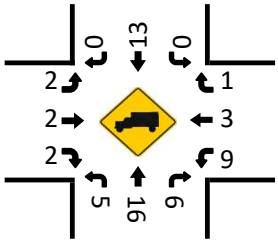
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

SR 668/S Rock Blvd & Hymer Ave

Peak Hour Turning Movement Count

ID: 26-110005-004
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	AM
NOON	NONE	NOON
PM	NONE	PM

AM	142	1126	60	0	583	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

SOUTHBOUND — SR 668/S Rock Blvd

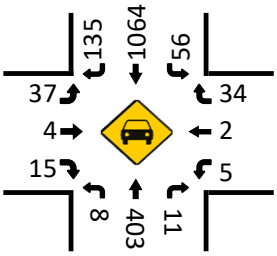
EASTBOUND (Hymer Ave)					WESTBOUND (Hymer Ave)			
AM	NOON	PM			PM	NOON	AM	
154	0	0	⇦	0	0	0	35	↰
0	0	0	↰	0	0	0	3	←
46	0	0	↱	0	0	0	5	↰
5	0	0	→	0	0	0	0	↰
15	0	0	↱	0	0	0	78	⇨
AM	NOON	PM			PM	NOON	AM	

CONTROL			
Signalized			
TEV	1961	0	0
	AM	NOON	PM
PHF	0.94		

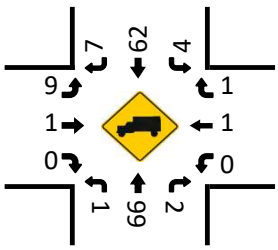
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	1146	0	9	502	13	AM

NORTHBOUND — SR 668/S Rock Blvd

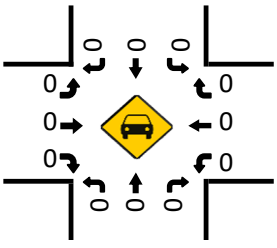
Cars (AM)



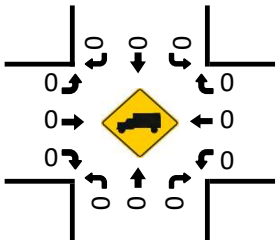
HT (AM)



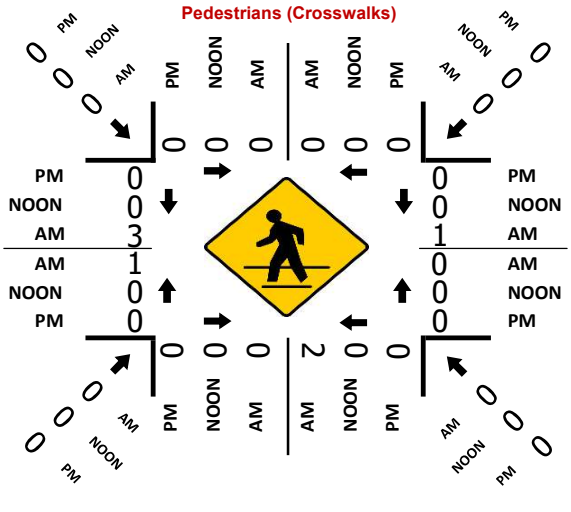
Cars (NOON)



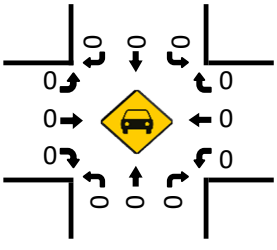
HT (NOON)



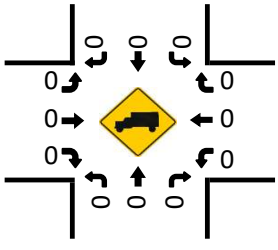
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

SR 668/S Rock Blvd & Hymer Ave

Peak Hour Turning Movement Count

ID: 26-110005-004
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:15 PM - 05:15 PM	3:30 PM - 05:30 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	2640
PHF			0.98

SOUTHBOUND (SR 668/S Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	45	567	64	0	1908	PM

EASTBOUND (Hymer Ave)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	49	236	7	10	0

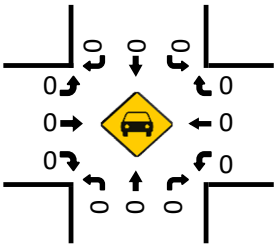
WESTBOUND (Hymer Ave)

	Left	Thru	Right	U-Turn	
AM	0	0	85	0	0
NOON	0	0	0	0	0
PM	175	1	21	0	0

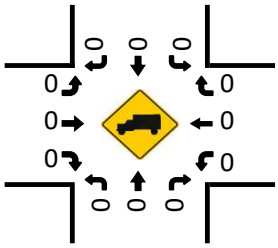
NORTHBOUND (SR 668/S Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	598	0	3	1497	14	PM

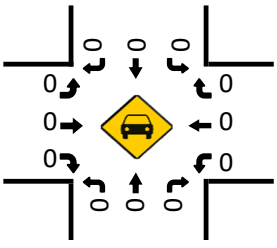
Cars (AM)



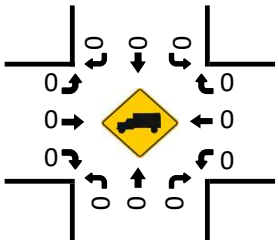
HT (AM)



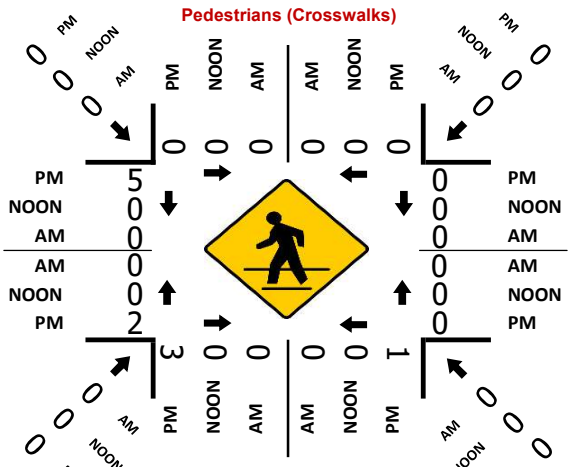
Cars (NOON)



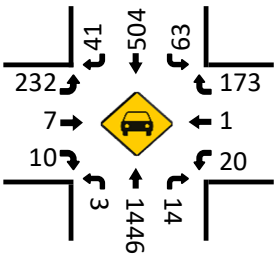
HT (NOON)



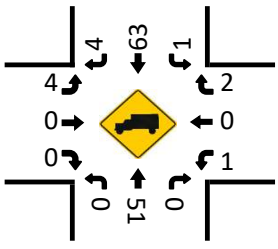
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

S Rock Blvd & SR 648/Glendale Ave

Peak Hour Turning Movement Count

ID: 26-110005-005
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	AM
NOON	NONE	NOON
PM	NONE	PM

CONTROL: Signalized

TEV	2372	0	0
	AM	NOON	PM
PHF	0.94		

SOUTHBOUND (S Rock Blvd)

	L	T	R	U	Total	
AM	136	769	181	0	533	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (SR 648/Glendale Ave)

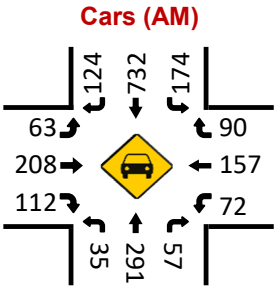
	L	T	R	U	Total	
AM	365	0	0	0	365	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

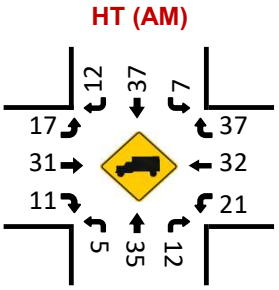
WESTBOUND (SR 648/Glendale Ave)

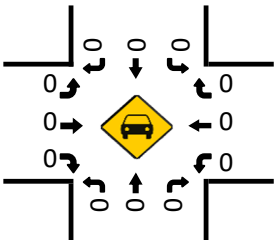
	L	T	R	U	Total	
PM	0	0	127	0	127	PM
NOON	0	0	189	0	189	NOON
AM	0	0	93	0	93	AM

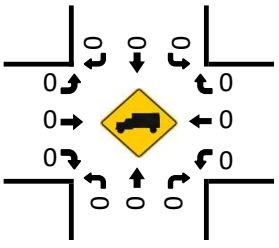
NORTHBOUND (S Rock Blvd)

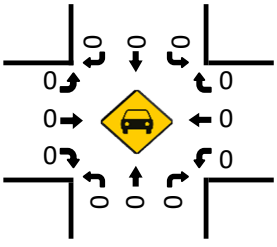
	L	T	R	U	Total	
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	985	0	40	326	69	AM

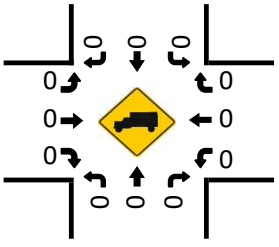


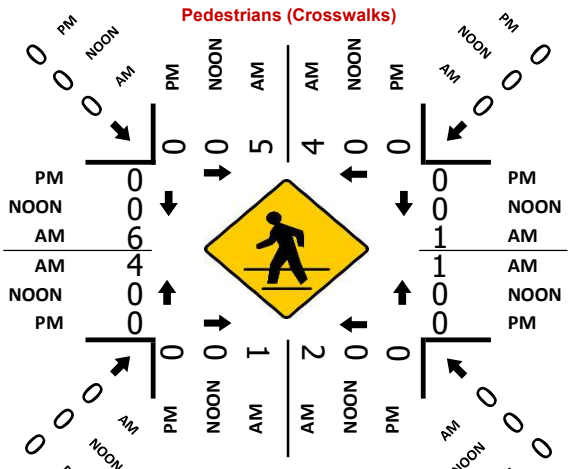












Prepared by National Data & Surveying Services

S Rock Blvd & SR 648/Glendale Ave

Peak Hour Turning Movement Count

ID: 26-110005-005
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
03:30 PM - 04:30 PM	3:30 PM - 05:30 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	0	0	3125
PHF			0.93

SOUTHBOUND (S Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	118	394	120	0	1518	PM

EASTBOUND (SR 648/Glendale Ave)

	Left	Thru	Right	
AM	0	0	0	AM
NOON	0	0	0	NOON
PM	0	0	587	PM
PM	0	0	4	PM
NOON	0	0	185	NOON
AM	0	0	262	AM
	0	0	115	

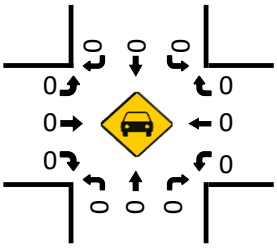
WESTBOUND (SR 648/Glendale Ave)

	Left	Thru	Right	
PM	0	0	392	PM
NOON	0	0	407	NOON
AM	0	0	75	AM
	0	0	2	
			436	

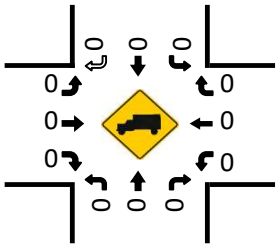
NORTHBOUND (S Rock Blvd)

	Left	Thru	Right	U-Turn	Total	
PM	584	0	58	941	52	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

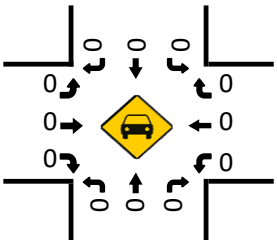
Cars (AM)



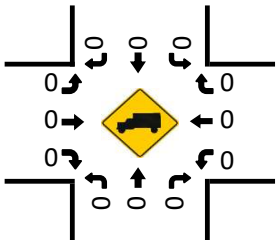
HT (AM)



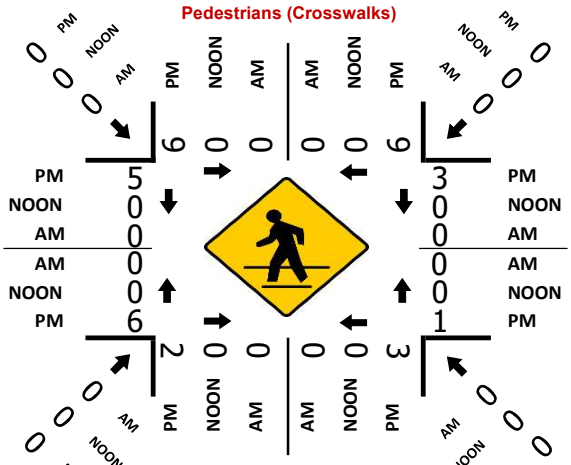
Cars (NOON)



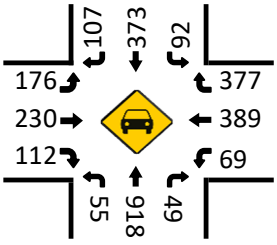
HT (NOON)



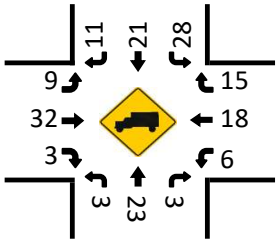
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

S Rock Blvd & Greg St

Peak Hour Turning Movement Count

ID: 26-110005-006
City: Sparks

Day: Friday
Date: 1/9/2026

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	6:30 AM - 08:30 AM
NONE	NONE
NONE	NONE

CONTROL: Signalized

	AM	NOON	PM
TEV	1800	0	0
PHF	0.94		

SOUTHBOUND (S Rock Blvd)

AM	201	461	198	1	416	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Greg St)

AM	NOON	PM	
456	0	0	⇦
0	0	0	↶ 0
124	0	0	↱ 0
198	0	0	→ 0
17	0	0	↴ 0
AM	NOON	PM	

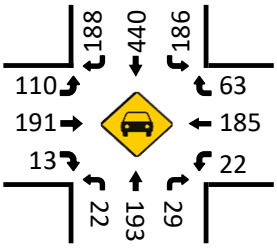
WESTBOUND (Greg St)

	PM	NOON	AM
0 ↰	0	0	72
0 ←	0	0	230
0 ↶	0	0	23
0 ↰	0	0	0
⇨	0	0	427
	PM	NOON	AM

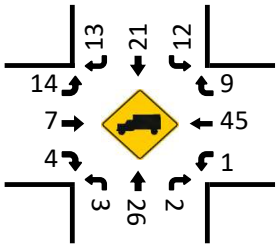
NORTHBOUND (S Rock Blvd)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	501	0	25	219	31	AM

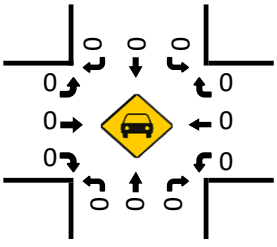
Cars (AM)



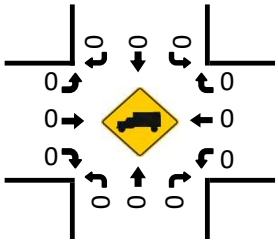
HT (AM)



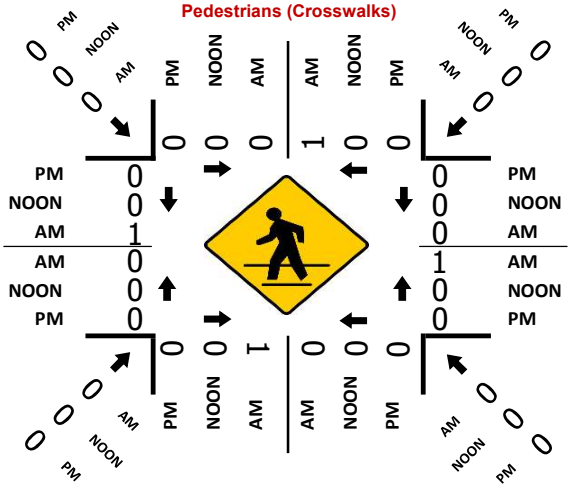
Cars (NOON)



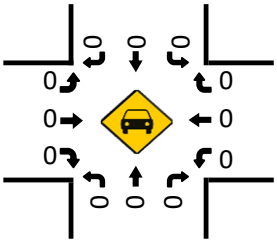
HT (NOON)



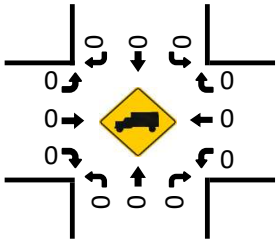
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

S Rock Blvd & Greg St

Peak Hour Turning Movement Count

ID: 26-110005-006
City: Sparks

Day: Wednesday
Date: 1/7/2026

PEAK HOURS		COUNT PERIODS
AM	NONE	AM
NOON	NONE	NOON
PM	03:30 PM - 04:30 PM	PM

SOUTHBOUND (S Rock Blvd)					
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	177	280	101	1	1028

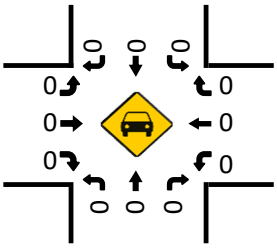
EASTBOUND (Greg St)			
AM	NOON	PM	
0	0	688	⇦
0	0	2	↶ 0
0	0	202	↱ 0
0	0	236	→ 0
0	0	16	↴ 0
AM	NOON	PM	

WESTBOUND (Greg St)			
PM	NOON	AM	
195	0	0	0 ↰
469	0	0	0 ←
41	0	0	0 ↰
0	0	0	0 ↶
372	0	0	⇨
PM	NOON	AM	

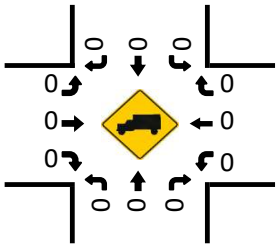
CONTROL			
Signalized			
TEV	0 AM	0 NOON	2425 PM
PHF			0.90

NORTHBOUND (S Rock Blvd)					
PM	337	0	40	630	35
NOON	0	0	0	0	0
AM	0	0	0	0	0

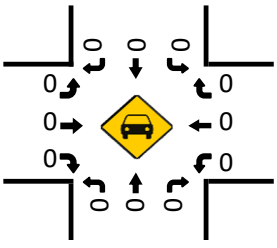
Cars (AM)



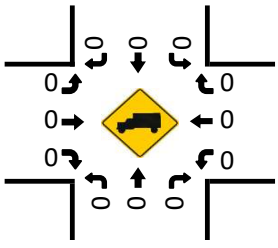
HT (AM)



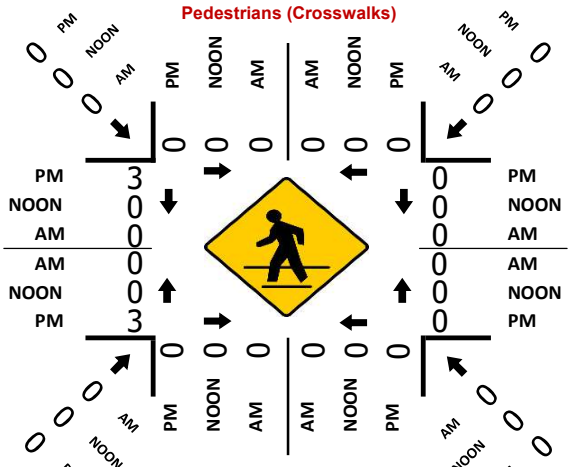
Cars (NOON)



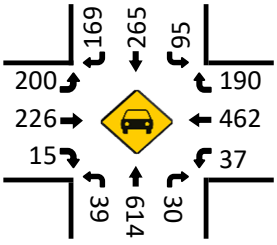
HT (NOON)



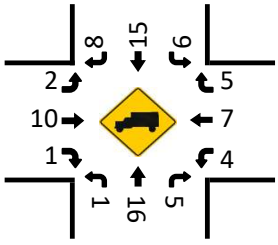
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	3.5

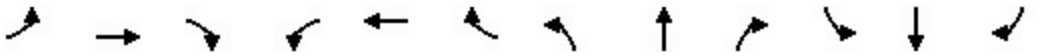
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1121	151	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	199	865	-	-	1255	-
Stage 1	736	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	862	-	-	1252	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.23	0	2.95
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	154	862	1252	-
HCM Lane V/C Ratio	-	-	0.061	0.202	0.225	-
HCM Control Delay (s/veh)	-	-	29.9	10.2	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	0.9	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

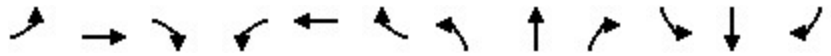


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	351	1814	807	577	1838	3
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.03	1.00	1.00	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	3469	1544	1739	3555	5
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	358	377
Grp Sat Flow(s),veh/h/ln	1543	0	0	1380	0	1585	1739	1735	1544	1739	1735	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	0.0	0.0	0.2	17.0	17.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	0.0	0.0	0.2	17.0	17.0
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	351	1814	807	577	897	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.03	0.19	0.02	0.01	0.40	0.40
Avail Cap(c_a), veh/h	480	0	0	464	0	471	459	1814	807	695	897	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	15.9	0.0	0.0	15.3	19.8	19.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.0	0.2	0.1	0.0	1.3	1.3
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(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	0.1	0.0	0.2	11.6	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	15.9	0.2	0.1	15.3	21.2	21.1
LnGrp LOS	E			E		E	B	A	A	B	C	C
Approach Vol, veh/h		4			42			381			741	
Approach Delay, s/veh		63.9			66.6			0.7			21.1	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.3	2.4	19.0		4.7				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.4		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.2	
HCM 7th LOS		B	

HCM 7th Signalized Intersection Summary
3: Rock Blvd & Victorian Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
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)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	775	2337	162	412	1657	32
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.24	0.24	0.04	0.96	0.96
Sat Flow, veh/h	1226	1811	1516	1211	1607	168	1725	3264	226	1725	3452	66
Grp Volume(v), veh/h	14	57	71	115	0	116	69	188	196	21	365	381
Grp Sat Flow(s),veh/h/ln	1226	1811	1516	1211	0	1776	1725	1721	1770	1725	1721	1797
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	11.7	11.8	0.9	2.0	2.0
Cycle Q Clear(g_c), s	9.4	3.7	5.6	16.1	0.0	8.0	0.0	11.7	11.8	0.9	2.0	2.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.13	1.00		0.04
Lane Grp Cap(c), veh/h	165	273	229	202	0	268	775	1232	1267	412	826	863
V/C Ratio(X)	0.08	0.21	0.31	0.57	0.00	0.43	0.09	0.15	0.15	0.05	0.44	0.44
Avail Cap(c_a), veh/h	345	538	450	380	0	527	775	1232	1267	567	826	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.98	0.98	0.98
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	10.8	19.1	19.2	20.4	1.4	1.4
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.0	0.3	0.3	0.0	1.7	1.6
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(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	1.7	9.3	9.6	0.7	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	10.8	19.4	19.4	20.5	3.1	3.1
LnGrp LOS	E	D	D	E		D	B	B	B	C	A	A
Approach Vol, veh/h		142			231			453			767	
Approach Delay, s/veh		51.8			56.5			18.1			3.6	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	39.8	70.0		25.2				
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9				
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1				
Max Q Clear Time (g_c+I1), s	2.9	13.8		11.4	2.0	4.0		18.1				
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	5.5		1.0				

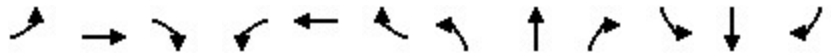
Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Future Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
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		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	54	6	13	6	3	28	11	581	11	69	1304	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	72	8	17	7	4	34	236	2438	46	629	2319	204
Arrive On Green	0.06	0.06	0.06	0.03	0.03	0.03	0.01	0.72	0.72	0.02	0.50	0.50
Sat Flow, veh/h	1220	136	294	247	124	1153	1682	3369	64	1682	3114	274
Grp Volume(v), veh/h	73	0	0	37	0	0	11	289	303	69	701	718
Grp Sat Flow(s),veh/h/ln	1649	0	0	1524	0	0	1682	1678	1755	1682	1678	1710
Q Serve(g_s), s	5.9	0.0	0.0	3.3	0.0	0.0	0.2	7.8	7.8	1.4	39.2	39.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	3.3	0.0	0.0	0.2	7.8	7.8	1.4	39.2	39.6
Prop In Lane	0.74		0.18	0.16		0.76	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	98	0	0	45	0	0	236	1214	1270	629	1249	1273
V/C Ratio(X)	0.75	0.00	0.00	0.82	0.00	0.00	0.05	0.24	0.24	0.11	0.56	0.56
Avail Cap(c_a), veh/h	238	0	0	164	0	0	406	1214	1270	703	1249	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	62.5	0.0	0.0	65.1	0.0	0.0	9.9	6.2	6.2	4.4	18.5	18.6
Incr Delay (d2), s/veh	10.7	0.0	0.0	29.0	0.0	0.0	0.1	0.4	0.4	0.1	1.7	1.7
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(95%),veh/ln	5.0	0.0	0.0	2.9	0.0	0.0	0.2	5.0	5.2	0.8	23.5	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.2	0.0	0.0	94.2	0.0	0.0	10.0	6.7	6.7	4.4	20.2	20.3
LnGrp LOS	E			F			A	A	A	A	C	C
Approach Vol, veh/h		73			37			603			1488	
Approach Delay, s/veh		73.2			94.2			6.7			19.5	
Approach LOS		E			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	102.9		9.5	6.3	105.7		13.5				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	10.5	69.8		14.5	15.4	64.8		19.5				
Max Q Clear Time (g_c+I1), s	3.4	9.8		5.3	2.2	41.6		7.9				
Green Ext Time (p_c), s	0.1	4.2		0.1	0.0	11.4		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	19.0	
HCM 7th LOS	B	

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Future Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
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		0.96	1.00		0.98	1.00		0.99	1.00		0.99
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	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	116	417	179	132	451	197	60	1058	468	274	1228	543
Arrive On Green	0.07	0.13	0.13	0.08	0.14	0.14	0.04	0.32	0.32	0.08	0.37	0.37
Sat Flow, veh/h	1668	3328	1430	1668	3328	1455	1668	3328	1471	3237	3328	1473
Grp Volume(v), veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Grp Sat Flow(s),veh/h/ln	1668	1664	1430	1668	1664	1455	1668	1664	1471	1618	1664	1473
Q Serve(g_s), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	31.6	2.0
Cycle Q Clear(g_c), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	31.6	2.0
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	116	417	179	132	451	197	60	1058	468	274	1228	543
V/C Ratio(X)	0.81	0.67	0.40	0.83	0.49	0.38	0.79	0.36	0.09	0.77	0.73	0.15
Avail Cap(c_a), veh/h	240	602	259	239	602	263	242	1058	468	1067	1228	543
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	1.00	0.96	0.96	0.96	0.75	0.75	0.75
Uniform Delay (d), s/veh	62.0	56.4	19.9	61.3	54.0	53.2	64.6	35.5	32.3	60.5	36.8	4.6
Incr Delay (d2), s/veh	12.7	1.9	1.5	12.2	0.8	1.2	19.2	0.9	0.4	3.5	2.9	0.4
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(95%),veh/ln	6.5	8.2	4.1	7.4	6.4	4.3	3.5	8.6	1.8	6.4	18.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	58.3	21.3	73.5	54.8	54.4	83.8	36.4	32.7	64.1	39.8	5.0
LnGrp LOS	E	E	C	E	D	D	F	D	C	E	D	A
Approach Vol, veh/h		446			405			470			1192	
Approach Delay, s/veh		55.8			59.8			40.8			41.8	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	48.3	16.4	22.5	10.2	55.0	15.0	23.9
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	11.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4
Max Q Clear Time (g_c+I1), s	10.7	13.9	10.7	12.8	5.8	33.6	9.5	10.3
Green Ext Time (p_c), s	0.8	1.9	0.2	1.5	0.1	6.2	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	47.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
6: Rock Blvd & Greg St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	218	19	25	253	79	28	241	34	219	507	221
Future Volume (veh/h)	136	218	19	25	253	79	28	241	34	219	507	221
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	145	232	14	27	269	58	30	256	25	233	539	118
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	229	606	36	225	339	72	316	1255	122	453	1395	622
Arrive On Green	0.09	0.19	0.19	0.02	0.12	0.12	0.03	0.41	0.41	0.07	0.83	0.83
Sat Flow, veh/h	1682	3217	193	1682	2754	584	1682	3091	299	1682	3357	1496
Grp Volume(v), veh/h	145	120	126	27	162	165	30	138	143	233	539	118
Grp Sat Flow(s),veh/h/ln	1682	1678	1732	1682	1678	1660	1682	1678	1712	1682	1678	1496
Q Serve(g_s), s	9.8	8.5	8.6	1.9	12.7	13.0	1.5	7.2	7.3	0.0	5.4	2.1
Cycle Q Clear(g_c), s	9.8	8.5	8.6	1.9	12.7	13.0	1.5	7.2	7.3	0.0	5.4	2.1
Prop In Lane	1.00		0.11	1.00		0.35	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	229	316	326	225	207	204	316	681	695	453	1395	622
V/C Ratio(X)	0.63	0.38	0.39	0.12	0.79	0.81	0.10	0.20	0.21	0.51	0.39	0.19
Avail Cap(c_a), veh/h	323	316	326	428	303	300	454	681	695	573	1395	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	45.1	47.9	47.9	50.0	57.5	57.6	26.6	26.0	26.0	33.7	7.1	6.8
Incr Delay (d2), s/veh	2.9	0.8	0.7	0.2	8.0	9.7	0.1	0.7	0.7	0.7	0.7	0.6
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(95%),veh/ln	7.7	6.5	6.8	1.5	9.8	10.1	1.1	5.5	5.7	9.8	3.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	48.7	48.7	50.2	65.4	67.3	26.8	26.6	26.7	34.4	7.8	7.4
LnGrp LOS	D	D	D	D	E	E	C	C	C	C	A	A
Approach Vol, veh/h		391			354			311			890	
Approach Delay, s/veh		48.4			65.1			26.7			14.7	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	60.0	8.7	31.0	8.9	61.5	17.5	22.2
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6
Max Green Setting (Gmax), s	14.6	54.8	19.5	24.4	14.5	* 55	19.5	24.4
Max Q Clear Time (g_c+I1), s	12.0	9.3	3.9	10.6	3.5	7.4	11.8	15.0
Green Ext Time (p_c), s	0.5	1.8	0.0	1.1	0.0	4.7	0.2	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	32.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	1.8

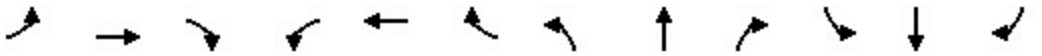
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1297	500	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	154	516	-	-	692	-
Stage 1	326	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	513	-	-	687	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.08	0	2.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	132	513	687	-
HCM Lane V/C Ratio	-	-	0.054	0.199	0.137	-
HCM Control Delay (s/veh)	-	-	33.9	13.8	11.1	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.7	0.5	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

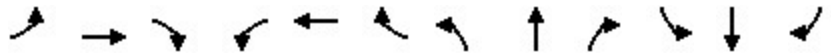


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.98		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	122	24	61	895	2971	1293	378	3043	8
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	450	446	672	1381	465	1163	1781	3554	1547	1781	3635	10
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	180	189
Grp Sat Flow(s),veh/h/ln	1567	0	0	1381	0	1629	1781	1777	1547	1781	1777	1868
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	14.0	0.5	0.1	2.8	2.8
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	14.0	0.5	0.1	2.8	2.8
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	116	0	0	122	0	85	895	2971	1293	378	1487	1564
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.16	0.01	0.43	0.02	0.03	0.12	0.12
Avail Cap(c_a), veh/h	589	0	0	557	0	598	996	2971	1293	478	1487	1564
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	0.00	0.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.8	3.2	2.1	2.4	2.2	2.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.4	0.0	0.0	0.2	0.2
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(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	7.2	0.2	0.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.8	3.5	2.1	2.4	2.4	2.4
LnGrp LOS	E			E		E	A	A	A	A	A	A
Approach Vol, veh/h		7			41			1329			380	
Approach Delay, s/veh		67.8			69.2			3.5			2.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.1	16.0		2.6	2.1	4.8		4.7				
Green Ext Time (p_c), s	0.0	14.4		0.0	0.0	2.4		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		5.0	
HCM 7th LOS		A	

HCM 7th Signalized Intersection Summary
3: Rock Blvd & Victorian Ave

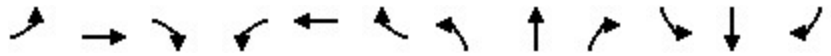


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.96	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	200	164	232	231	24	505	1630	57	142	1484	65
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1644	173	1767	3472	121	1767	3435	151
Grp Volume(v), veh/h	52	108	45	111	0	105	129	655	682	18	186	193
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1817	1767	1763	1830	1767	1763	1824
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	10.0	10.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	10.0	10.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	220	200	164	232	0	255	505	827	859	142	762	788
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.26	0.79	0.79	0.13	0.24	0.25
Avail Cap(c_a), veh/h	423	372	307	353	0	340	584	827	859	345	762	788
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	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	20.9	33.6	33.7	29.0	27.0	27.1
Incr Delay (d2), s/veh	0.5	2.3	0.9	1.5	0.0	1.1	0.1	4.4	4.3	0.4	0.8	0.7
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(95%),veh/ln	3.2	7.3	2.9	6.8	0.0	6.7	4.5	26.7	27.6	0.7	7.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	21.0	38.1	38.0	29.4	27.8	27.8
LnGrp LOS	E	E	E	D		E	C	D	D	C	C	C
Approach Vol, veh/h		205			216			1466			397	
Approach Delay, s/veh		62.9			57.1			36.5			27.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	12.8	49.2	10.2	10.3	7.9	12.1	5.9	9.9
Green Ext Time (p_c), s	0.0	6.4	0.2	0.6	0.2	2.5	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	39.3
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Future Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
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		0.99	1.00		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	241	7	7	21	1	125	3	1528	10	65	579	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	266	8	8	21	1	128	422	1644	11	121	1643	91
Arrive On Green	0.16	0.16	0.16	0.10	0.10	0.10	0.00	0.47	0.47	0.06	0.98	0.98
Sat Flow, veh/h	1640	48	48	222	11	1324	1739	3532	23	1739	3341	184
Grp Volume(v), veh/h	255	0	0	147	0	0	3	750	788	65	300	311
Grp Sat Flow(s),veh/h/ln	1735	0	0	1557	0	0	1739	1735	1821	1739	1735	1791
Q Serve(g_s), s	21.7	0.0	0.0	14.1	0.0	0.0	0.1	61.1	61.2	2.9	0.6	0.6
Cycle Q Clear(g_c), s	21.7	0.0	0.0	14.1	0.0	0.0	0.1	61.1	61.2	2.9	0.6	0.6
Prop In Lane	0.95		0.03	0.14		0.85	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	282	0	0	150	0	0	422	807	847	121	853	881
V/C Ratio(X)	0.91	0.00	0.00	0.98	0.00	0.00	0.01	0.93	0.93	0.54	0.35	0.35
Avail Cap(c_a), veh/h	341	0	0	150	0	0	594	807	847	247	853	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.63	0.63	0.63	0.97	0.97	0.97
Uniform Delay (d), s/veh	61.7	0.0	0.0	67.6	0.0	0.0	21.2	37.8	37.8	33.5	0.6	0.6
Incr Delay (d2), s/veh	23.8	0.0	0.0	66.1	0.0	0.0	0.0	13.1	12.7	3.6	1.1	1.1
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(95%),veh/ln	17.0	0.0	0.0	13.2	0.0	0.0	0.1	35.5	37.0	2.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.5	0.0	0.0	133.7	0.0	0.0	21.2	50.8	50.5	37.1	1.7	1.7
LnGrp LOS	F			F			C	D	D	D	A	A
Approach Vol, veh/h		255			147			1541			676	
Approach Delay, s/veh		85.5			133.7			50.6			5.1	
Approach LOS		F			F			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	75.0		20.0	5.2	79.0		29.8
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5
Max Green Setting (Gmax), s	15.5	69.8		14.5	15.4	69.8		29.5
Max Q Clear Time (g_c+I1), s	4.9	63.2		16.1	2.1	2.6		23.7
Green Ext Time (p_c), s	0.1	4.9		0.0	0.0	4.3		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	46.9
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Future Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
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		0.98	1.00		0.96	1.00		0.98	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	226	782	343	103	540	231	94	1257	548	175	1257	549
Arrive On Green	0.13	0.23	0.23	0.06	0.16	0.16	0.02	0.12	0.12	0.10	0.73	0.73
Sat Flow, veh/h	1725	3441	1511	1725	3441	1476	1725	3441	1501	3346	3441	1502
Grp Volume(v), veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1511	1725	1721	1476	1725	1721	1501	1673	1721	1502
Q Serve(g_s), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	6.6	1.7
Cycle Q Clear(g_c), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	6.6	1.7
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	226	782	343	103	540	231	94	1257	548	175	1257	549
V/C Ratio(X)	0.90	0.36	0.17	0.81	0.81	0.91	0.66	0.81	0.05	0.74	0.34	0.11
Avail Cap(c_a), veh/h	281	789	346	222	674	289	225	1257	548	435	1257	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.2	48.8	19.3	69.7	61.1	28.4	72.3	60.8	43.0	66.1	13.7	13.1
Incr Delay (d2), s/veh	25.7	0.3	0.2	13.6	6.0	26.6	5.5	4.0	0.1	5.7	0.7	0.4
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(95%),veh/ln	14.3	8.0	3.2	6.4	13.3	11.1	4.7	27.0	1.7	4.4	4.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.9	49.1	19.6	83.3	67.1	54.9	77.8	64.7	43.1	71.9	14.4	13.4
LnGrp LOS	F	D	B	F	E	D	E	E	D	E	B	B
Approach Vol, veh/h		544			731			1102			612	
Approach Delay, s/veh		61.1			65.5			64.9			26.4	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	60.2	14.7	39.7	13.5	60.0	25.2	29.1
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	19.5	* 55	19.3	34.4	19.6	54.8	24.4	29.4
Max Q Clear Time (g_c+I1), s	7.6	45.0	9.1	12.3	7.4	8.6	19.4	20.4
Green Ext Time (p_c), s	0.3	5.0	0.1	2.0	0.1	3.4	0.2	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	56.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
6: Rock Blvd & Greg St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	236	16	41	469	195	40	630	35	102	280	177
Future Volume (veh/h)	204	236	16	41	469	195	40	630	35	102	280	177
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		0.99	0.99		0.99	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	224	259	13	45	515	149	44	692	26	112	308	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	274	1046	52	343	600	173	258	804	30	578	1729	768
Arrive On Green	0.11	0.31	0.31	0.03	0.22	0.22	0.03	0.23	0.23	0.58	0.98	0.98
Sat Flow, veh/h	1767	3417	171	1767	2692	775	1767	3464	130	1767	3526	1567
Grp Volume(v), veh/h	224	133	139	45	336	328	44	352	366	112	308	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1825	1767	1763	1704	1767	1763	1831	1767	1763	1567
Q Serve(g_s), s	14.2	8.5	8.6	2.9	27.5	27.8	3.0	28.7	28.8	0.0	0.3	0.2
Cycle Q Clear(g_c), s	14.2	8.5	8.6	2.9	27.5	27.8	3.0	28.7	28.8	0.0	0.3	0.2
Prop In Lane	1.00		0.09	1.00		0.45	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	274	540	559	343	393	380	258	409	425	578	1729	768
V/C Ratio(X)	0.82	0.25	0.25	0.13	0.86	0.86	0.17	0.86	0.86	0.19	0.18	0.13
Avail Cap(c_a), veh/h	425	581	601	581	522	504	437	409	425	578	1729	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	40.4	39.1	39.1	43.2	56.0	56.1	48.2	55.3	55.3	22.2	0.7	0.7
Incr Delay (d2), s/veh	7.0	0.2	0.2	0.2	10.4	11.4	0.3	20.5	20.0	0.2	0.2	0.3
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(95%),veh/ln	11.0	6.8	7.1	2.4	19.4	19.1	2.5	21.5	22.2	3.2	0.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	39.3	39.3	43.3	66.3	67.4	48.5	75.8	75.3	22.3	0.9	1.1
LnGrp LOS	D	D	D	D	E	E	D	E	E	C	A	A
Approach Vol, veh/h		496			709			762			517	
Approach Delay, s/veh		43.0			65.4			74.0			5.6	
Approach LOS		D			E			E			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	40.0	9.7	51.5	9.8	79.0	22.2	39.0
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6
Max Green Setting (Gmax), s	13.6	34.8	24.5	49.4	19.5	* 35	29.5	44.4
Max Q Clear Time (g_c+I1), s	12.0	30.8	4.9	10.6	5.0	2.3	16.2	29.8
Green Ext Time (p_c), s	0.2	1.6	0.1	1.7	0.1	2.5	0.5	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	51.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Future Forecast Projections

Location -->	Rock Blvd	Rock Blvd	Rock Blvd	15th St	C St	C St	Rock Blvd	Rock Blvd	Glendale Ave	Glendale Ave	Rock Blvd	Greg St	Greg St
	South of McCarran	*North of 15th*	*South of 15th*	*East of Rock*	*West of Rock*	*East of Rock*	*North of Glendale*	*South of Glendale*	*West of Rock*	*East of Rock*	*South of Greg*	*West of Rock*	*East of Rock*
2024 NDOT AADT	9800	14,300	13,000	1,500	2,800	1,500	27,000	21,000	15,200	12,200	11,100	13,100	11,900
Demand Model Volumes													
2025 RTC	8499	13,577	12,964	974	2,854	488	12,612	10,643	2,492	1,085	1,977	7,770	3,004
2050 RTC	11247	13,428	11,565	1,266	1,709	1,177	12,527	14,562	9,412	2,625	5,728	7,644	2,725
Model Difference 2050-2025	2,748	-149	-1,399	292	-1,145	689	-85	3,919	6,920	1,540	3,751	-126	-279
Growth Rates													
25 Years % Change	32%	-1%	-11%	30%	-40%	141%	-1%	37%	278%	142%	190%	-2%	-9%
% per year	1.3%	0.0%	-0.4%	1.2%	-1.6%	5.6%	0.0%	1.5%	11.1%	5.7%	7.6%	-0.1%	-0.4%
25 years growth factor	**1.3**	**1.0**	**0.9**	**1.3**	**0.6**	**2.4**	**1.0**	**1.4**	**3.8**	**2.4**	**2.9**	**1.0**	**0.9**
Growth Difference													
25 Years Increase	2,748	-149	-1,399	292	-1,145	689	-85	3,919	6,920	1,540	3,751	-126	-279
% Change	28%	-1%	-11%	19%	-41%	46%	0%	19%	46%	13%	34%	-1%	-2%
% per year	1.1%	0.0%	-0.4%	0.8%	-1.6%	1.8%	0.0%	0.7%	1.8%	0.5%	1.4%	0.0%	-0.1%
25 years growth factor	**1.3**	**1.0**	**0.9**	**1.2**	**0.6**	**1.5**	**1.0**	**1.2**	**1.5**	**1.1**	**1.3**	**1.0**	**1.0**

GCW
ENGINEERS \ SURVEYORS

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1240	138	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.86	6.96	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	-	-	2.23	-
Pot Cap-1 Maneuver	166	882	-	-	1284	-
Stage 1	764	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	879	-	-	1281	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	235	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.8	0	3.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	122	879	1281	-
HCM Lane V/C Ratio	-	-	0.095	0.238	0.263	-
HCM Control Delay (s/veh)	-	-	37.6	10.4	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.9	1.1	-

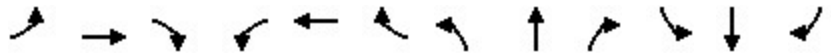
HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	267	1794	799	613	1878	8
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	3469	1544	1739	3543	15
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	469	493
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1735	1544	1739	1735	1823
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	23.5	23.5
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	23.5	23.5
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	267	1794	799	613	920	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.02	0.19	0.01	0.03	0.51	0.51
Avail Cap(c_a), veh/h	478	0	0	464	0	464	386	1794	799	709	920	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	17.0	0.0	0.0	14.6	20.4	20.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.0	0.2	0.0	0.0	2.0	1.9
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(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.1	0.1	0.0	0.6	15.2	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	17.1	0.2	0.0	14.7	22.4	22.3
LnGrp LOS	E			E		E	B	A	A	B	C	C
Approach Vol, veh/h		15			63			345			983	
Approach Delay, s/veh		62.7			65.1			0.5			22.2	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	25.5		6.2				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	7.7		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.2									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary
3: Rock Blvd & Victorian Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
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		0.99	0.99		0.98	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	249	427	359	297	378	41	570	2008	145	442	1678	14
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.20	0.20	0.07	0.96	0.96
Sat Flow, veh/h	1191	1811	1523	1199	1600	175	1725	3253	236	1725	3496	30
Grp Volume(v), veh/h	21	74	69	221	0	152	63	166	173	63	466	489
Grp Sat Flow(s),veh/h/ln	1191	1811	1523	1199	0	1775	1725	1721	1768	1725	1721	1805
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.0	10.7	10.8	2.8	3.2	3.2
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.0	10.7	10.8	2.8	3.2	3.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	249	427	359	297	0	419	570	1062	1091	442	826	866
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.11	0.16	0.16	0.14	0.56	0.56
Avail Cap(c_a), veh/h	322	538	452	371	0	527	570	1062	1091	575	826	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	16.7	24.9	24.9	20.6	1.5	1.5
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.1	0.3	0.3	0.1	2.6	2.5
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(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	2.0	8.7	9.0	2.0	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	16.8	25.2	25.2	20.7	4.1	4.0
LnGrp LOS	D	D	D	E		D	B	C	C	C	A	A
Approach Vol, veh/h		164			373			402			1018	
Approach Delay, s/veh		42.3			52.5			23.9			5.1	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	88.6		36.8	28.2	70.0		36.8
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9
Max Green Setting (Gmax), s	4.5	* 65		40.1	14.7	64.8		40.1
Max Q Clear Time (g_c+I1), s	4.8	12.8		13.7	2.0	5.2		30.7
Green Ext Time (p_c), s	0.1	2.2		0.7	0.1	7.8		1.2

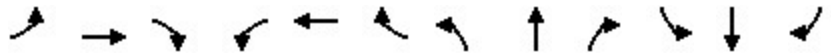
Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Future Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
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		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	63	5	6	11	0	19	16	516	17	105	1547	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	85	7	8	14	0	24	236	2407	79	670	2458	89
Arrive On Green	0.06	0.06	0.06	0.03	0.00	0.03	0.02	0.73	0.73	0.04	0.74	0.74
Sat Flow, veh/h	1421	113	135	566	0	977	1682	3316	109	1682	3301	119
Grp Volume(v), veh/h	74	0	0	30	0	0	16	261	272	105	784	819
Grp Sat Flow(s),veh/h/ln	1670	0	0	1543	0	0	1682	1678	1747	1682	1678	1742
Q Serve(g_s), s	5.9	0.0	0.0	2.6	0.0	0.0	0.3	6.8	6.8	2.1	30.2	30.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.6	0.0	0.0	0.3	6.8	6.8	2.1	30.2	30.6
Prop In Lane	0.85		0.08	0.37		0.63	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	99	0	0	39	0	0	236	1218	1268	670	1250	1297
V/C Ratio(X)	0.74	0.00	0.00	0.78	0.00	0.00	0.07	0.21	0.21	0.16	0.63	0.63
Avail Cap(c_a), veh/h	241	0	0	166	0	0	400	1218	1268	739	1250	1297
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	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.84	0.84	0.84
Uniform Delay (d), s/veh	62.5	0.0	0.0	65.4	0.0	0.0	7.6	6.0	6.0	4.3	8.3	8.3
Incr Delay (d2), s/veh	10.5	0.0	0.0	27.6	0.0	0.0	0.1	0.4	0.4	0.1	2.0	2.0
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(95%),veh/ln	5.0	0.0	0.0	2.4	0.0	0.0	0.2	4.4	4.5	1.2	15.4	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.9	0.0	0.0	93.0	0.0	0.0	7.7	6.4	6.4	4.4	10.3	10.3
LnGrp LOS	E			F			A	A	A	A	B	B
Approach Vol, veh/h		74			30			549			1708	
Approach Delay, s/veh		72.9			93.0			6.4			9.9	
Approach LOS		E			F			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	103.2		8.9	6.9	105.7		13.5				
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5				
Max Green Setting (Gmax), s	10.5	69.8		14.5	15.4	64.8		19.5				
Max Q Clear Time (g_c+I1), s	4.1	8.8		4.6	2.3	32.6		7.9				
Green Ext Time (p_c), s	0.1	3.7		0.0	0.0	16.0		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Future Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
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		0.97	1.00		0.98	1.00		0.99	1.00		0.99
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	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	129	497	214	152	545	239	129	1171	518	297	1228	543
Arrive On Green	0.08	0.15	0.15	0.09	0.16	0.16	0.08	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1668	3328	1436	1668	3328	1460	1668	3328	1472	3237	3328	1473
Grp Volume(v), veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Grp Sat Flow(s),veh/h/ln	1668	1664	1436	1668	1664	1460	1668	1664	1472	1618	1664	1473
Q Serve(g_s), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	38.9	4.3
Cycle Q Clear(g_c), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	38.9	4.3
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	129	497	214	152	545	239	129	1171	518	297	1228	543
V/C Ratio(X)	0.82	0.77	1.05	0.84	0.59	0.09	0.82	0.32	0.11	0.79	0.85	0.24
Avail Cap(c_a), veh/h	240	602	260	239	602	264	242	1171	518	1067	1228	543
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	1.00	0.95	0.95	0.95	0.67	0.67	0.67
Uniform Delay (d), s/veh	61.4	55.2	23.2	60.4	52.2	47.9	61.4	31.9	29.5	60.0	39.2	7.7
Incr Delay (d2), s/veh	12.3	5.0	70.0	14.6	1.2	0.2	11.7	0.7	0.4	3.2	5.2	0.7
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(95%),veh/ln	7.3	10.8	13.6	8.6	8.8	1.2	7.2	8.0	2.3	6.8	22.1	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	60.2	93.1	75.0	53.4	48.1	73.1	32.6	29.9	63.2	44.3	8.4
LnGrp LOS	E	E	F	E	D	D	E	C	C	E	D	A
Approach Vol, veh/h		715			469			534			1410	
Approach Delay, s/veh		72.6			59.1			40.4			44.1	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	52.9	18.0	25.7	15.8	55.0	16.0	27.7
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4
Max Q Clear Time (g_c+I1), s	10.5	13.0	12.2	16.9	10.5	40.9	10.5	14.0
Green Ext Time (p_c), s	0.8	2.0	0.2	2.0	0.2	5.0	0.1	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	52.2
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
6: Rock Blvd & Greg St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	190	30	30	220	80	30	320	40	210	770	250
Future Volume (veh/h)	160	190	30	30	220	80	30	320	40	210	770	250
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	170	202	26	32	234	59	32	340	32	223	819	149
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	253	570	72	220	303	75	238	1259	118	418	1392	621
Arrive On Green	0.10	0.19	0.19	0.03	0.11	0.11	0.03	0.41	0.41	0.07	0.83	0.83
Sat Flow, veh/h	1682	2995	381	1682	2666	658	1682	3102	290	1682	3357	1496
Grp Volume(v), veh/h	170	112	116	32	145	148	32	183	189	223	819	149
Grp Sat Flow(s),veh/h/ln	1682	1678	1697	1682	1678	1646	1682	1678	1714	1682	1678	1496
Q Serve(g_s), s	11.7	7.8	8.0	2.3	11.4	11.8	1.6	9.8	9.9	0.0	11.0	2.9
Cycle Q Clear(g_c), s	11.7	7.8	8.0	2.3	11.4	11.8	1.6	9.8	9.9	0.0	11.0	2.9
Prop In Lane	1.00		0.22	1.00		0.40	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	253	319	323	220	191	187	238	681	696	418	1392	621
V/C Ratio(X)	0.67	0.35	0.36	0.15	0.76	0.79	0.13	0.27	0.27	0.53	0.59	0.24
Avail Cap(c_a), veh/h	323	319	323	420	303	298	376	681	696	538	1392	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	45.2	47.4	47.5	51.0	58.1	58.3	27.1	26.7	26.8	34.9	7.7	7.0
Incr Delay (d2), s/veh	3.6	0.7	0.7	0.3	6.2	7.2	0.3	1.0	1.0	0.7	1.1	0.6
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(95%),veh/ln	8.9	6.0	6.3	1.8	8.9	9.1	1.2	7.5	7.7	9.1	4.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	48.1	48.2	51.3	64.3	65.5	27.4	27.7	27.7	35.5	8.8	7.5
LnGrp LOS	D	D	D	D	E	E	C	C	C	D	A	A
Approach Vol, veh/h		398			325			404			1191	
Approach Delay, s/veh		48.4			63.5			27.7			13.6	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	60.0	9.0	31.3	9.0	61.4	19.4	20.9
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6
Max Green Setting (Gmax), s	14.6	54.8	19.5	24.4	14.5	* 55	19.5	24.4
Max Q Clear Time (g_c+I1), s	2.0	11.9	4.3	10.0	3.6	13.0	13.7	13.8
Green Ext Time (p_c), s	0.5	2.4	0.0	1.0	0.0	7.7	0.2	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	2.2

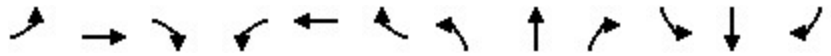
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1415	466	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	128	543	-	-	734	-
Stage 1	351	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	539	-	-	729	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.93	0	2.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	104	539	729	-
HCM Lane V/C Ratio	-	-	0.098	0.246	0.182	-
HCM Control Delay (s/veh)	-	-	43.2	13.8	11	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	1	0.7	-

HCM 7th Signalized Intersection Summary
3: Rock Blvd & Victorian Ave

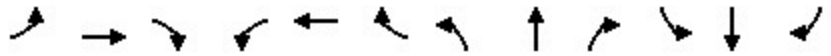


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.97	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	237	196	329	348	47	412	1548	109	270	1470	77
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1594	216	1767	3335	234	1767	3402	179
Grp Volume(v), veh/h	61	163	51	245	0	243	133	437	448	31	285	295
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1809	1767	1763	1806	1767	1763	1818
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	16.4	16.5
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	16.4	16.5
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.13	1.00		0.10
Lane Grp Cap(c), veh/h	227	237	196	329	0	395	412	818	838	270	762	785
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.32	0.53	0.53	0.11	0.37	0.38
Avail Cap(c_a), veh/h	421	372	308	339	0	395	487	818	838	461	762	785
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	0.00	1.00	0.61	0.61	0.61	0.99	0.99	0.99
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	52.9	21.8	28.6	28.6	24.2	28.9	28.9
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.8	0.3	1.5	1.5	0.2	1.4	1.4
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(95%),veh/ln	3.7	10.3	3.2	13.4	0.0	13.5	4.7	16.0	16.3	1.1	11.8	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.8	22.1	30.2	30.1	24.4	30.3	30.2
LnGrp LOS	D	E	E	E		E	C	C	C	C	C	C
Approach Vol, veh/h		275			488			1018			611	
Approach Delay, s/veh		62.4			55.6			29.1			30.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	74.8	24.2	24.0	13.6	70.0	10.5	37.6
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	3.6	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	3.5	28.5	19.6	14.6	8.1	18.5	6.5	20.2
Green Ext Time (p_c), s	0.0	6.6	0.1	0.9	0.2	4.0	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	38.5
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Future Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
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		0.99	1.00		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	204	5	12	31	5	162	5	1388	16	71	612	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	230	6	14	24	4	124	415	1634	19	149	1651	84
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.01	0.47	0.47	0.07	0.98	0.98
Sat Flow, veh/h	1595	39	94	245	40	1280	1739	3511	40	1739	3359	170
Grp Volume(v), veh/h	221	0	0	198	0	0	5	685	719	71	316	327
Grp Sat Flow(s),veh/h/ln	1728	0	0	1564	0	0	1739	1735	1817	1739	1735	1794
Q Serve(g_s), s	18.8	0.0	0.0	14.5	0.0	0.0	0.2	52.4	52.5	3.2	0.7	0.7
Cycle Q Clear(g_c), s	18.8	0.0	0.0	14.5	0.0	0.0	0.2	52.4	52.5	3.2	0.7	0.7
Prop In Lane	0.92		0.05	0.16		0.82	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	249	0	0	151	0	0	415	807	846	149	853	882
V/C Ratio(X)	0.89	0.00	0.00	1.31	0.00	0.00	0.01	0.85	0.85	0.48	0.37	0.37
Avail Cap(c_a), veh/h	340	0	0	151	0	0	583	807	846	271	853	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.68	0.68	0.68	0.90	0.90	0.90
Uniform Delay (d), s/veh	63.0	0.0	0.0	67.8	0.0	0.0	21.0	35.4	35.5	29.7	0.6	0.6
Incr Delay (d2), s/veh	18.9	0.0	0.0	178.5	0.0	0.0	0.0	7.7	7.4	2.1	1.1	1.1
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(95%),veh/ln	14.7	0.0	0.0	21.2	0.0	0.0	0.2	30.2	31.5	2.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	0.0	0.0	246.3	0.0	0.0	21.0	43.1	42.9	31.8	1.8	1.7
LnGrp LOS	F			F			C	D	D	C	A	A
Approach Vol, veh/h		221			198			1409			714	
Approach Delay, s/veh		81.9			246.3			42.9			4.7	
Approach LOS		F			F			D			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	75.0		20.0	5.5	78.9		27.1
Change Period (Y+Rc), s	4.5	5.2		5.5	4.6	5.2		5.5
Max Green Setting (Gmax), s	5.5	69.8		14.5	15.4	69.8		29.5
Max Q Clear Time (g_c+I1), s	5.2	54.5		16.5	2.2	2.7		20.8
Green Ext Time (p_c), s	0.1	8.7		0.0	0.0	4.6		0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	51.4
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Future Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
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		0.99	1.00		0.97	1.00		0.98	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	217	917	403	117	720	311	168	1453	635	129	1257	549
Arrive On Green	0.13	0.27	0.27	0.07	0.21	0.21	0.03	0.14	0.14	0.04	0.37	0.37
Sat Flow, veh/h	1725	3441	1514	1725	3441	1486	1725	3441	1503	3346	3441	1502
Grp Volume(v), veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Grp Sat Flow(s),veh/h/ln	1725	1721	1514	1725	1721	1486	1725	1721	1503	1673	1721	1502
Q Serve(g_s), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	13.2	6.9
Cycle Q Clear(g_c), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	13.2	6.9
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	217	917	403	117	720	311	168	1453	635	129	1257	549
V/C Ratio(X)	0.89	0.41	0.48	0.83	0.90	0.25	0.90	0.70	0.06	0.67	0.33	0.18
Avail Cap(c_a), veh/h	281	1019	448	164	789	341	168	1453	635	323	1257	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.6	45.3	22.0	69.0	57.7	30.6	71.9	55.4	38.7	71.2	34.4	32.4
Incr Delay (d2), s/veh	24.0	0.3	0.9	20.6	12.1	0.4	30.1	1.7	0.1	5.6	0.7	0.7
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(95%),veh/ln	8.6	9.9	7.4	7.8	19.1	4.5	11.1	25.7	2.2	3.1	9.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	45.6	22.9	89.6	69.8	31.0	101.9	57.1	38.8	76.8	35.1	33.1
LnGrp LOS	F	D	C	F	E	C	F	E	D	E	D	C
Approach Vol, veh/h		763			820			1199			606	
Approach Delay, s/veh		50.8			68.5			62.2			40.7	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	68.7	15.9	45.6	20.0	60.0	24.5	37.0
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	14.5	* 55	14.3	44.4	14.6	54.8	24.4	34.4
Max Q Clear Time (g_c+I1), s	15.6	44.0	10.3	15.5	15.1	15.2	18.6	29.4
Green Ext Time (p_c), s	0.1	5.3	0.1	3.3	0.0	3.5	0.3	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.3
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
6: Rock Blvd & Greg St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	220	20	50	450	200	50	700	40	110	370	190
Future Volume (veh/h)	210	220	20	50	450	200	50	700	40	110	370	190
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		0.99	1.00		0.99	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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	231	242	17	55	495	155	55	769	32	121	407	111
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	280	1004	70	352	579	180	246	800	33	559	1705	758
Arrive On Green	0.11	0.30	0.30	0.03	0.22	0.22	0.04	0.23	0.23	0.58	0.97	0.97
Sat Flow, veh/h	1767	3343	233	1767	2637	821	1767	3448	143	1767	3526	1567
Grp Volume(v), veh/h	231	127	132	55	330	320	55	393	408	121	407	111
Grp Sat Flow(s),veh/h/ln	1767	1763	1814	1767	1763	1695	1767	1763	1828	1767	1763	1567
Q Serve(g_s), s	14.7	8.1	8.2	3.6	26.9	27.3	3.8	33.1	33.1	0.3	0.7	0.4
Cycle Q Clear(g_c), s	14.7	8.1	8.2	3.6	26.9	27.3	3.8	33.1	33.1	0.3	0.7	0.4
Prop In Lane	1.00		0.13	1.00		0.48	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	280	529	545	352	387	372	246	409	424	559	1705	758
V/C Ratio(X)	0.82	0.24	0.24	0.16	0.85	0.86	0.22	0.96	0.96	0.22	0.24	0.15
Avail Cap(c_a), veh/h	425	581	597	581	522	502	413	409	424	559	1705	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	40.4	39.6	39.6	43.1	56.2	56.3	48.5	56.9	56.9	22.5	1.3	1.3
Incr Delay (d2), s/veh	7.8	0.2	0.2	0.2	9.9	11.0	0.5	35.8	35.1	0.2	0.3	0.4
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(95%),veh/ln	11.4	6.5	6.8	2.9	19.0	18.7	3.1	25.9	26.6	3.5	0.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.2	39.8	39.8	43.3	66.1	67.4	49.0	92.7	92.0	22.7	1.6	1.6
LnGrp LOS	D	D	D	D	E	E	D	F	F	C	A	A
Approach Vol, veh/h		490			705			856			639	
Approach Delay, s/veh		43.8			64.9			89.6			5.6	
Approach LOS		D			E			F			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	40.0	10.6	50.6	10.8	78.0	22.7	38.5
Change Period (Y+Rc), s	5.4	5.2	5.5	5.6	5.5	* 5.4	5.5	5.6
Max Green Setting (Gmax), s	13.6	34.8	24.5	49.4	19.5	* 35	29.5	44.4
Max Q Clear Time (g_c+I1), s	12.3	35.1	5.6	10.2	5.8	2.7	16.7	29.3
Green Ext Time (p_c), s	0.3	0.0	0.1	1.6	0.1	3.3	0.5	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	54.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX G DATA

Alternatives Analysis

Attachment G-A - Improvement Options LOS Calculations
Attachment G-B - Road Diet LOS Calculations
Attachment G-C - Remove Southbound Lane LOS Calculations

ROCK BOULEVARD
CORRIDOR STUDY

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
Future Volume (veh/h)	88	263	135	102	208	140	44	359	76	199	846	150
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		0.96	1.00		0.98	1.00		0.99	1.00		0.99
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	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	94	280	72	109	221	75	47	382	41	212	900	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	116	417	179	132	451	197	60	1058	468	274	1140	101
Arrive On Green	0.07	0.13	0.13	0.08	0.14	0.14	0.04	0.32	0.32	0.08	0.37	0.37
Sat Flow, veh/h	1668	3328	1430	1668	3328	1455	1668	3328	1471	3237	3089	275
Grp Volume(v), veh/h	94	280	72	109	221	75	47	382	41	212	485	495
Grp Sat Flow(s),veh/h/ln	1668	1664	1430	1668	1664	1455	1668	1664	1471	1618	1664	1700
Q Serve(g_s), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	35.0	35.0
Cycle Q Clear(g_c), s	7.5	10.8	3.8	8.7	8.3	6.3	3.8	11.9	2.6	8.7	35.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	116	417	179	132	451	197	60	1058	468	274	614	627
V/C Ratio(X)	0.81	0.67	0.40	0.83	0.49	0.38	0.79	0.36	0.09	0.77	0.79	0.79
Avail Cap(c_a), veh/h	240	602	259	239	602	263	242	1058	468	1067	614	627
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	1.00	0.96	0.96	0.96	0.80	0.80	0.80
Uniform Delay (d), s/veh	62.0	56.4	19.9	61.3	54.0	53.2	64.6	35.5	32.3	60.5	37.9	37.9
Incr Delay (d2), s/veh	12.7	1.9	1.5	12.2	0.8	1.2	19.2	0.9	0.4	3.8	8.1	8.0
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(95%),veh/ln	6.5	8.2	4.1	7.4	6.4	4.3	3.5	8.6	1.8	6.5	21.4	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.7	58.3	21.3	73.5	54.8	54.4	83.8	36.4	32.7	64.3	46.1	45.9
LnGrp LOS	E	E	C	E	D	D	F	D	C	E	D	D
Approach Vol, veh/h		446			405			470			1192	
Approach Delay, s/veh		55.8			59.8			40.8			49.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	48.3	16.4	22.5	10.2	55.0	15.0	23.9
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4
Max Q Clear Time (g_c+I1), s	10.7	13.9	10.7	12.8	5.8	37.0	9.5	10.3
Green Ext Time (p_c), s	0.8	1.9	0.2	1.5	0.1	5.3	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	50.5
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
Future Volume (veh/h)	189	262	115	77	407	392	58	941	52	120	394	111
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		0.98	1.00		0.96	1.00		0.98	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	203	282	59	83	438	210	62	1012	28	129	424	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	226	782	343	103	540	231	94	1257	548	175	1106	153
Arrive On Green	0.13	0.23	0.23	0.06	0.16	0.16	0.02	0.12	0.12	0.10	0.73	0.73
Sat Flow, veh/h	1725	3441	1511	1725	3441	1476	1725	3441	1501	3346	3027	418
Grp Volume(v), veh/h	203	282	59	83	438	210	62	1012	28	129	240	243
Grp Sat Flow(s),veh/h/ln	1725	1721	1511	1725	1721	1476	1725	1721	1501	1673	1721	1725
Q Serve(g_s), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	7.8	7.9
Cycle Q Clear(g_c), s	17.4	10.3	3.0	7.1	18.4	14.2	5.4	43.0	2.5	5.6	7.8	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	226	782	343	103	540	231	94	1257	548	175	629	630
V/C Ratio(X)	0.90	0.36	0.17	0.81	0.81	0.91	0.66	0.81	0.05	0.74	0.38	0.39
Avail Cap(c_a), veh/h	281	789	346	222	674	289	225	1257	548	435	629	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.70	0.70	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.2	48.8	19.3	69.7	61.1	28.4	72.3	60.8	43.0	66.1	13.9	13.9
Incr Delay (d2), s/veh	25.7	0.3	0.2	13.6	6.0	26.6	5.5	4.0	0.1	5.7	1.7	1.7
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(95%),veh/ln	14.3	8.0	3.2	6.4	13.3	11.1	4.7	27.0	1.7	4.4	5.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.9	49.1	19.6	83.3	67.1	54.9	77.8	64.7	43.1	71.9	15.6	15.6
LnGrp LOS	F	D	B	F	E	D	E	E	D	E	B	B
Approach Vol, veh/h		544			731			1102			612	
Approach Delay, s/veh		61.1			65.5			64.9			27.5	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	60.2	14.7	39.7	13.5	60.0	25.2	29.1
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	19.5	* 55	19.3	34.4	19.6	54.8	24.4	29.4
Max Q Clear Time (g_c+I1), s	7.6	45.0	9.1	12.3	7.4	9.9	19.4	20.4
Green Ext Time (p_c), s	0.3	5.0	0.1	2.0	0.1	3.3	0.2	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	56.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
Future Volume (veh/h)	100	360	280	120	300	90	100	350	90	220	980	200
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		0.97	1.00		0.98	1.00		0.99	1.00		0.99
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	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	106	383	226	128	319	22	106	372	56	234	1043	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	129	497	214	152	545	239	129	1171	518	297	1094	139
Arrive On Green	0.08	0.15	0.15	0.09	0.16	0.16	0.08	0.35	0.35	0.09	0.37	0.37
Sat Flow, veh/h	1668	3328	1436	1668	3328	1460	1668	3328	1472	3237	2966	378
Grp Volume(v), veh/h	106	383	226	128	319	22	106	372	56	234	585	591
Grp Sat Flow(s),veh/h/ln	1668	1664	1436	1668	1664	1460	1668	1664	1472	1618	1664	1680
Q Serve(g_s), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	46.1	46.3
Cycle Q Clear(g_c), s	8.5	14.9	12.8	10.2	12.0	1.7	8.5	11.0	3.5	9.6	46.1	46.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	129	497	214	152	545	239	129	1171	518	297	614	620
V/C Ratio(X)	0.82	0.77	1.05	0.84	0.59	0.09	0.82	0.32	0.11	0.79	0.95	0.95
Avail Cap(c_a), veh/h	240	602	260	239	602	264	242	1171	518	1067	614	620
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	1.00	0.95	0.95	0.95	0.74	0.74	0.74
Uniform Delay (d), s/veh	61.4	55.2	23.2	60.4	52.2	47.9	61.4	31.9	29.5	60.0	41.4	41.5
Incr Delay (d2), s/veh	12.3	5.0	70.0	14.6	1.2	0.2	11.7	0.7	0.4	3.5	21.6	21.8
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(95%),veh/ln	7.3	10.8	13.6	8.6	8.8	1.2	7.2	8.0	2.3	6.9	29.1	29.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.7	60.2	93.1	75.0	53.4	48.1	73.1	32.6	29.9	63.5	63.1	63.2
LnGrp LOS	E	E	F	E	D	D	E	C	C	E	E	E
Approach Vol, veh/h		715			469			534			1410	
Approach Delay, s/veh		72.6			59.1			40.4			63.2	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	52.9	18.0	25.7	15.8	55.0	16.0	27.7
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	44.5	* 25	19.3	24.4	19.6	49.8	19.4	24.4
Max Q Clear Time (g_c+I1), s	11.6	13.0	12.2	16.9	10.5	48.3	10.5	14.0
Green Ext Time (p_c), s	0.8	2.0	0.2	2.0	0.2	1.1	0.1	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	60.8
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
5: Rock Blvd & Glendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
Future Volume (veh/h)	180	350	240	90	600	270	140	940	60	80	390	150
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		0.99	1.00		0.97	1.00		0.98	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	194	376	193	97	645	78	151	1011	37	86	419	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	217	917	403	117	720	311	168	1453	635	129	1002	239
Arrive On Green	0.13	0.27	0.27	0.07	0.21	0.21	0.03	0.14	0.14	0.04	0.37	0.37
Sat Flow, veh/h	1725	3441	1514	1725	3441	1486	1725	3441	1503	3346	2742	654
Grp Volume(v), veh/h	194	376	193	97	645	78	151	1011	37	86	261	259
Grp Sat Flow(s),veh/h/ln	1725	1721	1514	1725	1721	1486	1725	1721	1503	1673	1721	1676
Q Serve(g_s), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	17.0	17.4
Cycle Q Clear(g_c), s	16.6	13.5	11.1	8.3	27.4	5.2	13.1	42.0	3.2	3.8	17.0	17.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	217	917	403	117	720	311	168	1453	635	129	629	612
V/C Ratio(X)	0.89	0.41	0.48	0.83	0.90	0.25	0.90	0.70	0.06	0.67	0.42	0.42
Avail Cap(c_a), veh/h	281	1019	448	164	789	341	168	1453	635	323	629	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	0.97	0.97	0.97
Uniform Delay (d), s/veh	64.6	45.3	22.0	69.0	57.7	30.6	71.9	55.4	38.7	71.2	35.6	35.7
Incr Delay (d2), s/veh	24.0	0.3	0.9	20.6	12.1	0.4	30.1	1.7	0.1	5.7	2.0	2.1
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(95%),veh/ln	13.6	9.9	7.4	7.8	19.1	4.5	11.1	25.7	2.2	3.1	12.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.6	45.6	22.9	89.6	69.8	31.0	101.9	57.1	38.8	76.9	37.6	37.8
LnGrp LOS	F	D	C	F	E	C	F	E	D	E	D	D
Approach Vol, veh/h		763			820			1199			606	
Approach Delay, s/veh		50.8			68.5			62.2			43.2	
Approach LOS		D			E			E			D	

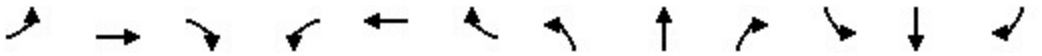
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	68.7	15.9	45.6	20.0	60.0	24.5	37.0
Change Period (Y+Rc), s	5.5	* 5.4	5.7	5.6	5.4	5.2	5.6	5.6
Max Green Setting (Gmax), s	14.5	* 55	14.3	44.4	14.6	54.8	24.4	34.4
Max Q Clear Time (g_c+I1), s	5.8	44.0	10.3	15.5	15.1	19.4	18.6	29.4
Green Ext Time (p_c), s	0.1	5.3	0.1	3.3	0.0	3.5	0.3	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.8
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave

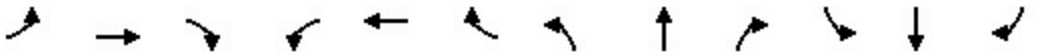


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Future Volume (veh/h)	51	6	17	6	3	39	10	552	14	66	1239	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	54	6	13	6	3	28	11	581	11	69	1304	115
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	129	21	46	110	5	43	282	2497	47	642	2371	208
Arrive On Green	0.05	0.04	0.04	0.03	0.03	0.03	0.01	0.74	0.74	0.03	0.76	0.76
Sat Flow, veh/h	1682	492	1065	1682	145	1351	1682	3369	64	1682	3114	274
Grp Volume(v), veh/h	54	0	19	6	0	31	11	289	303	69	701	718
Grp Sat Flow(s),veh/h/ln	1682	0	1557	1682	0	1496	1682	1678	1755	1682	1678	1710
Q Serve(g_s), s	0.0	0.0	1.7	0.5	0.0	2.9	0.2	7.5	7.6	1.3	23.9	24.2
Cycle Q Clear(g_c), s	0.0	0.0	1.7	0.5	0.0	2.9	0.2	7.5	7.6	1.3	23.9	24.2
Prop In Lane	1.00		0.68	1.00		0.90	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	129	0	67	110	0	47	282	1244	1301	642	1278	1302
V/C Ratio(X)	0.42	0.00	0.28	0.05	0.00	0.65	0.04	0.23	0.23	0.11	0.55	0.55
Avail Cap(c_a), veh/h	286	0	272	226	0	208	447	1244	1301	713	1278	1302
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	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.93	0.93	0.93
Uniform Delay (d), s/veh	63.7	0.0	64.9	65.4	0.0	67.0	6.0	5.7	5.7	3.9	6.8	6.9
Incr Delay (d2), s/veh	2.2	0.0	2.3	0.2	0.0	14.2	0.1	0.4	0.4	0.1	1.6	1.6
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(95%),veh/ln	3.5	0.0	1.3	0.4	0.0	2.3	0.1	4.8	5.0	0.8	12.8	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.9	0.0	67.2	65.6	0.0	81.3	6.0	6.1	6.1	4.0	8.4	8.5
LnGrp LOS	E		E	E		F	A	A	A	A	A	A
Approach Vol, veh/h		73			37			603			1488	
Approach Delay, s/veh		66.2			78.7			6.1			8.2	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	109.0	11.9	9.9	6.3	111.8	10.4	11.5
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5
Max Green Setting (Gmax), s	10.5	69.8	19.5	19.5	15.4	64.8	14.5	24.5
Max Q Clear Time (g_c+I1), s	3.3	9.6	2.0	4.9	2.2	26.2	2.5	3.7
Green Ext Time (p_c), s	0.1	4.2	0.1	0.1	0.0	14.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave



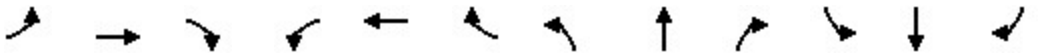
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Future Volume (veh/h)	236	7	10	21	1	175	3	1497	14	64	567	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	241	7	7	21	1	125	3	1528	10	65	579	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	304	166	166	234	1	144	422	1644	11	121	1643	91
Arrive On Green	0.14	0.20	0.20	0.03	0.09	0.09	0.00	0.47	0.47	0.06	0.98	0.98
Sat Flow, veh/h	1739	835	835	1739	12	1518	1739	3532	23	1739	3341	184
Grp Volume(v), veh/h	241	0	14	21	0	126	3	750	788	65	300	311
Grp Sat Flow(s),veh/h/ln	1739	0	1670	1739	0	1530	1739	1735	1821	1739	1735	1791
Q Serve(g_s), s	18.2	0.0	1.0	1.6	0.0	12.2	0.1	61.1	61.2	2.9	0.6	0.6
Cycle Q Clear(g_c), s	18.2	0.0	1.0	1.6	0.0	12.2	0.1	61.1	61.2	2.9	0.6	0.6
Prop In Lane	1.00		0.50	1.00		0.99	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	304	0	332	234	0	145	422	807	847	121	853	881
V/C Ratio(X)	0.79	0.00	0.04	0.09	0.00	0.87	0.01	0.93	0.93	0.54	0.35	0.35
Avail Cap(c_a), veh/h	406	0	332	344	0	148	594	807	847	247	853	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.63	0.63	0.63	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.3	0.0	48.5	57.7	0.0	67.0	21.2	37.8	37.8	33.5	0.6	0.6
Incr Delay (d2), s/veh	7.6	0.0	0.1	0.2	0.0	38.6	0.0	13.1	12.7	3.6	1.1	1.1
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(95%),veh/ln	13.4	0.0	0.8	1.3	0.0	10.5	0.1	35.5	37.0	2.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	0.0	48.6	57.9	0.0	105.6	21.2	50.8	50.5	37.1	1.7	1.7
LnGrp LOS	E		D	E		F	C	D	D	D	A	A
Approach Vol, veh/h		255			147			1541			676	
Approach Delay, s/veh		57.4			98.8			50.6			5.1	
Approach LOS		E			F			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	75.0	26.2	19.7	5.2	79.0	10.5	35.4
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5
Max Green Setting (Gmax), s	15.5	69.8	29.5	14.5	15.4	69.8	14.5	29.5
Max Q Clear Time (g_c+I1), s	4.9	63.2	20.2	14.2	2.1	2.6	3.6	3.0
Green Ext Time (p_c), s	0.1	4.9	0.5	0.0	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.2
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave

04/06/2026

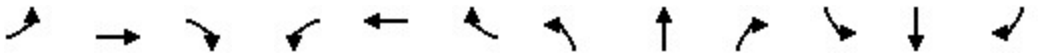


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Future Volume (veh/h)	60	5	10	10	0	30	15	490	20	100	1470	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
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	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	63	5	6	11	0	19	16	516	17	105	1547	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	139	32	38	114	0	43	239	2422	80	674	2474	89
Arrive On Green	0.05	0.04	0.04	0.04	0.00	0.03	0.02	0.73	0.73	0.04	0.75	0.75
Sat Flow, veh/h	1682	725	870	1682	0	1473	1682	3316	109	1682	3301	119
Grp Volume(v), veh/h	63	0	11	11	0	19	16	261	272	105	784	819
Grp Sat Flow(s),veh/h/ln	1682	0	1596	1682	0	1473	1682	1678	1747	1682	1678	1742
Q Serve(g_s), s	0.5	0.0	0.9	0.9	0.0	1.7	0.3	6.7	6.7	2.1	29.7	30.0
Cycle Q Clear(g_c), s	0.5	0.0	0.9	0.9	0.0	1.7	0.3	6.7	6.7	2.1	29.7	30.0
Prop In Lane	1.00		0.55	1.00		1.00	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	139	0	70	114	0	43	239	1226	1276	674	1258	1305
V/C Ratio(X)	0.45	0.00	0.16	0.10	0.00	0.44	0.07	0.21	0.21	0.16	0.62	0.63
Avail Cap(c_a), veh/h	234	0	230	234	0	213	403	1226	1276	744	1258	1305
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	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.84	0.84	0.84
Uniform Delay (d), s/veh	60.9	0.0	62.1	63.1	0.0	64.5	7.3	5.8	5.8	4.1	8.0	8.0
Incr Delay (d2), s/veh	2.3	0.0	1.0	0.4	0.0	7.0	0.1	0.4	0.4	0.1	2.0	1.9
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(95%),veh/ln	3.9	0.0	0.7	0.7	0.0	1.3	0.2	4.2	4.4	1.2	15.1	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	0.0	63.2	63.4	0.0	71.5	7.4	6.2	6.2	4.2	9.9	9.9
LnGrp LOS	E		E	E		E	A	A	A	A	A	A
Approach Vol, veh/h		74			30			549			1708	
Approach Delay, s/veh		63.2			68.5			6.2			9.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	103.8	12.3	9.4	6.9	106.4	10.3	11.4
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5
Max Green Setting (Gmax), s	10.5	69.8	14.5	19.5	15.4	64.8	14.5	19.5
Max Q Clear Time (g_c+I1), s	4.1	8.7	2.5	3.7	2.3	32.0	2.9	2.9
Green Ext Time (p_c), s	0.1	3.7	0.1	0.0	0.0	16.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
4: Rock Blvd & Hymer Ave

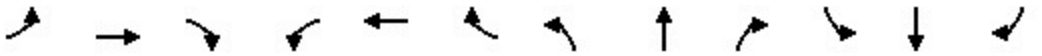


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Future Volume (veh/h)	200	5	15	30	5	220	5	1360	20	70	600	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	204	5	12	31	5	162	5	1388	16	71	612	31
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	254	86	207	236	4	144	415	1634	19	149	1651	84
Arrive On Green	0.12	0.18	0.18	0.03	0.10	0.10	0.01	0.47	0.47	0.07	0.98	0.98
Sat Flow, veh/h	1739	474	1138	1739	46	1490	1739	3511	40	1739	3359	170
Grp Volume(v), veh/h	204	0	17	31	0	167	5	685	719	71	316	327
Grp Sat Flow(s),veh/h/ln	1739	0	1612	1739	0	1536	1739	1735	1817	1739	1735	1794
Q Serve(g_s), s	15.4	0.0	1.3	2.4	0.0	14.5	0.2	52.4	52.5	3.2	0.7	0.7
Cycle Q Clear(g_c), s	15.4	0.0	1.3	2.4	0.0	14.5	0.2	52.4	52.5	3.2	0.7	0.7
Prop In Lane	1.00		0.71	1.00		0.97	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	254	0	294	236	0	148	415	807	846	149	853	882
V/C Ratio(X)	0.80	0.00	0.06	0.13	0.00	1.12	0.01	0.85	0.85	0.48	0.37	0.37
Avail Cap(c_a), veh/h	390	0	317	346	0	148	583	807	846	271	853	882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.68	0.68	0.68	0.90	0.90	0.90
Uniform Delay (d), s/veh	51.4	0.0	50.7	57.8	0.0	67.8	21.0	35.4	35.5	29.7	0.6	0.6
Incr Delay (d2), s/veh	6.7	0.0	0.1	0.2	0.0	111.4	0.0	7.7	7.4	2.1	1.1	1.1
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(95%),veh/ln	11.6	0.0	1.0	1.9	0.0	16.3	0.2	30.2	31.5	2.4	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.0	50.8	58.0	0.0	179.1	21.0	43.1	42.9	31.8	1.8	1.7
LnGrp LOS	E		D	E		F	C	D	D	C	A	A
Approach Vol, veh/h		221			198			1409			714	
Approach Delay, s/veh		57.6			160.2			42.9			4.7	
Approach LOS		E			F			D			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	75.0	23.3	20.0	5.5	78.9	10.5	32.8
Change Period (Y+Rc), s	4.5	5.2	5.5	5.5	4.6	5.2	5.5	5.5
Max Green Setting (Gmax), s	15.5	69.8	29.5	14.5	15.4	69.8	14.5	29.5
Max Q Clear Time (g_c+I1), s	5.2	54.5	17.4	16.5	2.2	2.7	4.4	3.3
Green Ext Time (p_c), s	0.1	8.7	0.4	0.0	0.0	4.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	42.6
HCM 7th LOS	D

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	815	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	419	2453	0	0	1735	349
Arrive On Green				0.20	0.00	0.20	0.07	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h				1725	0	1535	1725	3532	0	0	2944	574
Grp Volume(v), veh/h				315	0	28	225	425	0	0	491	488
Grp Sat Flow(s),veh/h/ln				1725	0	1535	1725	1721	0	0	1721	1708
Q Serve(g_s), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	21.2	21.2
Cycle Q Clear(g_c), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	21.2	21.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				348	0	310	419	2453	0	0	1046	1038
V/C Ratio(X)				0.90	0.00	0.09	0.54	0.17	0.00	0.00	0.47	0.47
Avail Cap(c_a), veh/h				431	0	383	941	2453	0	0	1046	1038
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	10.8	6.3	0.0	0.0	14.5	14.5
Incr Delay (d2), s/veh				19.5	0.0	0.1	1.0	0.1	0.0	0.0	1.4	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	4.3	3.5	0.0	0.0	13.2	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	11.9	6.5	0.0	0.0	15.9	15.9
LnGrp LOS				E		D	B	A			B	B
Approach Vol, veh/h					343			650			979	
Approach Delay, s/veh					69.8			8.4			15.9	
Approach LOS					E			A			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	101.4		14.2	87.3		33.6				
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3				
Max Green Setting (Gmax), s	89.8		49.8	34.8		33.7				
Max Q Clear Time (g_c+I1), s	7.5		8.3	23.2		26.1				
Green Ext Time (p_c), s	3.2		0.7	5.0		1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.8	
HCM 7th LOS	C	

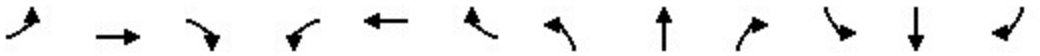
HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	1811	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	58	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	6	6	0
Cap, veh/h	311	0	277				0	2176	971	631	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.03	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	1725	3532	0
Grp Volume(v), veh/h	146	0	250				0	505	54	58	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	1725	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2176	971	631	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.23	0.06	0.09	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2176	971	1085	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.79	0.79	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	7.2	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	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
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.1	1.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	7.2	9.2	0.0
LnGrp LOS	D		F					A	A	A	A	
Approach Vol, veh/h		396						559			1131	
Approach Delay, s/veh		69.2						0.2			9.1	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	90.6		31.6		100.0
Change Period (Y+Rc), s	5.0	5.2		7.3		5.2
Max Green Setting (Gmax), s	40.0	49.8		27.7		94.8
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.5		20.2
Green Ext Time (p_c), s	0.1	4.1		0.8		10.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	723	2961	0	0	1393	719
Arrive On Green				0.09	0.00	0.09	0.37	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Cycle Q Clear(g_c), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	723	2961	0	0	1092	1020
V/C Ratio(X)				0.81	0.00	0.50	0.84	0.47	0.00	0.00	0.31	0.32
Avail Cap(c_a), veh/h				341	0	303	1224	2961	0	0	1092	1020
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.44	0.44	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	8.5	0.0	0.0	0.0	32.8	32.9
Incr Delay (d2), s/veh				9.2	0.0	2.7	1.2	0.2	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	8.3	0.2	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	9.7	0.2	0.0	0.0	33.5	33.7
LnGrp LOS				E		E	A	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			3.1			33.6	
Approach LOS					E			A			C	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	130.2		32.8	97.4		19.8				
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3				
Max Green Setting (Gmax), s	109.8		69.8	34.8		28.7				
Max Q Clear Time (g_c+I1), s	2.0		25.4	26.8		12.7				
Green Ext Time (p_c), s	17.6		2.2	2.6		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	73	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	0	204				0	2127	949	275	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.60	0.60	0.15	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	73	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2127	949	275	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.85	0.22	0.27	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2127	949	275	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.86	0.86	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	24.5	13.9	55.9	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	2.5	0.3	0.4	0.1	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
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	32.4	5.7	4.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	27.1	14.3	56.3	4.0	0.0
LnGrp LOS	F		E					C	B	E	A	
Approach Vol, veh/h		327						2016			565	
Approach Delay, s/veh		80.1						25.7			10.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.4	95.0		26.6		123.4
Change Period (Y+Rc), s	5.2	* 5.2		7.3		5.2
Max Green Setting (Gmax), s	20.0	* 90		22.7		114.8
Max Q Clear Time (g_c+I1), s	7.4	64.1		18.8		7.1
Green Ext Time (p_c), s	0.1	17.7		0.5		3.8

Intersection Summary		
HCM 7th Control Delay, s/veh		28.9
HCM 7th LOS		C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	774	223
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				341	0	0	225	425	0	0	815	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				413	217	0	521	2736	0	0	2004	403
Arrive On Green				0.12	0.00	0.00	0.05	0.80	0.00	0.00	0.93	0.93
Sat Flow, veh/h				3450	1811	0	1725	3532	0	0	2944	574
Grp Volume(v), veh/h				341	0	0	225	425	0	0	491	488
Grp Sat Flow(s),veh/h/ln				1725	1811	0	1725	1721	0	0	1721	1708
Q Serve(g_s), s				13.0	0.0	0.0	4.6	3.9	0.0	0.0	4.1	4.1
Cycle Q Clear(g_c), s				13.0	0.0	0.0	4.6	3.9	0.0	0.0	4.1	4.1
Prop In Lane				1.00		0.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				413	217	0	521	2736	0	0	1208	1199
V/C Ratio(X)				0.83	0.00	0.00	0.43	0.16	0.00	0.00	0.41	0.41
Avail Cap(c_a), veh/h				861	452	0	1064	2736	0	0	1208	1199
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	0.00	0.00	0.97	0.97	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				58.0	0.0	0.0	4.3	3.2	0.0	0.0	1.5	1.5
Incr Delay (d2), s/veh				4.2	0.0	0.0	0.6	0.1	0.0	0.0	0.9	1.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.9	0.0	0.0	2.8	2.2	0.0	0.0	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				62.3	0.0	0.0	4.8	3.4	0.0	0.0	2.4	2.4
LnGrp LOS				E			A	A			A	A
Approach Vol, veh/h					341			650			979	
Approach Delay, s/veh					62.3			3.9			2.4	
Approach LOS					E			A			A	

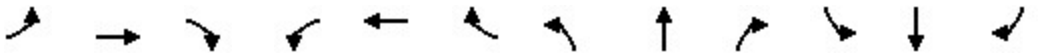
Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	112.5		12.5	100.0		22.5				
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3				
Max Green Setting (Gmax), s	89.8		49.8	34.8		33.7				
Max Q Clear Time (g_c+I1), s	5.9		6.6	6.1		15.0				
Green Ext Time (p_c), s	3.2		0.7	7.5		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	1811	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	58	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	6	6	0
Cap, veh/h	311	0	277				0	2176	971	631	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.03	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	1725	3532	0
Grp Volume(v), veh/h	146	0	250				0	505	54	58	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	1725	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2176	971	631	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.23	0.06	0.09	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2176	971	1085	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.82	0.82	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	7.2	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.1	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
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.1	1.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	7.2	9.2	0.0
LnGrp LOS	D		F					A	A	A	A	
Approach Vol, veh/h		396						559			1131	
Approach Delay, s/veh		69.2						0.2			9.1	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	90.6		31.6		100.0
Change Period (Y+Rc), s	5.0	5.2		7.3		5.2
Max Green Setting (Gmax), s	40.0	49.8		27.7		94.8
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.5		20.2
Green Ext Time (p_c), s	0.1	4.1		0.8		10.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				101	41	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				151	52	91	724	2980	0	0	1413	729
Arrive On Green				0.08	0.08	0.08	0.36	1.00	0.00	0.00	0.21	0.21
Sat Flow, veh/h				1781	609	1069	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				101	0	113	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1678	1781	1777	0	0	1777	1660
Q Serve(g_s), s				8.3	0.0	9.9	22.9	0.0	0.0	0.0	24.4	24.7
Cycle Q Clear(g_c), s				8.3	0.0	9.9	22.9	0.0	0.0	0.0	24.4	24.7
Prop In Lane				1.00		0.64	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				151	0	142	724	2980	0	0	1108	1035
V/C Ratio(X)				0.67	0.00	0.79	0.84	0.47	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h				341	0	321	1231	2980	0	0	1108	1035
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.44	0.44	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				66.6	0.0	67.4	8.4	0.0	0.0	0.0	32.1	32.2
Incr Delay (d2), s/veh				5.0	0.0	9.6	1.2	0.2	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				7.2	0.0	8.2	8.4	0.2	0.0	0.0	17.5	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				71.6	0.0	77.0	9.6	0.2	0.0	0.0	32.8	33.0
LnGrp LOS				E		E	A	A			C	C
Approach Vol, veh/h					214			2007			663	
Approach Delay, s/veh					74.4			3.1			32.9	
Approach LOS					E			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	131.0		32.3	98.7		19.0						
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3						
Max Green Setting (Gmax), s	109.8		69.8	34.8		28.7						
Max Q Clear Time (g_c+I1), s	2.0		24.9	26.7		11.9						
Green Ext Time (p_c), s	17.6		2.2	2.6		0.8						

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	67	453	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	73	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	229	0	204				0	2127	949	275	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.60	0.60	0.15	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	1781	3647	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	73	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	1781	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	62.1	9.3	5.4	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2127	949	275	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.85	0.22	0.27	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2127	949	275	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.85	0.85	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	24.5	13.9	55.9	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	2.5	0.3	0.4	0.1	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
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	32.4	5.7	4.5	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	27.1	14.3	56.3	4.0	0.0
LnGrp LOS	F		E					C	B	E	A	
Approach Vol, veh/h		327						2016			565	
Approach Delay, s/veh		80.1						25.7			10.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	28.4	95.0		26.6		123.4
Change Period (Y+Rc), s	5.2	* 5.2		7.3		5.2
Max Green Setting (Gmax), s	20.0	* 90		22.7		114.8
Max Q Clear Time (g_c+I1), s	7.4	64.1		18.8		7.1
Green Ext Time (p_c), s	0.1	17.7		0.5		3.8

Intersection Summary		
HCM 7th Control Delay, s/veh		28.9
HCM 7th LOS		C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

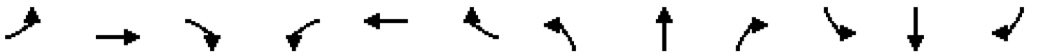
HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	757	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	440	2453	0	0	1710	370
Arrive On Green				0.20	0.00	0.20	0.07	0.71	0.00	0.00	0.61	0.61
Sat Flow, veh/h				1725	0	1535	1725	3532	0	0	2903	609
Grp Volume(v), veh/h				315	0	28	225	425	0	0	463	458
Grp Sat Flow(s),veh/h/ln				1725	0	1535	1725	1721	0	0	1721	1701
Q Serve(g_s), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	19.5	19.5
Cycle Q Clear(g_c), s				24.1	0.0	2.0	6.3	5.5	0.0	0.0	19.5	19.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				348	0	310	440	2453	0	0	1046	1034
V/C Ratio(X)				0.90	0.00	0.09	0.51	0.17	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h				431	0	383	962	2453	0	0	1046	1034
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	10.3	6.3	0.0	0.0	14.2	14.2
Incr Delay (d2), s/veh				19.5	0.0	0.1	0.9	0.2	0.0	0.0	1.3	1.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	4.3	3.5	0.0	0.0	12.3	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	11.2	6.5	0.0	0.0	15.5	15.5
LnGrp LOS				E		D	B	A			B	B
Approach Vol, veh/h					343			650			921	
Approach Delay, s/veh					69.8			8.1			15.5	
Approach LOS					E			A			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	101.4		14.2	87.3		33.6				
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3				
Max Green Setting (Gmax), s	89.8		49.8	34.8		33.7				
Max Q Clear Time (g_c+I1), s	7.5		8.3	21.5		26.1				
Green Ext Time (p_c), s	3.2		0.7	5.1		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

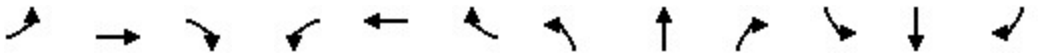


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	0	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	0	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	0	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	0	6	0
Cap, veh/h	311	0	277				0	2416	1078	0	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.00	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	0	3622	0
Grp Volume(v), veh/h	146	0	250				0	505	54	0	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	0	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	0.0	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2416	1078	0	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.21	0.05	0.00	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2416	1078	0	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.00	0.82	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	0.0	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	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
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.0	0.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	0.0	9.2	0.0
LnGrp LOS	D		F					A	A		A	
Approach Vol, veh/h		396						559			1073	
Approach Delay, s/veh		69.2						0.2			9.2	
Approach LOS		E						A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		100.0		31.6		100.0						
Change Period (Y+Rc), s		5.2		7.3		5.2						
Max Green Setting (Gmax), s		94.8		27.7		94.8						
Max Q Clear Time (g_c+I1), s		2.0		23.5		20.2						
Green Ext Time (p_c), s		4.1		0.8		10.8						

Intersection Summary												
HCM 7th Control Delay, s/veh			18.4									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	723	2961	0	0	1393	719
Arrive On Green				0.09	0.00	0.09	0.37	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	1781	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1781	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Cycle Q Clear(g_c), s				10.7	0.0	6.5	23.4	0.0	0.0	0.0	24.5	24.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	723	2961	0	0	1092	1020
V/C Ratio(X)				0.81	0.00	0.50	0.84	0.47	0.00	0.00	0.31	0.32
Avail Cap(c_a), veh/h				341	0	303	1224	2961	0	0	1092	1020
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	8.5	0.0	0.0	0.0	32.8	32.9
Incr Delay (d2), s/veh				9.2	0.0	2.7	1.9	0.4	0.0	0.0	0.7	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	9.1	0.3	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	10.4	0.4	0.0	0.0	33.5	33.7
LnGrp LOS				E		E	B	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			3.4			33.6	
Approach LOS					E			A			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	130.2		32.8	97.4		19.8						
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3						
Max Green Setting (Gmax), s	109.8		69.8	34.8		28.7						
Max Q Clear Time (g_c+I1), s	2.0		25.4	26.8		12.7						
Green Ext Time (p_c), s	17.6		2.2	2.6		0.8						

Intersection Summary	
HCM 7th Control Delay, s/veh	15.3
HCM 7th LOS	B

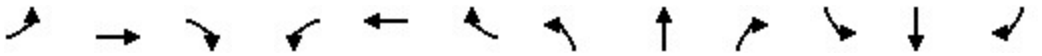
HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	0	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	0
Cap, veh/h	229	0	204				0	2800	1249	0	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.79	0.79	0.00	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	0	3741	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	0	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	0	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2800	1249	0	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.64	0.17	0.00	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2800	1249	0	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.00	0.86	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	6.8	3.9	0.0	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	0.6	0.2	0.0	0.1	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
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	15.3	2.7	0.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	7.5	4.1	0.0	4.0	0.0
LnGrp LOS	F		E					A	A		A	
Approach Vol, veh/h		327						2016			492	
Approach Delay, s/veh		80.1						7.1			4.0	
Approach LOS		F						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	123.4	26.6	123.4
Change Period (Y+Rc), s	5.2	7.3	5.2
Max Green Setting (Gmax), s	114.8	22.7	114.8
Max Q Clear Time (g_c+I1), s	34.8	18.8	7.1
Green Ext Time (p_c), s	32.3	0.5	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps

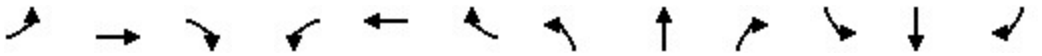


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Future Volume (veh/h)	0	0	0	299	0	52	214	404	0	0	719	223
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1811	1811	1811	1811	1811	0	0	1811	1811
Adj Flow Rate, veh/h				315	0	28	225	425	0	0	757	164
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				6	6	6	6	6	0	0	6	6
Cap, veh/h				348	0	310	290	2453	0	0	1653	358
Arrive On Green				0.20	0.00	0.20	0.09	0.71	0.00	0.00	0.59	0.59
Sat Flow, veh/h				1725	0	1535	3346	3532	0	0	2903	609
Grp Volume(v), veh/h				315	0	28	225	425	0	0	463	458
Grp Sat Flow(s),veh/h/ln				1725	0	1535	1673	1721	0	0	1721	1701
Q Serve(g_s), s				24.1	0.0	2.0	8.9	5.5	0.0	0.0	20.5	20.5
Cycle Q Clear(g_c), s				24.1	0.0	2.0	8.9	5.5	0.0	0.0	20.5	20.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				348	0	310	290	2453	0	0	1011	1000
V/C Ratio(X)				0.90	0.00	0.09	0.78	0.17	0.00	0.00	0.46	0.46
Avail Cap(c_a), veh/h				431	0	383	1234	2453	0	0	1011	1000
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	0.93	0.93
Uniform Delay (d), s/veh				52.6	0.0	43.8	60.4	6.3	0.0	0.0	15.7	15.7
Incr Delay (d2), s/veh				19.5	0.0	0.1	4.4	0.2	0.0	0.0	1.4	1.4
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				18.1	0.0	1.4	7.1	3.5	0.0	0.0	12.9	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				72.1	0.0	43.9	64.7	6.5	0.0	0.0	17.1	17.1
LnGrp LOS				E		D	E	A			B	B
Approach Vol, veh/h					343			650			921	
Approach Delay, s/veh					69.8			26.7			17.1	
Approach LOS					E			C			B	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	101.4		16.9	84.5		33.6				
Change Period (Y+Rc), s	5.2		5.2	5.2		6.3				
Max Green Setting (Gmax), s	89.8		49.8	34.8		33.7				
Max Q Clear Time (g_c+I1), s	7.5		10.9	22.5		26.1				
Green Ext Time (p_c), s	3.2		0.8	4.8		1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	29.8	
HCM 7th LOS	C	

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

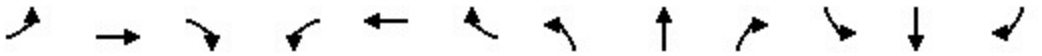


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Future Volume (veh/h)	139	0	473	0	0	0	0	480	104	55	1019	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811				0	1811	1811	1811	1811	0
Adj Flow Rate, veh/h	146	0	250				0	505	54	58	1073	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6				0	6	6	6	6	0
Cap, veh/h	311	0	277				0	2176	971	631	2416	0
Arrive On Green	0.18	0.00	0.18				0.00	1.00	1.00	0.03	0.70	0.00
Sat Flow, veh/h	1725	0	1535				0	3532	1535	1725	3532	0
Grp Volume(v), veh/h	146	0	250				0	505	54	58	1073	0
Grp Sat Flow(s),veh/h/ln	1725	0	1535				0	1721	1535	1725	1721	0
Q Serve(g_s), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Cycle Q Clear(g_c), s	10.2	0.0	21.5				0.0	0.0	0.0	1.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	2176	971	631	2416	0
V/C Ratio(X)	0.47	0.00	0.90				0.00	0.23	0.06	0.09	0.44	0.00
Avail Cap(c_a), veh/h	354	0	315				0	2176	971	1085	2416	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.79	0.79	0.00
Uniform Delay (d), s/veh	49.6	0.0	54.2				0.0	0.0	0.0	7.2	8.7	0.0
Incr Delay (d2), s/veh	1.1	0.0	25.9				0.0	0.2	0.1	0.0	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
%ile BackOfQ(95%),veh/ln	8.0	0.0	15.6				0.0	0.1	0.1	1.0	10.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	80.1				0.0	0.2	0.1	7.2	9.2	0.0
LnGrp LOS	D		F					A	A	A	A	
Approach Vol, veh/h		396						559			1131	
Approach Delay, s/veh		69.2						0.2			9.1	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.4	90.6		31.6		100.0
Change Period (Y+Rc), s	5.0	5.2		7.3		5.2
Max Green Setting (Gmax), s	40.0	49.8		27.7		94.8
Max Q Clear Time (g_c+I1), s	3.5	2.0		23.5		20.2
Green Ext Time (p_c), s	0.1	4.1		0.8		10.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

HCM 7th Signalized Intersection Summary
20: Rock Blvd & WB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Future Volume (veh/h)	0	0	0	120	0	137	558	1288	0	0	401	298
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				130	0	72	607	1400	0	0	436	227
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				161	0	143	673	2961	0	0	1369	706
Arrive On Green				0.09	0.00	0.09	0.39	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				1781	0	1585	3456	3647	0	0	2360	1170
Grp Volume(v), veh/h				130	0	72	607	1400	0	0	341	322
Grp Sat Flow(s),veh/h/ln				1781	0	1585	1728	1777	0	0	1777	1660
Q Serve(g_s), s				10.7	0.0	6.5	24.8	0.0	0.0	0.0	24.6	24.9
Cycle Q Clear(g_c), s				10.7	0.0	6.5	24.8	0.0	0.0	0.0	24.6	24.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.70
Lane Grp Cap(c), veh/h				161	0	143	673	2961	0	0	1073	1002
V/C Ratio(X)				0.81	0.00	0.50	0.90	0.47	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h				341	0	303	1608	2961	0	0	1073	1002
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	0.97	0.97
Uniform Delay (d), s/veh				67.0	0.0	65.0	44.5	0.0	0.0	0.0	33.6	33.8
Incr Delay (d2), s/veh				9.2	0.0	2.7	3.4	0.4	0.0	0.0	0.8	0.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				9.1	0.0	5.0	13.7	0.3	0.0	0.0	17.6	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				76.2	0.0	67.8	47.9	0.4	0.0	0.0	34.4	34.6
LnGrp LOS				E		E	D	A			C	C
Approach Vol, veh/h					202			2007			663	
Approach Delay, s/veh					73.2			14.7			34.5	
Approach LOS					E			B			C	

Timer - Assigned Phs	2			5	6		8					
Phs Duration (G+Y+Rc), s	130.2			34.4	95.8		19.8					
Change Period (Y+Rc), s	5.2			5.2	5.2		6.3					
Max Green Setting (Gmax), s	109.8			69.8	34.8		28.7					
Max Q Clear Time (g_c+I1), s	2.0			26.8	26.9		12.7					
Green Ext Time (p_c), s	17.6			2.4	2.6		0.8					

Intersection Summary		
HCM 7th Control Delay, s/veh	23.4	
HCM 7th LOS	C	

HCM 7th Signalized Intersection Summary
25: Rock Blvd & EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Future Volume (veh/h)	187	0	229	0	0	0	0	1660	279	0	453	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	0	1870	0
Adj Flow Rate, veh/h	203	0	124				0	1804	212	0	492	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	0	2	0
Cap, veh/h	229	0	204				0	2800	1249	0	2800	0
Arrive On Green	0.13	0.00	0.13				0.00	0.79	0.79	0.00	0.79	0.00
Sat Flow, veh/h	1781	0	1585				0	3647	1585	0	3741	0
Grp Volume(v), veh/h	203	0	124				0	1804	212	0	492	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1777	1585	0	1777	0
Q Serve(g_s), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Cycle Q Clear(g_c), s	16.8	0.0	11.1				0.0	32.8	4.9	0.0	5.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	229	0	204				0	2800	1249	0	2800	0
V/C Ratio(X)	0.89	0.00	0.61				0.00	0.64	0.17	0.00	0.18	0.00
Avail Cap(c_a), veh/h	270	0	240				0	2800	1249	0	2800	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.56	0.56	0.00	0.92	0.00
Uniform Delay (d), s/veh	64.3	0.0	61.8				0.0	6.8	3.9	0.0	3.9	0.0
Incr Delay (d2), s/veh	25.0	0.0	3.3				0.0	0.6	0.2	0.0	0.1	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
%ile BackOfQ(95%),veh/ln	14.2	0.0	8.2				0.0	15.3	2.7	0.0	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	65.0				0.0	7.5	4.1	0.0	4.0	0.0
LnGrp LOS	F		E					A	A		A	
Approach Vol, veh/h		327						2016			492	
Approach Delay, s/veh		80.1						7.1			4.0	
Approach LOS		F						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	123.4	26.6	123.4
Change Period (Y+Rc), s	5.2	7.3	5.2
Max Green Setting (Gmax), s	114.8	22.7	114.8
Max Q Clear Time (g_c+I1), s	34.8	18.8	7.1
Green Ext Time (p_c), s	32.3	0.5	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	15.0
HCM 7th LOS	B

HCM 7th TWSC
2: Rock Blvd & C St

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	28	2	15	10	334	24	6	697	2
Future Vol, veh/h	1	0	4	28	2	15	10	334	24	6	697	2
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	50	-	100	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	0	4	29	2	16	11	352	25	6	734	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	947	1148	370	753	1124	177	738	0	0	378	0	0
Stage 1	749	749	-	374	374	-	-	-	-	-	-	-
Stage 2	198	399	-	379	750	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	211	193	619	293	199	826	844	-	-	1156	-	-
Stage 1	363	410	-	611	609	-	-	-	-	-	-	-
Stage 2	777	593	-	606	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	201	189	618	286	195	826	843	-	-	1155	-	-
Mov Cap-2 Maneuver	201	189	-	286	195	-	-	-	-	-	-	-
Stage 1	360	407	-	603	601	-	-	-	-	-	-	-
Stage 2	750	585	-	599	407	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.35	16.09	0.25	0.07
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	437	286	598	1155	-	-
HCM Lane V/C Ratio	0.012	-	-	0.012	0.103	0.03	0.005	-	-
HCM Control Delay (s/veh)	9.3	-	-	13.3	19.1	11.2	8.1	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	0	-	-

HCM 7th TWSC
2: Rock Blvd & C St

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	4	26	4	15	9	1265	60	11	361	1
Future Vol, veh/h	3	1	4	26	4	15	9	1265	60	11	361	1
Conflicting Peds, #/hr	4	0	1	1	0	4	5	0	3	3	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	50	-	100	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	4	27	4	15	9	1291	61	11	368	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1066	1770	191	1520	1709	652	374	0	0	1355	0	0
Stage 1	396	396	-	1312	1312	-	-	-	-	-	-	-
Stage 2	670	1373	-	208	397	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	82	819	81	90	410	1181	-	-	504	-	-
Stage 1	600	602	-	167	227	-	-	-	-	-	-	-
Stage 2	413	212	-	774	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	79	814	77	87	408	1175	-	-	502	-	-
Mov Cap-2 Maneuver	156	79	-	77	87	-	-	-	-	-	-	-
Stage 1	584	586	-	166	224	-	-	-	-	-	-	-
Stage 2	386	209	-	751	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.18	52.26	0.05	0.36
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1175	-	-	218	77	229	502	-	-
HCM Lane V/C Ratio	0.008	-	-	0.037	0.343	0.085	0.022	-	-
HCM Control Delay (s/veh)	8.1	-	-	22.2	74.3	22.2	12.3	-	-
HCM Lane LOS	A	-	-	C	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.3	0.1	-	-

HCM 7th TWSC
2: Rock Blvd & C St

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	10	45	1	20	5	315	15	20	910	5
Future Vol, veh/h	5	0	10	45	1	20	5	315	15	20	910	5
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	150	-	-	50	-	0	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	0	11	47	1	21	5	332	16	21	958	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1181	1348	484	864	1350	167	965	0	0	333	0	0
Stage 1	1005	1005	-	343	343	-	-	-	-	-	-	-
Stage 2	177	343	-	521	1007	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.6	6.6	7	4.2	-	-	4.2	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.55	4.05	3.35	2.25	-	-	2.25	-	-
Pot Cap-1 Maneuver	142	146	521	243	145	839	691	-	-	1202	-	-
Stage 1	253	311	-	637	628	-	-	-	-	-	-	-
Stage 2	799	628	-	499	310	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	142	520	232	141	838	690	-	-	1201	-	-
Mov Cap-2 Maneuver	134	142	-	232	141	-	-	-	-	-	-	-
Stage 1	248	305	-	632	623	-	-	-	-	-	-	-
Stage 2	772	623	-	480	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.46	20.01	0.15	0.17
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	265	232	679	1201	-	-
HCM Lane V/C Ratio	0.008	-	-	0.06	0.204	0.033	0.018	-	-
HCM Control Delay (s/veh)	10.3	-	-	19.5	24.5	10.5	8.1	-	-
HCM Lane LOS	B	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.1	0.1	-	-

HCM 7th TWSC
2: Rock Blvd & C St

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	40	5	20	5	870	40	20	560	5
Future Vol, veh/h	5	1	5	40	5	20	5	870	40	20	560	5
Conflicting Peds, #/hr	4	0	1	1	0	4	5	0	3	3	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	150	-	-	50	-	0	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	5	41	5	20	5	888	41	20	571	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1080	1521	294	1229	1523	451	582	0	0	891	0	0
Stage 1	620	620	-	901	901	-	-	-	-	-	-	-
Stage 2	461	901	-	328	622	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	172	117	702	134	117	556	989	-	-	757	-	-
Stage 1	442	478	-	299	355	-	-	-	-	-	-	-
Stage 2	550	355	-	659	477	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	113	698	127	112	552	984	-	-	755	-	-
Mov Cap-2 Maneuver	152	113	-	127	112	-	-	-	-	-	-	-
Stage 1	428	463	-	297	352	-	-	-	-	-	-	-
Stage 2	517	352	-	634	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.83	35.21	0.05	0.34
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	984	-	-	225	127	310	755	-	-
HCM Lane V/C Ratio	0.005	-	-	0.05	0.321	0.082	0.027	-	-
HCM Control Delay (s/veh)	8.7	-	-	21.8	46.2	17.7	9.9	-	-
HCM Lane LOS	A	-	-	C	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.3	0.3	0.1	-	-

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1395	285	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	1112	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	155	751	-	-	1259	-
Stage 1	762	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	120	748	-	-	1257	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.59	0	2.94
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	120	748	1257	-
HCM Lane V/C Ratio	-	-	0.077	0.233	0.224	-
HCM Control Delay (s/veh)	-	-	37.5	11.3	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.9	0.9	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	210	955	807	505	943	1
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.02	0.70	0.70	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	1826	1544	1739	1823	2
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	0	735
Grp Sat Flow(s),veh/h/ln	1543	0	0	1380	0	1585	1739	1826	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	10.7	0.5	0.2	0.0	43.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	10.7	0.5	0.2	0.0	43.9
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	210	955	807	505	0	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.05	0.37	0.02	0.01	0.00	0.78
Avail Cap(c_a), veh/h	480	0	0	464	0	471	318	955	807	623	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	22.2	11.4	9.9	15.7	0.0	26.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.1	1.1	0.0	0.0	0.0	6.3
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(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	7.4	0.3	0.2	0.0	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	22.3	12.5	9.9	15.7	0.0	32.7
LnGrp LOS	E			E		E	C	B	A	B		C
Approach Vol, veh/h		4			42			381			741	
Approach Delay, s/veh		63.9			66.6			12.7			32.5	
Approach LOS		E			E			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	12.7		2.3	2.4	45.9		4.7				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	5.7		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		27.4	
HCM 7th LOS		C	

HCM 7th Signalized Intersection
Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
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)	0.99		0.99	0.99		0.96	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	665	1296	1098	393	784	15
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.29	0.72	0.72	0.04	0.89	0.89
Sat Flow, veh/h	1219	1811	1516	1211	1604	168	1725	1811	1534	1725	1770	34
Grp Volume(v), veh/h	14	57	71	115	0	116	69	359	25	21	0	746
Grp Sat Flow(s),veh/h/ln	1219	1811	1516	1211	0	1772	1725	1811	1534	1725	0	1804
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	9.5	0.6	1.0	0.0	36.8
Cycle Q Clear(g_c), s	9.5	3.7	5.6	16.1	0.0	8.0	0.0	9.5	0.6	1.0	0.0	36.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	165	273	229	202	0	267	665	1296	1098	393	0	799
V/C Ratio(X)	0.09	0.21	0.31	0.57	0.00	0.43	0.10	0.28	0.02	0.05	0.00	0.93
Avail Cap(c_a), veh/h	343	538	450	380	0	526	665	1296	1098	548	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.88	0.00	0.88
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	22.9	6.8	5.5	23.0	0.0	6.4
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.1	0.5	0.0	0.0	0.0	17.5
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(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	2.5	6.6	0.4	0.7	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	22.9	7.3	5.6	23.0	0.0	23.9
LnGrp LOS	E	D	D	E		D	C	A	A	C		C
Approach Vol, veh/h		142			231			453			767	
Approach Delay, s/veh		51.8			56.5			9.6			23.9	
Approach LOS		D			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	44.8	65.0		25.2
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9
Max Green Setting (Gmax), s	4.9	* 65		40.1	19.7	59.8		40.1
Max Q Clear Time (g_c+I1), s	3.0	11.5		11.5	2.0	38.8		18.1
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	5.6		1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1430	976	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	148	305	-	-	696	-
Stage 1	365	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	127	303	-	-	691	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.62	0	2.87
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	127	303	691	-
HCM Lane V/C Ratio	-	-	0.056	0.337	0.136	-
HCM Control Delay (s/veh)	-	-	34.9	22.8	11	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	1.4	0.5	-

HCM 7th Signalized Intersection
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
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)	0.97		0.96	0.96		0.96	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	121	24	60	873	1564	1293	265	1561	4
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	444	442	664	1361	460	1150	1781	1870	1547	1781	1864	5
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	0	369
Grp Sat Flow(s),veh/h/ln	1549	0	0	1361	0	1610	1781	1870	1547	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	54.8	0.5	0.1	0.0	6.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	54.8	0.5	0.1	0.0	6.0
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	116	0	0	121	0	84	873	1564	1293	265	0	1565
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.17	0.01	0.83	0.02	0.04	0.00	0.24
Avail Cap(c_a), veh/h	582	0	0	549	0	591	975	1564	1293	365	0	1565
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	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.9	6.5	2.1	12.0	0.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.5	0.0	0.1	0.0	0.4
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(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	18.8	0.2	0.3	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.9	7.0	2.1	12.1	0.0	2.8
LnGrp LOS	E			E		E	A	A	A	B		A
Approach Vol, veh/h		7			41			1329			380	
Approach Delay, s/veh		67.8			69.3			6.9			3.1	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.1	56.8		2.6	2.1	8.0		4.7				
Green Ext Time (p_c), s	0.0	9.2		0.0	0.0	2.5		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		7.7	
HCM 7th LOS		A	

HCM 7th Signalized Intersection
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
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)	0.96		0.97	0.99		0.94	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	218	200	164	232	230	24	426	871	719	79	761	34
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1639	173	1767	1856	1532	1767	1761	78
Grp Volume(v), veh/h	52	108	45	111	0	105	129	1292	45	18	0	379
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1811	1767	1856	1532	1767	0	1839
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	70.4	2.4	0.8	0.0	22.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	70.4	2.4	0.8	0.0	22.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	218	200	164	232	0	254	426	871	719	79	0	794
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.30	1.48	0.06	0.23	0.00	0.48
Avail Cap(c_a), veh/h	421	372	307	353	0	339	505	871	719	282	0	794
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	0.00	1.00	0.56	0.56	0.56	0.98	0.00	0.98
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	22.5	39.8	21.8	37.0	0.0	30.5
Incr Delay (d2), s/veh	0.6	2.3	0.9	1.5	0.0	1.1	0.2	221.1	0.1	1.4	0.0	2.0
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(95%),veh/ln	3.2	7.3	2.9	6.8	0.0	6.7	4.5	124.1	1.6	0.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	22.8	260.9	21.9	38.4	0.0	32.5
LnGrp LOS	E	E	E	D		E	C	F	C	D		C
Approach Vol, veh/h		205			216			1466			397	
Approach Delay, s/veh		62.9			57.1			232.6			32.8	
Approach LOS		E			E			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	12.8	72.4	10.2	10.3	7.9	24.1	5.9	9.9
Green Ext Time (p_c), s	0.0	0.0	0.2	0.6	0.2	2.6	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	166.0
HCM 7th LOS	F

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1554	254	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	124	782	-	-	1288	-
Stage 1	788	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	779	-	-	1286	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	187	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.35	0	3.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	91	779	1286	-
HCM Lane V/C Ratio	-	-	0.128	0.269	0.262	-
HCM Control Delay (s/veh)	-	-	50.2	11.3	8.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	1.1	1.1	-

HCM 7th Signalized Intersection
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	68	944	799	613	963	4
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	1826	1544	1739	1817	8
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	0	962
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1826	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	68	944	799	613	0	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.07	0.35	0.01	0.03	0.00	0.99
Avail Cap(c_a), veh/h	478	0	0	464	0	464	187	944	799	709	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	32.9	0.0	0.0	14.6	0.0	31.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.4	1.0	0.0	0.0	0.0	27.7
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(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.2	0.5	0.0	0.6	0.0	47.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	33.4	1.0	0.0	14.7	0.0	59.2
LnGrp LOS	E			E		E	C	A	A	B		E
Approach Vol, veh/h		15			63			345			983	
Approach Delay, s/veh		62.7			65.1			1.4			58.2	
Approach LOS		E			E			A			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	72.7		6.2				
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	0.0		0.2				

Intersection Summary			
HCM 7th Control Delay, s/veh		44.7	
HCM 7th LOS		D	

HCM 7th Signalized Intersection
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
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)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	248	427	359	297	377	41	346	1118	946	442	861	7
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.17	0.62	0.62	0.07	0.96	0.96
Sat Flow, veh/h	1187	1811	1523	1199	1597	175	1725	1811	1534	1725	1793	15
Grp Volume(v), veh/h	21	74	69	221	0	152	63	316	23	63	0	955
Grp Sat Flow(s),veh/h/ln	1187	1811	1523	1199	0	1772	1725	1811	1534	1725	0	1808
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.0	10.9	0.8	2.8	0.0	64.8
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.0	10.9	0.8	2.8	0.0	64.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	248	427	359	297	0	418	346	1118	946	442	0	868
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.18	0.28	0.02	0.14	0.00	1.10
Avail Cap(c_a), veh/h	321	538	452	371	0	526	346	1118	946	574	0	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.75	0.00	0.75
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	46.5	12.0	10.0	20.6	0.0	2.7
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.2	0.6	0.0	0.1	0.0	58.4
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(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	3.2	8.1	0.5	2.0	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	46.8	12.6	10.1	20.7	0.0	61.1
LnGrp LOS	D	D	D	E		D	D	B	B	C		F
Approach Vol, veh/h		164			373			402			1018	
Approach Delay, s/veh		42.3			52.5			17.8			58.6	
Approach LOS		D			D			B			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	88.6		36.8	28.2	70.0		36.8
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9
Max Green Setting (Gmax), s	4.5	* 65		40.1	14.7	64.8		40.1
Max Q Clear Time (g_c+I1), s	4.8	12.9		13.7	2.0	66.8		30.7
Green Ext Time (p_c), s	0.1	2.2		0.7	0.1	0.0		1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	47.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1650	915	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	109	330	-	-	738	-
Stage 1	390	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	328	-	-	734	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.19	0	2.42
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	88	328	734	-
HCM Lane V/C Ratio	-	-	0.115	0.404	0.181	-
HCM Control Delay (s/veh)	-	-	50.9	23.2	11	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	1.9	0.7	-

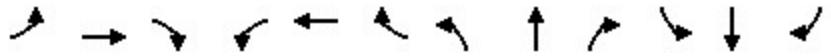
HCM 7th Signalized Intersection
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Future Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
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)	0.97		0.97	0.97		0.97	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	4	41	5	15	5	888	9	20	571	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	20	38	135	25	75	692	1533	1268	489	1539	13
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	580	329	606	1368	402	1205	1781	1870	1546	1781	1851	16
Grp Volume(v), veh/h	10	0	0	41	0	20	5	888	9	20	0	576
Grp Sat Flow(s),veh/h/ln	1515	0	0	1368	0	1606	1781	1870	1546	1781	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	1.8	0.1	24.4	0.2	0.3	0.0	11.3
Cycle Q Clear(g_c), s	0.8	0.0	0.0	4.1	0.0	1.8	0.1	24.4	0.2	0.3	0.0	11.3
Prop In Lane	0.50		0.40	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	130	0	0	135	0	100	692	1533	1268	489	0	1553
V/C Ratio(X)	0.08	0.00	0.00	0.30	0.00	0.20	0.01	0.58	0.01	0.04	0.00	0.37
Avail Cap(c_a), veh/h	576	0	0	552	0	590	801	1533	1268	577	0	1553
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	0.00	0.00	1.00	0.00	1.00	0.63	0.63	0.63	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	0.0	67.8	0.0	66.8	2.6	4.6	2.4	4.0	0.0	3.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.7
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(95%),veh/ln	0.7	0.0	0.0	2.8	0.0	1.4	0.0	12.0	0.1	0.2	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	0.0	69.1	0.0	67.8	2.6	5.6	2.5	4.1	0.0	3.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h		10			61			902			596	
Approach Delay, s/veh		66.6			68.7			5.6			3.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	128.2		14.2	5.8	130.0		14.2				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.3	26.4		2.8	2.1	13.3		6.1				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.0	4.5		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.7	
HCM 7th LOS	A	

HCM 7th Signalized Intersection
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
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)	0.98		0.98	0.99		0.95	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	225	237	196	329	347	47	286	861	711	112	754	40
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1589	215	1767	1856	1531	1767	1744	92
Grp Volume(v), veh/h	61	163	51	245	0	243	133	827	58	31	0	580
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1805	1767	1856	1531	1767	0	1836
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	64.6	3.2	1.5	0.0	39.3
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	64.6	3.2	1.5	0.0	39.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	225	237	196	329	0	394	286	861	711	112	0	793
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.47	0.96	0.08	0.28	0.00	0.73
Avail Cap(c_a), veh/h	419	372	308	339	0	394	362	861	711	303	0	793
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	0.00	1.00	0.61	0.61	0.61	0.94	0.00	0.94
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	53.0	27.1	38.8	22.4	35.1	0.0	35.4
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.9	0.7	16.1	0.1	1.3	0.0	5.5
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(95%),veh/ln	3.7	10.3	3.2	13.4	0.0	13.5	4.7	40.2	2.2	1.2	0.0	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.9	27.8	55.0	22.5	36.4	0.0	40.9
LnGrp LOS	D	E	E	E		E	C	D	C	D		D
Approach Vol, veh/h		275			488			1018			611	
Approach Delay, s/veh		62.4			55.6			49.6			40.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	74.8	24.2	24.0	13.6	70.0	10.5	37.6
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	3.5	66.6	19.6	14.6	8.1	41.3	6.5	20.2
Green Ext Time (p_c), s	0.0	0.0	0.1	0.9	0.2	4.1	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	50.0
HCM 7th LOS	D

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	150	231	22	242	472
Future Vol, veh/h	8	150	231	22	242	472
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	174	269	26	281	549

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1395	151	0	0	296	0
Stage 1	283	-	-	-	-	-
Stage 2	1112	-	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145	-
Critical Hdwy Stg 1	5.845	-	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	143	866	-	-	1257	-
Stage 1	738	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	863	-	-	1255	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	242	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.77	0	2.95
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	110	863	1255	-
HCM Lane V/C Ratio	-	-	0.084	0.202	0.224	-
HCM Control Delay (s/veh)	-	-	40.6	10.2	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.8	0.9	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
Future Volume (veh/h)	1	0	4	28	2	15	10	334	24	6	697	2
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1	0	3	29	2	11	11	352	18	6	734	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	40	5	35	96	7	41	210	1814	807	577	943	1
Arrive On Green	0.03	0.00	0.03	0.03	0.03	0.03	0.03	1.00	1.00	0.01	0.52	0.52
Sat Flow, veh/h	221	165	1158	1380	244	1341	1739	3469	1544	1739	1823	2
Grp Volume(v), veh/h	4	0	0	29	0	13	11	352	18	6	0	735
Grp Sat Flow(s),veh/h/ln	1543	0	0	1380	0	1585	1739	1735	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.1	0.4	0.0	0.0	0.2	0.0	43.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	2.7	0.0	1.1	0.4	0.0	0.0	0.2	0.0	43.9
Prop In Lane	0.25		0.75	1.00		0.85	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	0	0	96	0	48	210	1814	807	577	0	944
V/C Ratio(X)	0.05	0.00	0.00	0.30	0.00	0.27	0.05	0.19	0.02	0.01	0.00	0.78
Avail Cap(c_a), veh/h	480	0	0	464	0	471	318	1814	807	695	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.6	0.0	0.0	64.7	0.0	64.0	22.0	0.0	0.0	15.3	0.0	26.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.7	0.0	2.9	0.1	0.2	0.1	0.0	0.0	6.3
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(95%),veh/ln	0.3	0.0	0.0	1.9	0.0	0.9	0.3	0.1	0.0	0.2	0.0	27.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.9	0.0	0.0	66.5	0.0	66.9	22.1	0.2	0.1	15.3	0.0	32.7
LnGrp LOS	E			E		E	C	A	A	B		C
Approach Vol, veh/h		4			42			381			741	
Approach Delay, s/veh		63.9			66.6			0.9			32.5	
Approach LOS		E			E			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	75.8		9.0	6.6	75.0		9.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.2	2.0		2.3	2.4	45.9		4.7				
Green Ext Time (p_c), s	0.0	2.7		0.0	0.0	5.7		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			23.5									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
Future Volume (veh/h)	13	54	136	109	100	14	66	341	34	20	695	19
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)	0.99		0.99	0.99		0.97	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	14	57	71	115	105	11	69	359	25	21	732	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	165	273	229	202	242	25	749	2337	162	412	850	16
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.24	0.24	0.04	0.96	0.96
Sat Flow, veh/h	1226	1811	1516	1211	1607	168	1725	3264	226	1725	1770	34
Grp Volume(v), veh/h	14	57	71	115	0	116	69	188	196	21	0	746
Grp Sat Flow(s),veh/h/ln	1226	1811	1516	1211	0	1776	1725	1721	1770	1725	0	1804
Q Serve(g_s), s	1.4	3.7	5.6	12.4	0.0	8.0	0.0	11.7	11.8	0.9	0.0	12.9
Cycle Q Clear(g_c), s	9.4	3.7	5.6	16.1	0.0	8.0	0.0	11.7	11.8	0.9	0.0	12.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.13	1.00		0.02
Lane Grp Cap(c), veh/h	165	273	229	202	0	268	749	1232	1267	412	0	866
V/C Ratio(X)	0.08	0.21	0.31	0.57	0.00	0.43	0.09	0.15	0.15	0.05	0.00	0.86
Avail Cap(c_a), veh/h	345	538	450	380	0	527	749	1232	1267	567	0	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.88	0.00	0.88
Uniform Delay (d), s/veh	56.4	50.3	51.1	57.4	0.0	52.1	13.3	19.1	19.2	20.4	0.0	1.7
Incr Delay (d2), s/veh	0.2	0.4	0.8	2.5	0.0	1.1	0.1	0.3	0.3	0.0	0.0	9.8
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(95%),veh/ln	0.8	3.1	4.0	7.1	0.0	6.6	2.0	9.3	9.6	0.7	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.6	50.6	51.8	59.8	0.0	53.2	13.4	19.4	19.4	20.5	0.0	11.5
LnGrp LOS	E	D	D	E		D	B	B	B	C		B
Approach Vol, veh/h		142			231			453			767	
Approach Delay, s/veh		51.8			56.5			18.5			11.7	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	101.9		25.2	39.8	70.0		25.2
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9
Max Green Setting (Gmax), s	14.9	* 65		40.1	14.7	64.8		40.1
Max Q Clear Time (g_c+I1), s	12.9	13.8		11.4	2.0	14.9		18.1
Green Ext Time (p_c), s	0.0	2.5		0.6	0.1	6.7		1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	100	932	35	92	261
Future Vol, veh/h	7	100	932	35	92	261
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	102	951	36	94	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1430	500	0	0	994	0
Stage 1	976	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	136	517	-	-	694	-
Stage 1	327	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	513	-	-	689	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.31	0	2.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	117	513	689	-
HCM Lane V/C Ratio	-	-	0.061	0.199	0.136	-
HCM Control Delay (s/veh)	-	-	37.7	13.7	11	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.7	0.5	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
Future Volume (veh/h)	3	1	4	26	4	15	9	1265	60	11	361	1
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)	0.98		0.96	0.96		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1	3	27	4	10	9	1291	29	11	368	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	23	35	121	24	61	873	2971	1293	378	1561	4
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.01	0.84	0.84	0.01	0.84	0.84
Sat Flow, veh/h	447	443	667	1361	465	1163	1781	3554	1547	1781	1864	5
Grp Volume(v), veh/h	7	0	0	27	0	14	9	1291	29	11	0	369
Grp Sat Flow(s),veh/h/ln	1556	0	0	1361	0	1629	1781	1777	1547	1781	0	1869
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.2	0.1	14.0	0.5	0.1	0.0	6.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	2.7	0.0	1.2	0.1	14.0	0.5	0.1	0.0	6.0
Prop In Lane	0.43		0.43	1.00		0.71	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	116	0	0	121	0	85	873	2971	1293	378	0	1565
V/C Ratio(X)	0.06	0.00	0.00	0.22	0.00	0.16	0.01	0.43	0.02	0.03	0.00	0.24
Avail Cap(c_a), veh/h	586	0	0	549	0	598	975	2971	1293	478	0	1565
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	0.00	0.00	1.00	0.00	1.00	0.80	0.80	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.6	0.0	0.0	68.6	0.0	67.9	1.9	3.2	2.1	2.4	0.0	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.9	0.0	0.9	0.0	0.4	0.0	0.0	0.0	0.4
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(95%),veh/ln	0.5	0.0	0.0	1.9	0.0	1.0	0.1	7.2	0.2	0.1	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.8	0.0	0.0	69.5	0.0	68.8	1.9	3.5	2.1	2.4	0.0	2.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h		7			41			1329			380	
Approach Delay, s/veh		67.8			69.3			3.5			2.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	130.6		12.8	6.5	130.8		12.8				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.1	16.0		2.6	2.1	8.0		4.7				
Green Ext Time (p_c), s	0.0	14.4		0.0	0.0	2.5		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		5.1	
HCM 7th LOS		A	

HCM 7th Signalized Intersection Summary
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
Future Volume (veh/h)	51	106	89	109	93	15	126	1266	63	18	356	23
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)	0.98		0.97	0.99		0.96	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	52	108	45	111	95	10	129	1292	45	18	363	16
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	220	200	164	232	231	24	426	1630	57	142	761	34
Arrive On Green	0.04	0.11	0.11	0.07	0.14	0.14	0.05	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1529	1767	1644	173	1767	3472	121	1767	1761	78
Grp Volume(v), veh/h	52	108	45	111	0	105	129	655	682	18	0	379
Grp Sat Flow(s),veh/h/ln	1767	1856	1529	1767	0	1817	1767	1763	1830	1767	0	1839
Q Serve(g_s), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	0.0	22.1
Cycle Q Clear(g_c), s	3.9	8.3	4.1	8.2	0.0	7.9	5.9	47.1	47.2	0.8	0.0	22.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.07	1.00		0.04
Lane Grp Cap(c), veh/h	220	200	164	232	0	255	426	827	859	142	0	794
V/C Ratio(X)	0.24	0.54	0.27	0.48	0.00	0.41	0.30	0.79	0.79	0.13	0.00	0.48
Avail Cap(c_a), veh/h	423	372	307	353	0	340	505	827	859	345	0	794
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	0.00	1.00	0.56	0.56	0.56	0.98	0.00	0.98
Uniform Delay (d), s/veh	56.8	63.4	61.5	53.0	0.0	58.8	22.5	33.6	33.7	29.0	0.0	30.5
Incr Delay (d2), s/veh	0.5	2.3	0.9	1.5	0.0	1.1	0.2	4.4	4.3	0.4	0.0	2.0
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(95%),veh/ln	3.2	7.3	2.9	6.8	0.0	6.7	4.5	26.7	27.6	0.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	65.7	62.4	54.6	0.0	59.9	22.8	38.1	38.0	29.4	0.0	32.5
LnGrp LOS	E	E	E	D		E	C	D	D	C		C
Approach Vol, veh/h		205			216			1466			397	
Approach Delay, s/veh		62.9			57.1			36.7			32.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	75.6	14.7	21.0	13.3	70.0	9.8	26.0
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	2.8	49.2	10.2	10.3	7.9	24.1	5.9	9.9
Green Ext Time (p_c), s	0.0	6.4	0.2	0.6	0.2	2.6	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	40.2
HCM 7th LOS	D

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	180	200	30	290	540
Future Vol, veh/h	10	180	200	30	290	540
Conflicting Peds, #/hr	0	2	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	12	209	233	35	337	628

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1554	138	0	0	269	0
Stage 1	252	-	-	-	-	-
Stage 2	1302	-	-	-	-	-
Critical Hdwy	6.645	6.945	-	-	4.145	-
Critical Hdwy Stg 1	5.845	-	-	-	-	-
Critical Hdwy Stg 2	5.445	-	-	-	-	-
Follow-up Hdwy	3.5285	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	113	883	-	-	1286	-
Stage 1	765	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	83	880	-	-	1284	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	186	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.73	0	3.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	83	880	1284	-
HCM Lane V/C Ratio	-	-	0.14	0.238	0.263	-
HCM Control Delay (s/veh)	-	-	55.3	10.4	8.8	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.9	1.1	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
Future Volume (veh/h)	5	0	10	45	1	20	5	315	15	20	910	5
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	5	0	10	47	1	15	5	332	8	21	958	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	10	46	118	4	66	68	1794	799	613	963	4
Arrive On Green	0.05	0.00	0.05	0.05	0.05	0.05	0.01	1.00	1.00	0.02	0.53	0.53
Sat Flow, veh/h	290	224	1028	1371	98	1465	1739	3469	1544	1739	1817	8
Grp Volume(v), veh/h	15	0	0	47	0	16	5	332	8	21	0	962
Grp Sat Flow(s),veh/h/ln	1543	0	0	1371	0	1562	1739	1735	1544	1739	0	1825
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.2	0.0	1.3	0.2	0.0	0.0	0.8	0.0	70.7
Prop In Lane	0.33		0.67	1.00		0.94	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	105	0	0	118	0	70	68	1794	799	613	0	967
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.23	0.07	0.19	0.01	0.03	0.00	0.99
Avail Cap(c_a), veh/h	478	0	0	464	0	464	187	1794	799	709	0	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	63.5	0.0	62.2	32.9	0.0	0.0	14.6	0.0	31.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.1	0.0	1.6	0.5	0.2	0.0	0.0	0.0	27.7
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(95%),veh/ln	0.9	0.0	0.0	3.0	0.0	1.0	0.2	0.1	0.0	0.6	0.0	47.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.7	0.0	0.0	65.6	0.0	63.8	33.4	0.2	0.0	14.7	0.0	59.2
LnGrp LOS	E			E		E	C	A	A	B		E
Approach Vol, veh/h		15			63			345			983	
Approach Delay, s/veh		62.7			65.1			0.7			58.2	
Approach LOS		E			E			A			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	75.0		11.0	5.8	76.8		11.0				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		40.1	10.1	69.8		40.1				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.2	2.2	72.7		6.2				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	0.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			44.5									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
Future Volume (veh/h)	20	70	130	210	130	20	60	300	30	60	900	10
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		0.99	0.99		0.98	1.00		1.00	1.00		0.98
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	21	74	69	221	137	15	63	316	23	63	947	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	249	427	359	297	378	41	346	2008	145	442	861	7
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.20	0.20	0.07	0.96	0.96
Sat Flow, veh/h	1191	1811	1523	1199	1600	175	1725	3253	236	1725	1793	15
Grp Volume(v), veh/h	21	74	69	221	0	152	63	166	173	63	0	955
Grp Sat Flow(s),veh/h/ln	1191	1811	1523	1199	0	1775	1725	1721	1768	1725	0	1808
Q Serve(g_s), s	2.0	4.4	4.9	24.3	0.0	9.7	0.5	10.7	10.8	2.8	0.0	64.8
Cycle Q Clear(g_c), s	11.7	4.4	4.9	28.7	0.0	9.7	0.5	10.7	10.8	2.8	0.0	64.8
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.13	1.00		0.01
Lane Grp Cap(c), veh/h	249	427	359	297	0	419	346	1062	1091	442	0	868
V/C Ratio(X)	0.08	0.17	0.19	0.74	0.00	0.36	0.18	0.16	0.16	0.14	0.00	1.10
Avail Cap(c_a), veh/h	322	538	452	371	0	527	346	1062	1091	575	0	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.75	0.00	0.75
Uniform Delay (d), s/veh	48.0	41.1	41.3	52.5	0.0	43.1	52.9	24.9	24.9	20.6	0.0	2.7
Incr Delay (d2), s/veh	0.1	0.2	0.3	6.1	0.0	0.5	0.2	0.3	0.3	0.1	0.0	58.4
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(95%),veh/ln	1.1	3.6	3.4	12.4	0.0	7.8	3.7	8.7	9.0	2.0	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	41.3	41.5	58.6	0.0	43.6	53.2	25.2	25.2	20.7	0.0	61.1
LnGrp LOS	D	D	D	E		D	D	C	C	C		F
Approach Vol, veh/h		164			373			402			1018	
Approach Delay, s/veh		42.3			52.5			29.6			58.6	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	88.6		36.8	28.2	70.0		36.8
Change Period (Y+Rc), s	5.1	* 5.3		4.9	5.3	5.2		4.9
Max Green Setting (Gmax), s	4.5	* 65		40.1	14.7	64.8		40.1
Max Q Clear Time (g_c+I1), s	4.8	12.8		13.7	2.5	66.8		30.7
Green Ext Time (p_c), s	0.1	2.2		0.7	0.1	0.0		1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th TWSC
1: Rock Blvd & 15th St

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	130	880	20	130	460
Future Vol, veh/h	10	130	880	20	130	460
Conflicting Peds, #/hr	0	0	0	7	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	133	898	20	133	469

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1650	466	0	0	925	0
Stage 1	915	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	99	544	-	-	736	-
Stage 1	352	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	540	-	-	731	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.85	0	2.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	80	540	731	-
HCM Lane V/C Ratio	-	-	0.127	0.246	0.181	-
HCM Control Delay (s/veh)	-	-	56.3	13.8	11	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	1	0.7	-

HCM 7th Signalized Intersection Summary
2: Rock Blvd & C St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
Future Volume (veh/h)	5	1	5	40	5	20	5	870	40	20	560	5
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)	0.98		0.97	0.97		0.98	1.00		0.98	1.00		0.98
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	1	4	41	5	15	5	888	9	20	571	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	20	38	135	25	75	692	2913	1268	553	1539	13
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	584	330	609	1368	406	1217	1781	3554	1546	1781	1851	16
Grp Volume(v), veh/h	10	0	0	41	0	20	5	888	9	20	0	576
Grp Sat Flow(s),veh/h/ln	1523	0	0	1368	0	1623	1781	1777	1546	1781	0	1867
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	1.8	0.1	9.0	0.2	0.3	0.0	11.3
Cycle Q Clear(g_c), s	0.8	0.0	0.0	4.1	0.0	1.8	0.1	9.0	0.2	0.3	0.0	11.3
Prop In Lane	0.50		0.40	1.00		0.75	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	130	0	0	135	0	101	692	2913	1268	553	0	1553
V/C Ratio(X)	0.08	0.00	0.00	0.30	0.00	0.20	0.01	0.30	0.01	0.04	0.00	0.37
Avail Cap(c_a), veh/h	580	0	0	552	0	596	801	2913	1268	641	0	1553
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	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	0.0	67.8	0.0	66.8	2.6	3.2	2.4	2.3	0.0	3.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.3	0.0	1.0	0.0	0.2	0.0	0.0	0.0	0.7
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(95%),veh/ln	0.7	0.0	0.0	2.8	0.0	1.4	0.0	5.1	0.1	0.1	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	0.0	0.0	69.1	0.0	67.8	2.6	3.5	2.5	2.3	0.0	3.8
LnGrp LOS	E			E		E	A	A	A	A		A
Approach Vol, veh/h		10			61			902			596	
Approach Delay, s/veh		66.6			68.7			3.5			3.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	128.2		14.2	5.8	130.0		14.2				
Change Period (Y+Rc), s	4.8	5.2		4.9	4.9	5.2		4.9				
Max Green Setting (Gmax), s	10.2	69.8		55.1	10.1	69.8		55.1				
Max Q Clear Time (g_c+I1), s	2.3	11.0		2.8	2.1	13.3		6.1				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.0	4.5		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.5									
HCM 7th LOS			A									

HCM 7th Signalized Intersection Summary
3: Victorian Ave & Rock Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
Future Volume (veh/h)	60	160	100	240	210	40	130	810	80	30	540	40
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)	0.99		0.98	0.99		0.97	1.00		0.97	1.00		0.97
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	61	163	51	245	214	29	133	827	58	31	551	29
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	227	237	196	329	348	47	286	1548	109	270	754	40
Arrive On Green	0.04	0.13	0.13	0.13	0.22	0.22	0.06	0.46	0.46	0.02	0.43	0.43
Sat Flow, veh/h	1767	1856	1535	1767	1594	216	1767	3335	234	1767	1744	92
Grp Volume(v), veh/h	61	163	51	245	0	243	133	437	448	31	0	580
Grp Sat Flow(s),veh/h/ln	1767	1856	1535	1767	0	1809	1767	1763	1806	1767	0	1836
Q Serve(g_s), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	0.0	39.3
Cycle Q Clear(g_c), s	4.5	12.6	4.5	17.6	0.0	18.2	6.1	26.5	26.5	1.5	0.0	39.3
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.13	1.00		0.05
Lane Grp Cap(c), veh/h	227	237	196	329	0	395	286	818	838	270	0	793
V/C Ratio(X)	0.27	0.69	0.26	0.74	0.00	0.62	0.47	0.53	0.53	0.11	0.00	0.73
Avail Cap(c_a), veh/h	421	372	308	339	0	395	362	818	838	461	0	793
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	0.00	1.00	0.61	0.61	0.61	0.94	0.00	0.94
Uniform Delay (d), s/veh	53.9	62.6	59.1	47.1	0.0	52.9	27.1	28.6	28.6	24.2	0.0	35.4
Incr Delay (d2), s/veh	0.6	3.6	0.7	8.4	0.0	2.8	0.7	1.5	1.5	0.2	0.0	5.5
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(95%),veh/ln	3.7	10.3	3.2	13.4	0.0	13.5	4.7	16.0	16.3	1.1	0.0	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	66.1	59.8	55.4	0.0	55.8	27.8	30.2	30.1	24.4	0.0	40.9
LnGrp LOS	D	E	E	E		E	C	C	C	C		D
Approach Vol, veh/h		275			488			1018			611	
Approach Delay, s/veh		62.4			55.6			29.8			40.1	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	74.8	24.2	24.0	13.6	70.0	10.5	37.6
Change Period (Y+Rc), s	5.1	5.2	4.5	4.9	5.3	5.2	4.5	4.9
Max Green Setting (Gmax), s	19.9	59.8	20.5	30.1	14.7	64.8	22.5	28.1
Max Q Clear Time (g_c+I1), s	3.5	28.5	19.6	14.6	8.1	41.3	6.5	20.2
Green Ext Time (p_c), s	0.0	6.6	0.1	0.9	0.2	4.1	0.1	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	41.5
HCM 7th LOS	D

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.3.3**

To: Regional Transportation Commission

From: Marquis Williams, Senior Transportation Planner

SUBJECT: Citizens Multimodal Advisory Committee New Appointments

RECOMMENDED ACTION

Approve the RTC staff recommended appointment of Richard Landon, Tashara Wilson, and Liam Zurline to the Citizens Multimodal Advisory Committee (CMAC), with a term through June 2027.

BACKGROUND AND DISCUSSION

The Citizens Multimodal Advisory Committee (CMAC) provides input to RTC staff on issues and activities relative to public transportation, the regional street and highway system, pedestrian and bicycle facilities, and multimodal transportation planning. CMAC is required to include two transit representatives and six community members for a total of eight members, at minimum, with a maximum of 15 members permitted. The Teamsters Local No. 533 select the transit appointees and RTC staff review community applicants for CMAC membership and make recommendations to the Board for appointment to the committee.

The CMAC is currently composed of the following nine members (seven members of the community and two transit representatives):

- Sue-Ting Chene
- Damien Cole
- Sierra Henderson (transit appointee)
- Michael Lansborough (transit appointee)
- Juan Manuel Martinez
- Kelly Orr
- Panah Stauffer
- Justin Haghighi
- Doug Taylor

This action will appoint an eighth member of the community and replace the two existing transit representatives with two new transit representatives for a total of 10 CMAC members. The following new members are recommended for appointment to the CMAC:

- Liam Zurline, new community appointee
- Richard Landon, new transit appointee (replacing Sierra Henderson)
- Tashara Wilson, new transit appointee (replacing Michael Lansborough)

Appointments will be effective November 2026 through June 2027.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

9/18/2026 - Approved the RTC staff recommended appointments/reappointments to the Citizens Multimodal Advisory Committee (CMAC) with terms through June 2027.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.4.1**

To: Regional Transportation Commission

From: Bryan Byrne, Project Manager

SUBJECT: Sierra Street Bridge Replacement Project – Construction Management Agreement

RECOMMENDED ACTION

Approve a contract with Diversified Consulting Services (DCS) for construction management services related to the Sierra Street Bridge Replacement Project, in an amount not-to-exceed $2,448,981.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with Diversified Consulting Services (DCS) is for construction management services during construction of the Sierra Street Bridge Replacement Project in the amount of $2,448,981. The PSA includes contingencies in the amount of $190,000.

The Sierra Street Bridge Replacement Project involves the demolition and replacement of the existing Sierra Street Bridge (NDOT Bridge No. B-303) over the Truckee River in the Riverwalk District of downtown Reno, Nevada. The existing bridge was constructed in 1937 and is past the typical bridge life expectancy of 75 years. The bridge received a "poor" rating during a June 2022 bridge inspection by NDOT and is considered scour critical because its pier and abutment footings are not supported by piles and are founded at a shallower depth than current design requirements.

The existing bridge is a three-span steel girder bridge with a cast-in-place concrete deck and facade, approximately 136 feet long with a width of 62 feet. The bridge will be replaced with a two-span bridge that will be approximately 133 feet long and 63 feet wide, featuring two 13-foot southbound traffic lanes, two 10-foot 6-inch-wide sidewalks, an 8-foot parking lane on the east side separated from traffic with a 4-foot striped buffer, and a 2-foot barrier at each edge of deck. The project will incorporate Art Deco aesthetics and reduce the number of bridge piers within the Truckee River from two to one.

The design engineering consultant is Jacobs Engineering Group, Inc. (Jacobs). Jacobs, as Engineer of Record, is providing engineering support services during construction for the Project under a separate agreement with the RTC. The Project is a Construction Manager-at-Risk (CMAR) delivery method project. DCS will provide construction management services specific to the CMAR delivery method.

The CMAR construction contractor is Q&D Construction, LLC (Q&D), which was approved by the Board on August 21, 2026, for a Guaranteed Maximum Price of $31,689,145. The GMP includes a risk reserve of $2,970,435 for specifically identified risks. Key innovations incorporated into the Project through the CMAR process include using precast tub girders with vertical webs in lieu of precast box beams with a cast-in-place deck, constructing the north abutment behind the existing abutment, and using precast wall systems. These innovations shortened the proposed construction schedule, reduced anticipated construction costs, and mitigated risks associated with the limited in-river work seasons and the complexities of construction within the Truckee River.

Utility relocation work is anticipated to begin in early 2027, with the bridge expected to close after Easter, in late March or early April 2027. In-river construction is scheduled to begin July 1, 2027, weather permitting, with project completion anticipated in spring 2028.

DCS was selected as the highest-ranked firm out of the four responsive proposals that the RTC received for Construction Management for the Sierra Street Bridge Replacement Project. The selection was made in response to the Request for Proposals (RFP) advertised on July 14, 2026. Negotiation of the scope, schedule, and budget resulted in the not-to-exceed fee amount that is within the appropriated budget.

This item supports the FY2027 RTC Goal, "Begin Project Construction: Sierra Street Bridge Replacement".

FISCAL IMPACT

Project appropriations for construction management services are included in the FY 2027 Budget.

PREVIOUS BOARD ACTION

08/21/2026 - Approved a Construction Manager-at-Risk (CMAR) construction contract with Q&D Construction, LLC, for the Sierra Street Bridge Replacement Project, with a Guaranteed Maximum Price of $31,689,145.

12/20/2024 - Approved a contract with Q&D, LLC, for Construction Manager at Risk (CMAR) preconstruction services for the Sierra Street Bridge Replacement Project, in an amount not-to-exceed $643,075.

12/20/2024 - Approved a contract with Innovative Contracting and Engineering LLC for independent cost estimating services related to the Sierra Street Bridge Replacement Construction Manager at Risk (CMAR) Project, in an amount not-to-exceed $432,471.

07/19/2024 - Authorized staff to pursue efforts to deliver the Sierra Street Bridge Replacement Project using the Construction Manager-at-Risk (CMAR) project delivery method, on a parallel path with planned and ongoing efforts to use the Design-Bid-Build project delivery method.

04/21/2023 - Approved a contract with Jacobs Engineering Group, Inc., for professional services for the Sierra Street Bridge Replacement Project NEPA and Design, in an amount not-to-exceed $3,653,128.

11/17/2022 - Authorized a request for proposals for environmental services, permitting assistance, design and engineering services for the Sierra Street Bridge Replacement Project.

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of November 20, 2026, by and between the Regional Transportation Commission of Washoe County ("RTC") and Diversified Consulting Services ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC issued Request for Proposals RTC 26-13 for construction management services in connection with the Sierra Street Bridge Replacement Project (RTC Project No. 0711001); and

WHEREAS, CONSULTANT submitted a proposal (the "Proposal") and was selected to perform the work.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through June 30, 2029, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

1.2. CONSULTANT will perform the work using the project team identified in the Exhibit A Any changes to the project team must be approved by RTC's Project Manager.

1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consists of the tasks set forth in Exhibit A.

2.2. ACCESSIBILITY REQUIREMENTS

CONSULTANT's delivery of products and documentation that are digitally accessible to people with disabilities is key to RTC making sure that everyone has equitable access to information. CONSULTANT shall ensure that contract deliverables that will be posted on RTC's website, including documents, attachments and exhibits, spreadsheets, presentations, websites, software, videos and other deliverables, are provided using information and communication technology that makes those deliverables digitally accessible to people with disabilities in compliance with the requirements of Title II of the Americans with Disabilities Act and applicable Web Content Accessibility Guidelines (WCAG).

2.3. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.4. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.5. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.6. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.7. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately, and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.8. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work.

In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Total Construction Management Services (Taks 1 to 6)	$2,258,981.00
Contingency - Construction Management (Task 7)	$190,000.00
Total Not-to-Exceed Amount	$2,448,981.00

3.3. For any work authorized under Section 2.6, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.6, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same and dispose of it in the manner RTC directs.

ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: 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 apprenticeship. CONSULTANT agrees to post in conspicuous places available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take

place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Bryan Byrne, P.E. or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT' Project Manager is Chad McDermott, P.E. or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

ARTICLE 13 - NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Dale Keller, P.E.
Executive Director
Bryan Byrne, P.E.
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: bbyrne@rtcwashoe.com
(775)-335-1865

CONSULTANT:
Chad McDermott, P.E.
Construction Project Manager / Resident Engineer
Diversified Consulting Services
6490 S. McCarran Blvd., Bldg. D1-#31
Reno, NV 89509

Email: cmcdermott@dcsnv.com
Phone: 775-829-8383

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON-TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. 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.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Dale Keller, P.E., Executive Director

DIVERSIFIED CONSULTING SERVICES

By: _____
Chad McDermott, P.E.

EXHIBT A

SCOPE OF WORK

EXHIBIT A-1
SCOPE OF SERVICES
For
RTC PROJECT NO. 0711001 CONSTRUCTION MANAGEMENT FOR THE SIERRA STREET BRIDGE REPLACEMENT PROJECT

INTRODUCTION

The Regional Transportation Commission of Washoe County (RTC), in coordination with the City of Reno, the Nevada Department of Transportation (NDOT), and the Federal Highway Administration (FHWA), is currently in the final design phase of the Sierra Street Bridge Replacement Project (Project). The Project will replace the Sierra Street Bridge that crosses the Truckee River in the Riverwalk District of downtown Reno, Washoe County, Nevada. The Project is located on Sierra Street between Court Street and West First Street.

The Design Engineering Consultant is Jacobs Engineering, Inc. (Jacobs). Jacobs, as Engineer of Record, will provide engineering support services during construction of the Project under an Engineering During Construction agreement with the RTC.

The Project is a Construction Manager at Risk (CMAR) delivery method project. The Construction Management services included are specific to the CMAR delivery method. The tentative construction start is February 1, 2027, with an anticipated duration of 290 working days and a $29M - $32M construction cost estimate.

DEFINITIONS

a. RTC of Washoe Project Manager: The RTC's Project Manager (PM) will represent the RTC Director of Engineering and the RTC's interests. The Consultant Construction Project Manager shall report directly to the PM.

b. Consultant: The individual, firm or Corporation (including its sub-consultant(s)) contracting with the RTC to provide construction management, inspection, and materials testing services for the construction of the Project.

c. Construction Project Manager (CPM): The Consultant's CPM is in responsible charge of services performed as described in this Scope of Services and is responsible to the PM for the quality of these services. The Consultant's CPM must be a Professional Engineer licensed in the State of Nevada. The CPM reviews and recommends interim and final payments from the contractor and all changes to the Contracts for all consultants and contractors. The CPM certifies that all the work is done in general conformance with the Construction Contract Documents and RTC standard practices. The CPM has authority to reject defective materials and to suspend any work that he judges to be improperly performed.

d. Consultant Inspector (CI): The Consultant's employees who perform inspection under the responsible charge of the Consultant's CPM.

e. Consultant Materials Tester (MT): The Consultant's employees who perform testing services under the responsible charge of the Consultant's CPM.

f. Contractor: The individual, firm or corporation contracting with the RTC to construct the project.

g. Designer: The individual, firm or Corporation contracting with the RTC to design, and provide construction design support for the construction of the Project.

h. Construction Contract Documents: The written agreement between the RTC and the Contractor setting forth the obligations of the parties for the performance of the construction work as defined in said Contract

Documents and the basis of payment.

i. Public Information Officer (PIO): manages and distributes information between an organization and the public, acting as a spokesperson, handling media relations, and ensuring timely, accurate communication during emergencies and daily operations.

j. Professional Land Surveyor (PLS): Licensed by the Nevada State Board of Professional Engineers and Land Surveyors in accordance with Nevada Revised Statutes Chapter 625.

PROJECT DESCRIPTION

The Project is located in the Downtown area of Reno, Nevada. The Project will reconstruct the existing bridge along Sierra Street that spans the Truckee River.
In addition to the replacement of the bridge, the Project will construct improvements to the riverwalk, river access, and the Cochrane Ditch. The existing river access ramp from the southwest corner of the bridge will be relocated to the southeast corner and be ADA-compliant. This will improve safety for pedestrians, bicyclists, and drivers on Sierra Street.
The existing bridge is a three-span steel girder structure, approximately 136 feet long with a 62-foot-wide bridge deck. The existing bridge will be replaced with a two-span bridge approximately 125 feet long and 71 feet wide. Pedestrian overlooks will be provided on each side of the bridge at the center pier. The single-pier configuration will improve hydraulic conditions within the Truckee River while maintaining a roadway elevation similar to existing conditions. The bridge deck is being designed with precast concrete tub girders.

PRELIMINARY WORK SCHEDULE AND DURATION

Notice to proceed for the Consultant construction services is anticipated by December 2026. The contractor's planned Construction NTP is February 1, 2027, with a planned duration of 290 working days. The contractor's planned working days do not include Consultant preconstruction and closeout activities. The contractor's anticipated schedule and hours are listed below. Typical workdays will be 10 hours/day.

Start Date	End Date	Workweek	Hours	Working Days
01-Feb-27	30-Jun-27	5 Day	7am to 7pm	107 Days
01-Jul-27	31-Oct-27	6 Day	7am to 7pm	101 Days
01-Nov-27	28-Feb-28	5 Day	7am to 7pm	82 Days

If the Contractor submits a written request to work in excess of the standard work week, and if the request is subsequently approved in writing by the RTC Project Manager and the City of Reno, the Contractor may then work in excess of the standard work week; however, the Contractor shall be responsible for inspection and testing expenses incurred by the Agency which (A) result from Contractor activity in excess of the standard work week, and (B) exceeds the projected inspection and/or testing budget for this project.

The RTC and City of Reno has approved night work for setting bridge girders and pouring the bridge deck. The RTC shall be responsible for inspection and testing expenses incurred during nightwork for these activities.

The budget for inspection services will be based upon the Guaranteed Maximum Price (GMP) schedule. The Contractor shall be responsible for any inspection or testing expenses associated with retesting unacceptable work or materials. The RTC reserves the right to deduct these additional costs from monies owed the Contractor.

In some cases, the Contractor may elect to perform work on days which have been classified, due to weather limitations or other constraints, as "non-working" days. In the event the Contractor performs work on these days which requires inspection and/or testing, and the above stated budget is exceeded as a result of the Contractor's activities, the Contractor shall be responsible for any associated expenses incurred by the Agency. The RTC reserves the right to deduct these additional costs from monies owed the Contractor.

In some cases, it may be beneficial for the Contractor to make-up lost time and avoid liquidated damages by working extra days (i.e. more than five (5) or six (6) days per week, depending on the month). In the event the Contractor wishes to work in

excess of the standard work week but does not wish to have the extra days worked count as “working days”, the Contractor may request, in writing, that the extra days worked remain classified as “non-working days”. The RTC may accommodate this request if the Contractor fully reimburses the RTC for inspection and/or testing expenses incurred during the extra day worked.

In some cases, it may be required for the Contractor to make-up lost time caused by an excusable delay by working extra days (i.e. more than five (5) or six (6) days per week, depending on the month). In the event the Contractor wishes to work in excess of the standard work week, to make up time on critical path work caused by an excusable delay, the Contractor shall request, in writing, the extra time(s) required to get back on critical path schedule. The RTC may accommodate this request and the RTC will be responsible for inspection and/or testing expenses incurred during the extra time(s) worked.

The Consultant may be required to work additional days beyond the planned 290 working day duration. The Consultant’s working hours are assumed in the Consultant Contract Fee Summary.

PROJECT STANDARDS

Contract Administration Services shall be performed in compliance with the Construction Contract Documents including the Contract – Form of Agreement and Exhibits, Special Provisions, Special Technical Specifications, Supplemental General Provisions, NDOT Standards Specifications for Road and Bridge Construction (2014), the Plans, Standard Specifications for Public Works Construction (SSPWC) (2012), NDOT Standard Plans for Road and Bridge Construction (2024), and the Pre-Construction Services Agreement

All materials furnished and work performed for structure items (bridge, maintenance access ramp, retaining walls, and river diversions for bridge construction), as designated in the plans, shall be completed in accordance with the “STATE OF NEVADA DEPARMENT OF TRANSPORTATION Standard Specifications for Road and Bridge Construction – 2014”, hereinafter designated “NDOT Silver Book” as modified by NDOT Silver Book Special Provisions included in the “SPECIAL TECHNICAL SPECIFICATIONS”, hereinafter called “STS”, and in accordance with the “Nevada Department of Transportation Standard Plans for Road and Bridge Construction – 2024”, hereinafter designated “NDOT Standard Plans”, except as modified by the plans for the Sierra Street Bridge Project. The NDOT Silver Book Special Provisions included in the STS provisions are located in Section IV of these Solicitation Documents.

All materials furnished and work performed, shall be done in accordance with the Standard Specifications for Public Works Construction (hereinafter designated "Standard Specifications"), including addenda through Revision No. 8, dated October 19, 2018, and Truckee Meadows Design and Construction Standards except as modified within the Special Technical Specifications for Sierra Street Bridge Replacement Project, and the Technical Specifications for the Sierra Street Cast Iron Main Replacement Project; and the City of Reno Standard Details for Public Works Construction (hereinafter designated "Standard Details"), including updates through February 2026, except as modified by the drawings.

In the event of conflicts or inconsistencies between separate provisions of the Contract documents, such conflicts shall be immediately brought to the attention of the Agency. The Agency shall resolve such conflicts or inconsistencies by applying the contract documents in the order of precedence reflected in section 1.02 of the Supplemental General Provisions. Conflicting or inconsistent provisions shall be void only to the extent of such conflict or inconsistency.

LABOR, MATERIALS, VEHICLES, AND EQUIPMENT

The Consultant shall furnish personnel with the following equipment to perform their required responsibilities:

- Vehicle equipped with a flashing amber beacon.
- A cellular phone, iPad and/or laptop computer, and E-mail address
- Necessary field equipment required to perform the work.
- ANSI certified work boots, certified hardhat, safety glasses, approved safety vest, and any other required safety gear.
- Adequate office supplies to perform the work.

Personnel qualifications and staffing level shall be subject to the approval of the RTC PM. The Consultant shall assign personnel for the duration of the Contract unless otherwise approved by the RTC PM. Employees required to operate vehicles must possess and maintain a valid State of Nevada driver's license. The inspectors and testers permanently assigned to the project shall be competent in road and bridge construction and be familiar with RTC and NDOT specifications, manuals, forms and documentation requirements.

The assigned Consultant personnel include the following key personnel:

- Construction Project Manager/Resident Engineer – Chad McDermott, PE
- Public Information Officer – Lauren Ball
- Office Manager – Kathy LeFrancis
- Bridge Inspector – Anthony Livengood
- Survey Lead – Chris Konakis, PLS
- Survey Technician – Scott Harrill
- Lead Materials Tester – Bill Caraway

1. PROJECT MANAGEMENT AND CONTRACT ADMINISTRATION

The Consultant shall assist the RTC by providing the following construction contract administration and inspection services. Construction Management services including project management, inspection, surveying, document control, quality assurance testing, CPM schedule reviews, and public outreach required by the RTC will be completed on a time and material basis as reflected in the Consultant Contract Fee Summary. Consultant shall provide a full-time Resident Engineer and full-time Office Manager throughout the duration of construction and punch list activities. The Resident Engineer and Office Manager will work part-time during preconstruction and project closeout activities.

1.1 Pre-Construction Meeting

Consultant shall prepare the pre-construction meeting agenda for the RTC's review, distribute invitations, and assist the RTC in facilitating the meeting. Invitees shall include, but are not limited to the RTC, City of Reno, TMWA, contractor, design engineer, utility companies, appropriate businesses, project stakeholders, and emergency services. As part of the meeting the construction NTP, project schedule, working hours, the responsibility and contacts of each party, lines of communication, and project details will be outlined. Upon completion of the meeting the Consultant shall prepare a draft of the meeting minutes for review and approval by the RTC prior to distributing the meeting minutes to all attendees.

1.2 Weekly Construction Progress Meetings

Consultant shall prepare the weekly progress meeting agendas, distribute invitations, and facilitate the meetings. Invitees shall include, but are not limited to the RTC, Consultant, City of Reno, TMWA, contractor, design engineers, PIO, and any other stakeholders as directed by the RTC PM. Upon the completion of each meeting the Consultant shall prepare the meeting minutes and distribute to invitees.

1.3 Document Control

Consultant shall utilize Submittal Exchange or a similar web-based project document control program for joint use of project documents and file storage. The site shall be established and hosted by the Contractor with password protected accessibility established for RTC, Consultant, city of Reno, TMWA, design engineers, contractor, and other entities requested by the RTC. The Consultant will maintain correspondence, daily inspection reports, RFI's, change order, risk register, and non-conformance logs in addition to logs reflecting review durations and BIC status for RFI's and submittals. A project filing system will be maintained and accessible to RTC staff at all times. A complete file of project documents shall be archived by the Consultant and transferred to the RTC upon completion of project closeout.

1.4 RFI and Submittal Review

The Consultant shall review and prepare written responses to the Requests for Information (RFI's) from the contractor to resolve conflicts, provide clarification or interpretations of the plans and specifications prepared by the Designer.

The Consultant shall review for acceptance items submitted by the Contractor including samples, shop drawings, mill tests,

materials, and other data for general conformance with the information given within the contract documents. The Consultant's review of such does not relieve the Contractor of any responsibility such as dimensions to be confirmed and correlated at the jobsite, appropriate safety measures to protect workers and the public, or the necessity to construct a complete and workable facility in accordance with the contract documents. Consultant shall coordinate the handling of submittals and RFI's for distribution to the appropriate party for review, document the status of the review process, and return to Contractor. The Consultant shall not review shop drawings for design intent. The Designer is assumed to have this responsibility. The Consultant's review shall be done in a manner which takes all necessary factors into consideration and the decision made shall be done in the RTC's best interest. Consultant shall advise RTC and Contractor immediately of the commencement of any work requiring submittals, sample submission, or permits if the submission has not been accepted by the RTC or any permitting agency.

Procedures for routing RFI's and submittals to the appropriate parties will be discussed and determined between the RTC, Consultant, and design engineers prior to the Consultants NTP.

1.5 Progress Payments and Quantity Documentation

The Consultant shall document field measured quantities daily as part of their daily inspection reports, which will be compiled at the end of each month. The Consultant shall review the contractor's monthly progress payment application and supporting documentation to determine the amount owed to the Contractor and approve in writing of the occurrence of progress payment submitted by the contractor. Approval of the progress payment shall constitute a representation to the RTC, based on such observations and review, that the work has progressed to the point indicated and that to the best of the Consultant's knowledge, information and belief, that the quantity and quality of work performed is in accordance with the construction contract documents. Upon the contractor's request of partial payment for stored materials, the Consultant shall verify the stored quantities match the submitted invoiced quantities. Consultant shall track and document compliance with FHWA requirements including material certifications, DBE, Buy America, and Buy America Build America. Consultant shall complete their detailed review of the progress payment request and forward it to the RTC PM within 15 calendar days.

1.6 Risk Register and Change Orders

When authorized, the Consultant shall prepare Change Orders and authorized use of the Risk Register for review and approval by the RTC in accordance with RTC policies and procedures. Attached to the Change Order and/or authorized use of the Risk Register will be a letter from the Consultant containing a complete description of the change, justification of the change, and a formal recommendation for approval of the change by the RTC with backup documentation provided by the Contractor. Prior to initiating a Change Order, the Consultant shall investigate other alternatives and involve the RTC PM in the decision-making process.

1.7 Project Closeout

Upon the RTC granting substantial completion to the Contractor the Consultant shall assist the RTC in conducting a formal walkthrough inspection with representatives of the Contractor. The Consultant shall prepare a punch list of items to be completed by the Contractor prior to final acceptance. The Consultant shall submit the draft of the punch list to the RTC for review and approval prior to issuing to the Contractor. Consultant shall verify that all items on the developed punch list have been completed or corrected and make recommendations to the RTC concerning acceptance. Upon completion of the project the Consultant will provide final quantity reconciliation and payment recommendations, materials acceptance documentation, applicable federal-aid and labor-compliance records, environmental and permit-closeout documentation, and preparation of the Final Construction Report to the RTC as part of the project closeout services.

The Consultant shall periodically verify that all as-built field revisions have been properly and accurately documented by the Contractor throughout the construction duration. Once the Consultant has verified the Contractor's as-built drawings are complete and accurate they shall transmit them to the RTC for the Designer to prepare the as-constructed plans.

1.8 Environmental and Permit Compliance

The Consultant will review the terms and conditions of the permits obtained by the RTC including Nevada Division of State Lands (NDSL) Easements, United States Army Corps of Engineers (USACE) Section 408, USACE Section 404 and Nevada Division of Environmental Protection (NDEP) Section 401 Water Quality Certifications. The City of Reno and each utility

company with facilities within the bridge must also obtain easements by the NDSL. The contractor shall not begin work until these permits are obtained by the RTC. In addition, the contractor shall not allow any installation of utilities within the conduits of the bridge until the utility easements are recorded between NDSL and each utility company.

The contractor is responsible to acquire and pay for all necessary permits not obtained by the RTC, including any renewal fee prior to commencement of work. Anticipated permits include Storm Water Pollution Prevention Plan Compliance Phase II, Dust Control, Encroachment, Grading, Spill Prevention, Federally Listed Species, City of Reno 100-Year Flood, and Nevada Department of Wildlife (NDOW) Scientific Collection/Possession/Education. The contractor is also responsible for compliance with all applicable City, County, State and Federal laws, regulations, and codes, and to pay any fines due to non-compliance throughout the contract duration.

The contractor will be responsible for weekly SWPPP inspections/documentation, river diversion monitoring, turbidity monitoring, dewatering monitoring, water quality sampling & testing, preconstruction surveys for species listed, and for compliance and agency notifications with USACE, NDEP, and NDSL permits. Consultant will develop and maintain a permit matrix for tracking the status and compliance of the required permits.

Consultant will perform weekly SWPPP inspections and documentation, additional SWPPP inspections following qualifying storm events, confirm that the contractor is monitoring items as required per the permits, and assist with permit closeout and documentation necessary to finalize the permits as directed by RTC.

2. Inspection Staffing and Coverage

Consultant will provide inspection of all construction activities on a daily basis to verify work is proceeding in accordance with the Contract Documents and that completed work conforms to the Contract Documents. The inspectors will complete a daily inspection report documenting weather conditions, the contractor's manpower, equipment, activities, field measured quantities, description of work performed, and photos of project activities. The inspector's responsibilities include, but are not limited to the following:

- Attend the pre-construction conference
- Attend weekly progress meetings as needed
- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Track quantities of work performed
- Assist in issue resolutions with the RTC, contractor personnel, utility agencies, the public and others
- Prepare daily inspection reports
- Assist in preparation and inspection of the Punch List items
- Maintain as-built drawings to incorporate contractor record drawings mark-ups

The Consultant will provide one (1) full-time inspector during construction and punch list activities. The Consultant will provide one (1) additional inspector during night work operations for bridge substructure component construction, setting of girders, and deck pours for a 6-week duration consisting of (6) 10-hour work shifts per week.

The Consultant shall provide (2) site visits to the contractor's precast girder plant during the 8-week duration the 26 girders are being cast. The site visits will be over a period of 3 days which will consist of ½ day travel each way, 2 half days at the plant, and 1 full day at the plant. During the site visits the Consultant inspector will confirm the procedures for casting the girders are in accordance with the NDOT Standard Specification, Special Technical Specifications, Contract Plans, and Shop Drawings. Depending on the status of the girder production at the time of the site visits the inspector's observations will include, but are not limited to the following:

- Certification of jacking equipment
- Verify strand packs are approved
- Verify strand packs are protected from the weather
- Verify strand packs and heat numbers
- Verify form beds are in conformance to contract documents prior to concrete pour
- Verify reinforcing steel is in conformance to contract documents prior to concrete pour
- Verify the strands including harp and end points are in conformance to contract documents prior to concrete pour

- Verify the strand load and elongation are in conformance to contract documents prior to concrete pour
- Review initial and bi-weekly camber data of girders for conformance to contract documents
- Verify girders are supported and stored within conformance to contract documents

3. Construction Survey

The Consultant shall provide construction surveying for the contractor upon a minimum of 48-hour notice for each survey request. Once a survey request is submitted by the Contractor the Consultant Resident Engineer will review the request for accuracy and confirm the items requested are justified. The Consultant will maintain a survey request log and track the status of each request. Upon completion of the field staking the Consultant will transmit the survey cut sheets to the contractor in a timely manner for their use and reference.

- One set of stakes for the Bridge including layout of foundations, abutments, pier, tenth points for top of deck pour, overlooks, flood walls, and miscellaneous structural features as requested by the contractor.
- One set of stakes for channel bathymetry grading.
- One set of stakes for the retaining wall and Cochrane Ditch maintenance access ramp
- One set of stakes for the river access ramp retaining walls
- One set of stakes for the roadway improvements consisting of offset and, when required, line stakes for the proposed vertical and horizontal roadway centerline alignments, edge of pavement, sidewalks, retaining walls, and guardrail. Construction stakes will be set at angle points, grade breaks, radius points, begin and end of horizontal and vertical curves, high and low points of vertical curves, and points on-line not to exceed 100’ station increment on tangent runs and 50’ station increments.
- One set of stakes for the curb and gutter and related improvements consisting of offset and, when required, line stakes for the proposed valley gutter, curb and gutter, median curbs, sidewalk, driveway approaches, and pedestrian ramp improvements. Stakes will be set at angle points, grade breaks, radius points, pedestrian ramp ¼ points around curb returns, centerline pedestrian ramps, begin and end of driveways, begin and end of curves, and points on-line not to exceed 50’ station increments.
- One set of offset stakes for storm drains including proposed manholes, connection points, pipe ends, drop inlets, catch basin, and headwall corners.
- Painted marks for the proposed striping consisting of paint marks at the beginning of striping, 50’ intervals on tangent runs, angle points, end of striping, begin of curves, 25’ intervals along curves, end of curves, and radius points.
- Location of proposed signage consisting of a stake set at the actual location of the proposed sign based upon station and offset. Stakes will delineate the type of sign proposed for each location and will correspond to the sign schedule referenced on the plan set.
- Location of existing utilities to be raised upon completion of paving, including water and gas valve riser, utility vaults, and sewer and storm drain manholes will be staked to facilitate raising to finish grade.
- Two roadway survey monuments will be reference in four directions and reset upon completion of paving improvements.

Construction Staking
Survey personnel will coordinate with the Contractor to provide construction staking for the necessary project elements as construction progresses. Stakes and offsets will be placed at appropriate locations and intervals to provide the Contractor with adequate horizontal and vertical control for the work, while being positioned sufficiently outside active construction areas to minimize the potential for disturbance or destruction.

All staked points will be surveyed and stored to provide a record of the staking performed. The applicable point data, along with necessary cut sheets identifying offsets, elevations, cuts/fills, and other pertinent staking information, will be provided to the Contractor prior to the start of the associated work the following day. Staking locations and offsets will be adjusted as necessary based on site conditions, construction methods, and coordination with Contractor personnel.

Channel Bathymetry Surveying
Survey personnel will coordinate with the Contractor and appropriate project personnel to perform channel bathymetry/topographic surveying in conjunction with the planned water diversion. A pre-construction survey will be performed prior to diversion, as conditions allow, to document existing channel elevations and conditions within the project limits. Following diversion of the water and when the channel is safely accessible, supplemental survey data will be collected

as necessary to provide complete coverage of the channel bottom and areas that could not be adequately surveyed under flowing-water conditions.

Upon completion of the channel improvements and prior to restoration of normal flow, a post-construction survey will be performed to document the constructed channel grades and configuration. Survey data will be used to develop existing and final channel surfaces and provide comparison with the proposed design grades. Electronic survey data and surface information will be provided to the project team as required for construction verification and final project documentation.

If project conditions require bathymetric surveying while water remains in the channel, the survey can be performed utilizing a Seafloor Systems echosounder. Rental of the echosounder and associated equipment would be considered an additional project expense.

Existing Utilities and Drainage Verification

During the establishment and verification of project survey control, survey personnel will collect readily accessible existing utility, and drainage features necessary to verify elevations shown on the project plans. This work will include observable features such as utility structures, manholes, drainage structures, and accessible pipe inverts where applicable. Any discrepancies identified between surveyed elevations and the project plans will be documented and communicated to the project team prior to construction staking of the affected improvements. Any existing or constructed utility component that varies from the station, offset, or elevation that is reflected in the contract plans will be documented in the as-built drawings.

Any re-staking due to the Contractor's failure to preserve the initial survey stakes, or design changes that are beyond this scope of services will be reset or provided at an additional cost. Consultant assumes area of project site to be surveyed will be free from equipment/materials and ready for staking prior to commencing survey requests.

4. Materials Testing

4.1 See Scope of Services provided by Eastern Sierra Engineering for QA material testing services attached to their Fee Summary.
4.2 See Scope of Services provided by UES for drilled shaft CSL testing services attached to their Fee Summary.

5. Public Outreach

See Scope of Services provided by MJT Consulting for Public Outreach services attached to their Fee Summary.

6. CPM Schedule Analysis

See Scope of Services provided by Innovative Contracting & Engineering for Schedule Analysis services attached to their Fee Summary.

7. Contingency

The Consultant's Construction Project Manager/Resident Engineer will manage the budget for the Construction Management services throughout the duration of the project and keep the RTC's PM informed of the budget. A contingency amount of $190,000.00 shall be allocated for miscellaneous and unforeseen increases within the scope of this contract.

If the Consultant determines that it is necessary to perform outside this scope of services, the Consultant shall provide a letter detailing the need, scope, and not-to-exceed budget for the proposed work. Work associated with the contingency fund shall only proceed with the RTC Project Manager's approval.

8. Assumptions

- Contractor will receive Notice to Proceed on 2/1/2027
- Resident Engineer and Office Manager will work part-time on setup, submittal reviews, and meetings 6 weeks prior to NTP
- Contract duration is 290 working days

- Construction substantial completion expected on 2/28/2028
- Punchlist completion 30 days after issuance of punch list upon substantial completion
- Final acceptance and project closeout 30 days after punch list completion
- 2/1/2027 through 6/30/2027 - Contractor to work (5) 10-hour shifts per week
- 7/1/2027 through 10/31/2027 - Contractor to work (6) 10-hour shifts per week
- 11/1/2027 through 2/28/2028 - Contractor to work (5) 10-hour shifts per week
- Contractor shall provide Submittal Exchange or a similar web-based project document control program for joint use of project documents and file storage
- Consultant will provide a 2nd inspector sporadically as needed for up to approximately 6 weeks during night work activities for bridge substructure components, setting of girders, and deck pours
- Consultant will perform inspections during (2) 3-day site visits in July and August of 2027 to Confab's precast yard in Lanthrop, CA for casting of girders
- The lump sum cost of $5,000.00 for each Confab site visit includes hourly rate for inspection, travel, and lodging

EXHIBIT A-2

KEY PERSONNEL

Key personnel assigned to this project include:

- Chad McDermott, PE – Resident Engineer/PM
- Kathy LeFrancis – Office Manager
- Anthony Livengood – Bridge Inspector
- Chris Konakis, PLS – Survey Lead
- Scott Harrill– Survey Technician
- Bill Caraway (ESE) – QA Materials Tester
- Lauren Ball (MJT) – Public Information Officer
- ICE Teams – Schedule Review Services
- UES – CSL Testing Services

EXHIBT B

COMPENSATION

COST PROPOSAL
Diversified Consulting Services
Construction Management Services for the Sierra Street Bridge Replacement Project

(RFP) RTC 26-13

Prepared for the Regional Transportation Commission of Washoe County
by
Diversified Consulting Services

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
CM COST PROPOSAL

		Month / Year		Dec-26				Jan-27				Feb-27				Mar-27				Apr-27			
		Contractor Working Day		0				0				20				23				22			
		Consultant Working Day		13				19				20				23				22			
Position Classification		Regular Billing Rate 2026/2027	OT Billing Rate 2026/2027	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost
DCS Staff																							
Resident Engineer/PM, PE		**$250.00**		40	$10,000.00	0	$0.00	96	$24,000.00	0	$0.00	160	$40,000.00	0	$0.00	184	$46,000.00	0	$0.00	176	$44,000.00	0	$0.00
Office Manager		**$140.00**		40	$5,600.00	0	$0.00	152	$21,280.00	0	$0.00	160	$22,400.00	0	$0.00	184	$25,760.00	0	$0.00	176	$24,640.00	0	$0.00
Bridge Inspector		**$160.00**	**$184.00**	0	$0.00	0	$0.00	0	$0.00	0	$0.00	160	$25,600.00	40	$7,360.00	184	$29,440.00	46	$8,464.00	176	$28,160.00	44	$8,096.00
Survey Lead, PLS		**$185.00**		0	$0.00	0	$0.00	50	$9,250.00	0	$0.00	24	$4,440.00	0	$0.00	12	$2,220.00	0	$0.00	12	$2,220.00	0	$0.00
Survey Technician		**$155.00**		0	$0.00	0	$0.00	40	$6,200.00	0	$0.00	60	$9,300.00	0	$0.00	30	$4,650.00	0	$0.00	30	$4,650.00	0	$0.00
Night Work Inspector		**$155.00**	**$178.00**	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
DCS Regular Labor				**80**	**$15,600.00**			**338**	**$60,730.00**			**564**	**$101,740.00**			**594**	**$108,070.00**			**570**	**$103,670.00**		
DCS Overtime Labor						**0**	**$0.00**			**0**	**$0.00**			**40**	**$7,360.00**			**46**	**$8,464.00**			**44**	**$8,096.00**
Out of State Confab Site Visits		**2 Visits @ $5000 per Visit**		**$0.00**				**$0.00**				**$0.00**				**$0.00**				**$0.00**			
Total DCS Labor Fees				**$15,600.00**				**$60,730.00**				**$109,100.00**				**$116,534.00**				**$111,766.00**			
Eastern Sierra Engineering																							
QA Material Testing Services					$0.00				$10,000.00				$10,000.00				$15,000.00				$15,000.00		
Total ESE Fees					**$0.00**				**$10,000.00**				**$10,000.00**				**$15,000.00**				**$15,000.00**		
MJT Consulting																							
Public Outreach Services					$0.00				$10,000.00				$9,000.00				$7,000.00				$7,000.00		
Total MJT Fees					**$0.00**				**$10,000.00**				**$9,000.00**				**$7,000.00**				**$7,000.00**		
ICE Teams																							
Schedule Review Services					$0.00				$8,000.00				$6,000.00				$5,000.00				$5,000.00		
ICE Teams Total Fees					**$0.00**				**$8,000.00**				**$6,000.00**				**$5,000.00**				**$5,000.00**		
UES																							
CSL Testing Services																							
Total UES Fees					**$0.00**				**$0.00**				**$0.00**				**$0.00**				**$0.00**		
Contingency Fee																							
Total Fees w/Subs				**$15,600.00**				**$88,730.00**				**$134,100.00**				**$143,534.00**				**$138,766.00**			

2026/2027

Diversified Consulting Services
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Reno, Nevada 89509

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
CM COST PROPOSAL

		Month / Year		May-27				Jun-27				Jul-27				Aug-27			
		Contractor Working Day		20				22				25				26			
		Consultant Working Day		20				22				25				26			
Position Classification		Regular Billing Rate 2026/2027	OT Billing Rate 2026/2027	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost
DCS Staff																			
Resident Engineer/PM, PE		**$250.00**		160	$40,000.00	0	$0.00	176	$44,000.00	0	$0.00	168	$42,000.00	0	$0.00	176	$44,000.00	0	$0.00
Office Manager		**$140.00**		160	$22,400.00	0	$0.00	176	$24,640.00	0	$0.00	168	$23,520.00	0	$0.00	176	$24,640.00	0	$0.00
Bridge Inspector		**$160.00**	**$184.00**	160	$25,600.00	40	$7,360.00	176	$28,160.00	44	$8,096.00	168	$26,880.00	82	$15,088.00	176	$28,160.00	84	$15,456.00
Survey Lead, PLS		**$185.00**		12	$2,220.00	0	$0.00	18	$3,330.00	0	$0.00	24	$4,440.00	0	$0.00	24	$4,440.00	0	$0.00
Survey Technician		**$155.00**		30	$4,650.00	0	$0.00	42	$6,510.00	0	$0.00	60	$9,300.00	0	$0.00	60	$9,300.00	0	$0.00
Night Work Inspector		**$155.00**	**$178.00**	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	80	$12,400.00	40	$7,120.00
DCS Regular Labor				**522**	**$94,870.00**			**588**	**$106,640.00**			**588**	**$106,140.00**			**692**	**$122,940.00**		
DCS Overtime Labor						**40**	**$7,360.00**			**44**	**$8,096.00**			**82**	**$15,088.00**			**124**	**$22,576.00**
Out of State Confab Site Visits		**2 Visits @ $5000 per Visit**		**$0.00**				**$0.00**				**$5,000.00**				**$5,000.00**			
Total DCS Labor Fees				**$102,230.00**				**$114,736.00**				**$126,228.00**				**$150,516.00**			
Eastern Sierra Engineering																			
QA Material Testing Services					$20,000.00				$20,000.00				$25,000.00				$30,000.00		
Total ESE Fees					**$20,000.00**				**$20,000.00**				**$25,000.00**				**$30,000.00**		
MJT Consulting																			
Public Outreach Services					$7,000.00				$8,000.00				$9,000.00				$9,000.00		
Total MJT Fees					**$7,000.00**				**$8,000.00**				**$9,000.00**				**$9,000.00**		
ICE Teams																			
Schedule Review Services					$5,000.00				$5,000.00				$5,000.00				$5,000.00		
ICE Teams Total Fees					**$5,000.00**				**$5,000.00**				**$5,000.00**				**$5,000.00**		
UES																			
CSL Testing Services					$2,950.00				$12,150.00				$15,100.00				$15,100.00		
Total UES Fees					**$2,950.00**				**$12,150.00**				**$15,100.00**				**$15,100.00**		
Contingency Fee																			
Total Fees w/Subs				**$137,180.00**				**$159,886.00**				**$180,328.00**				**$209,616.00**			

2026/2027

Diversified Consulting Services
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Reno, Nevada 89509

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
CM COST PROPOSAL

		Month / Year		Sep-27				Oct-27				Nov-27				Dec-27			
		Contractor Working Day		25				25				20				22			
		Consultant Working Day		25				25				20				22			
Position Classification		Regular Billing Rate 2026/2027	OT Billing Rate 2026/2027	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost
DCS Staff																			
Resident Engineer/PM, PE		$250.00		168	$42,000.00	0	$0.00	168	$42,000.00	0	$0.00	160	$40,000.00	0	$0.00	176	$44,000.00	0	$0.00
Office Manager		$140.00		168	$23,520.00	0	$0.00	168	$23,520.00	0	$0.00	160	$22,400.00	0	$0.00	176	$24,640.00	0	$0.00
Bridge Inspector		$160.00	$184.00	168	$26,880.00	82	$15,088.00	168	$26,880.00	82	$15,088.00	160	$25,600.00	40	$7,360.00	176	$28,160.00	44	$8,096.00
Survey Lead, PLS		$185.00		24	$4,440.00	0	$0.00	24	$4,440.00	0	$0.00	20	$3,700.00	0	$0.00	12	$2,220.00	0	$0.00
Survey Technician		$155.00		60	$9,300.00	0	$0.00	60	$9,300.00	0	$0.00	52	$8,060.00	0	$0.00	30	$4,650.00	0	$0.00
Night Work Inspector		$155.00	$178.00	80	$12,400.00	40	$7,120.00	0	$0.00	0	$0.00	40	$6,200.00	10	$1,780.00	40	$6,200.00	10	$1,780.00
DCS Regular Labor				**668**	**$118,540.00**			**588**	**$106,140.00**			**592**	**$105,960.00**			**610**	**$109,870.00**		
DCS Overtime Labor						**122**	**$22,208.00**			**82**	**$15,088.00**			**50**	**$9,140.00**			**54**	**$9,876.00**
Out of State Confab Site Visits		**2 Visits @ $5000 per Visit**		**$0.00**				**$0.00**				**$0.00**				**$0.00**			
Total DCS Labor Fees				**$140,748.00**				**$121,228.00**				**$115,100.00**				**$119,746.00**			
Eastern Sierra Engineering																			
QA Material Testing Services					$25,000.00				$25,000.00				$25,000.00				$15,000.00		
Total ESE Fees					**$25,000.00**				**$25,000.00**				**$25,000.00**				**$15,000.00**		
MJT Consulting																			
Public Outreach Services					$6,000.00				$5,000.00				$5,000.00				$5,000.00		
Total MJT Fees					**$6,000.00**				**$5,000.00**				**$5,000.00**				**$5,000.00**		
ICE Teams																			
Schedule Review Services					$5,000.00				$5,000.00				$5,000.00				$5,000.00		
ICE Teams Total Fees					**$5,000.00**				**$5,000.00**				**$5,000.00**				**$5,000.00**		
UES																			
CSL Testing Services																			
Total UES Fees					**$0.00**				**$0.00**				**$0.00**				**$0.00**		
Contingency Fee																			
Total Fees w/Subs				**$176,748.00**				**$156,228.00**				**$150,100.00**				**$144,746.00**			

2026/2027

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
CM COST PROPOSAL

		Month / Year		Jan-28				Feb-28				Mar-28				Apr-28			
		Contractor Working Day		20				20											
		Consultant Working Day		20				21				23				20			
Position Classification		Regular Billing Rate 2026/2027	OT Billing Rate 2026/2027	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost
DCS Staff																			
Resident Engineer/PM, PE		**$250.00**		160	$40,000.00	0	$0.00	168	$42,000.00	0	$0.00	184	$46,000.00	0	$0.00	80	$20,000.00	0	$0.00
Office Manager		**$140.00**		160	$22,400.00	0	$0.00	168	$23,520.00	0	$0.00	184	$25,760.00	0	$0.00	80	$11,200.00	0	$0.00
Bridge Inspector		**$160.00**	**$184.00**	160	$25,600.00	40	$7,360.00	168	$26,880.00	40	$7,360.00	184	$29,440.00	46	$8,464.00	50	$8,000.00	0	$0.00
Survey Lead, PLS		**$185.00**		12	$2,220.00	0	$0.00	12	$2,220.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
Survey Technician		**$155.00**		30	$4,650.00	0	$0.00	24	$3,720.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
Night Work Inspector		**$155.00**	**$178.00**	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00
DCS Regular Labor				**522**	**$94,870.00**			**540**	**$98,340.00**			**552**	**$101,200.00**			**210**	**$39,200.00**		
DCS Overtime Labor						**40**	**$7,360.00**			**40**	**$7,360.00**			**46**	**$8,464.00**			**0**	**$0.00**
Out of State Confab Site Visits		**2 Visits @ $5000 per Visit**		**$0.00**				**$0.00**				**$0.00**				**$0.00**			
Total DCS Labor Fees				**$102,230.00**				**$105,700.00**				**$109,664.00**				**$39,200.00**			
Eastern Sierra Engineering																			
QA Material Testing Services					$10,000.00				$9,455.00				$0.00				$0.00		
Total ESE Fees					**$10,000.00**				**$9,455.00**				**$0.00**				**$0.00**		
MJT Consulting																			
Public Outreach Services					$5,000.00				$2,500.00										
Total MJT Fees					**$5,000.00**				**$2,500.00**				**$0.00**				**$0.00**		
ICE Teams																			
Schedule Review Services					$5,000.00				$3,470.00										
ICE Teams Total Fees					**$5,000.00**				**$3,470.00**				**$0.00**				**$0.00**		
UES																			
CSL Testing Services					$0.00				$0.00				$0.00				$0.00		
Total UES Fees					**$0.00**				**$0.00**				**$0.00**				**$0.00**		
Contingency Fee																			
Total Fees w/Subs				**$122,230.00**				**$121,125.00**				**$109,664.00**				**$39,200.00**			

2028

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6490 S. McCarran Blvd., D1-#31
Reno, Nevada 89509

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
CM COST PROPOSAL

		Month / Year		May-28									
		Contractor Working Day											
		Consultant Working Day		22									
Position Classification		Regular Billing Rate 2026/2027	OT Billing Rate 2026/2027	Regular Hours	Regular Monthly Cost	OT Hours	Overtime Monthly Cost	Total Regular Hours	Total Regular Cost	Total Overtime Hours	Total Overtime Cost	Total Hours	Total Cost
DCS Staff													
Resident Engineer/PM, PE		**$250.00**		80	$20,000.00	0	$0.00	2680	$670,000.00	0	$0.00	2680	$670,000.00
Office Manager		**$140.00**		80	$11,200.00	0	$0.00	2736	$383,040.00	0	$0.00	2736	$383,040.00
Bridge Inspector		**$160.00**	**$184.00**	0	$0.00	0	$0.00	2434	$389,440.00	754	$138,736.00	3188	$528,176.00
Survey Lead, PLS		**$185.00**		0	$0.00	0	$0.00	280	$51,800.00	0	$0.00	280	$51,800.00
Survey Technician		**$155.00**		0	$0.00	0	$0.00	608	$94,240.00	0	$0.00	608	$94,240.00
Night Work Inspector		**$155.00**	**$178.00**	0	$0.00	0	$0.00	240	$37,200.00	100	$17,800.00	340	$55,000.00
DCS Regular Labor				**160**	**$31,200.00**			**8978**	**$1,625,720.00**				
DCS Overtime Labor						**0**	**$0.00**			**854**	**$156,536.00**		
Out of State Confab Site Visits		**2 Visits @ $5000 per Visit**			**$0.00**								**$10,000.00**
Total DCS Labor Fees					**$31,200.00**							**9832**	**$1,792,256.00**
Eastern Sierra Engineering													
QA Material Testing Services					$0.00								
Total ESE Fees					**$0.00**								**$254,455.00**
MJT Consulting													
Public Outreach Services					$0.00								
Total MJT Fees					**$0.00**								**$94,500.00**
ICE Teams													
Schedule Review Services					$0.00								
ICE Teams Total Fees					**$0.00**								**$72,470.00**
UES													
CSL Testing Services					$0.00								
Total UES Fees					**$0.00**								**$45,300.00**
Contingency Fee													**$190,000.00**
Total Fees w/Subs					**$31,200.00**			**8,978**		**854**		**9,832**	**$2,448,981.00**

2028

RTC OF WASHOE COUNTY
SIERRA STREET BRIDGE REPLACEMENT PROJECT
SURVEY COST PROPOSAL

	Position Classification	Survey Lead PLS	Survey Technician	Hours /Task	Cost/Task
	Hourly Billing Rate	$185.00	$155.00		
Task Number	**Construction Survey Tasks**				
1	Project/file setup, CAD review, alignment/model preparation	40	16	56	$9,880.00
2	Establish/verify/maintain project control and benchmark network	40	48	88	$14,840.00
3	Bridge staking - Foundations, abutments, pier, deck tenth points, overlooks, floodwalls, and miscellaneous structural features	48	120	168	$27,480.00
4	Channel bathymetry grading & staking	12	30	42	$6,870.00
5	Cochrane Ditch retaining wall & maintenance access ramp	12	28	40	$6,560.00
6	River access ramp retaining walls	12	30	42	$6,870.00
7	Roadway centerline, EOP, sidewalk, retaining wall, and guardrail	16	56	72	$11,640.00
8	C&G, valley gutter, sidewalk, driveways, & pedestrian ramps	16	64	80	$12,880.00
9	Storm drain, manholes, inlets catch basins, headwalls, etc.	12	32	44	$7,180.00
10	Lighting/Electrical	12	24	36	$5,940.00
11	Striping layout / pavement markings	8	24	32	$5,200.00
12	Signage	8	16	24	$3,960.00
13	TMWA water main staking, connections, & vaults	16	48	64	$10,400.00
14	Utility adjustments	8	20	28	$4,580.00
15	Survey monument referencing, removal & reset, documentation	12	28	40	$6,560.00
16	Final survey QA/QC, as-builts & closeout	8	24	32	$5,200.00
	DCS Hours Per Classification	**280**	**608**	**888**	
	Total DCS Labor Fees	**$51,800.00**	**$94,240.00**		**$146,040.00**

Diversified Consulting Services
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Reno, Nevada 89509

EASTERN SIERRA ENGINEERING
CIVIL ENGINEERING & CONSTRUCTION SERVICES

775-828-7220
4515 Towne Drive
Reno, NV 89521-9696
EngineeringTheEarth.com

September 21, 2026

Chad McDermott
Diversified Consulting Services

Subject: Cost Proposal for Quality Assurance Materials Testing Services
Sierra Street Bridge Replacement Project
Nevada Public Works Project No. PWP WA-2026-257
FHWA PIN BR 0191 (343) - NDOT EA 74508

Mr. McDermott:

Civil Solutions Associates, Inc., doing business as Eastern Sierra Engineering, is pleased to submit this cost proposal to provide quality assurance materials testing services for the Sierra Street Bridge Replacement Project. This proposal is based on the project plans and specifications, the applicable NDOT and regional standard specifications, the contractor's construction schedule dated July 22, 2026, the detailed construction cost breakdown, and the information available as of the date of this proposal.

PROJECT UNDERSTANDING

The project generally consists of replacing the existing Sierra Street Bridge over the Truckee River and constructing the associated structural, roadway, utility, drainage, river, and pedestrian improvements. Major work includes removal of the existing bridge; construction of drilled shafts, abutments, a center pier, precast concrete girders, diaphragms, backwalls, bridge deck, retaining walls, floodwalls, slope paving, and grouted riprap; installation and relocation of utilities; reconstruction of roadway subgrade, aggregate base, bituminous pavement, curb and gutter, sidewalk, and pedestrian ramps; and completion of related surface improvements and appurtenant work.

SCOPE OF SERVICES

ESE will provide field and laboratory quality assurance materials testing for the construction activities described below. The attached Fee Schedule combines related operations where the same technician, equipment, and laboratory services may be used. The estimated shifts and tests are based on the contractor's current schedule, available quantities, specified testing frequencies, and anticipated construction sequencing. ESE's services are limited to the materials testing expressly described in this proposal.

Earthwork, Subgrade, and Backfill Testing

ESE will perform in place moisture and density testing during earthwork and structure backfill, utility bedding and trench backfill, roadway subgrade preparation, and aggregate base placement. These activities are consolidated into one Fee Schedule item consisting of 70 estimated 8-hour shifts. The allowance is based on approximately 28 shifts for earthwork and structure backfill, 24 shifts for utility bedding and trench backfill, 4 shifts for roadway subgrade, 12 shifts for aggregate base, and limited additional coverage for reasonable schedule variation.

Applicable laboratory testing may include maximum dry density and optimum moisture determinations, oversize rock corrections, sieve analyses, plasticity index determinations, R-Value testing, and riprap source qualification testing. Laboratory services will be performed only as required for the included field testing or as directed by DCS.

Nonstructural Concrete and CLSM Testing

ESE will provide materials testing during placements of curb and gutter, sidewalk, pedestrian ramps, concrete slope paving, utility improvements, controlled low strength material, and other applicable nonstructural concrete or cementitious fill. Services may include sampling, slump, temperature, air content, unit weight, fabrication of strength specimens, and laboratory compressive strength testing, as applicable to the material being placed.

Nonstructural concrete and CLSM are consolidated into one Fee Schedule item consisting of 15 estimated 8-hour shifts. The applicable field and laboratory procedures will be based on the material tested and the corresponding project requirements.

Structural Concrete Testing

ESE will provide quality assurance materials testing during authorized structural concrete placements and reinforcing bar sleeve grouting operations. Services may include sampling, slump, temperature, air content, unit weight, fabrication and initial curing of strength specimens, specimen transportation, and laboratory testing applicable to the material being placed. The 40 estimated 8-hour shifts included in the Fee Schedule combine structural concrete testing and sleeve grout sampling visits under one field service item. No separate field shift allowance has been added for sleeve grout sampling.

This scope applies only to materials sampling and testing. It does not include inspection or approval of excavations, formwork, falsework, reinforcing steel, sleeve installation, mechanical splices, embedments, anchors, concrete placement procedures, structural dimensions, or completed structural work. Sleeve grout testing will not proceed until DCS confirms the required test method, specimen configuration, sampling frequency, and acceptance procedure.

Drilled Shaft Concrete Testing

ESE will provide concrete sampling, field testing, strength specimen fabrication, and laboratory compressive strength testing during drilled shaft concrete placements. The Fee Schedule includes 20 estimated 8-hour shifts based on the approximate number of shaft placements identified from the plans and contractor's schedule.

If a drilled shaft placement extends beyond 8 hours, the additional time will be invoiced at the applicable overtime or double time rate. This scope does not include drilled shaft inspection, slurry testing, reinforcing cage inspection, excavation cleanliness evaluation, concrete volume reconciliation, crosshole sonic logging, or acceptance of completed shafts.

Grouted Riprap Testing

ESE will provide sampling and testing of grout used for grouted riprap. Services may include slump, air content, unit weight, temperature, strength specimen fabrication, and laboratory compressive strength testing. The Fee Schedule includes six estimated 8-hour shifts based on the 569 cubic yard bid quantity.

The specifications require at least one composite sample for each day grout is placed and for each 100 cubic yards placed during that day. If the contractor's placement sequence requires more than six testing visits, the additional services will be performed only after authorization from DCS.

Precast Materials Testing Allowance

The project includes 13 precast 67-foot concrete bridge members, 13 precast 77-foot concrete bridge members, precast retaining wall panels for Walls SW1, SE1, and SE2, the precast weir wall, and manufactured precast concrete vaults, manholes, catch basins, utility pads, and related drainage and utility structures shown

in the Contract Documents. The primary offsite materials testing anticipated under this proposal is associated with fabrication of the bridge members and structural retaining wall panels. Manufactured vaults, manholes, catch basins, utility pads, and similar products are expected to be accepted through the required product data, certifications, and approved submittals unless DCS requests independent verification testing.

The Fee Schedule includes four offsite precast materials testing trips as an initial allowance. Each trip includes one 8-hour field shift and the associated travel time, travel surcharge, and lodging identified in the Fee Schedule. When requested by DCS and coordinated with the fabricator, ESE may provide concrete sampling, fresh concrete testing, strength specimen fabrication, and related materials testing during selected precast fabrication operations. The allowance does not include continuous plant inspection, plant quality control, prestressing inspection, reinforcing steel inspection, form or dimensional inspection, strand tensioning or release observation, welding inspection, finish inspection, or acceptance of completed precast components.

The contractor's schedule includes 60 working days for fabrication and casting of the 26 precast bridge members but does not identify the fabrication location, individual casting dates, daily production, retaining wall panel fabrication schedule, or the level of Owner testing coverage required at each facility. The four trips are therefore a preliminary budgeting allowance and should not be interpreted as complete coverage of all precast fabrication. ESE will review the approved fabrication schedules and testing requirements as they become available. If additional trips, extended onsite coverage, or testing of additional precast components is required, ESE will notify DCS and provide the additional services only after authorization in accordance with the change order provisions of this proposal.

Bituminous Pavement Testing

ESE will provide quality assurance materials testing during bituminous pavement production and placement. Services may include fresh HMA sampling, temperature monitoring, field density testing when requested, laboratory testing, pavement coring, and core density and thickness determinations. ESE will also coordinate asphalt binder sampling and testing through the NDOT Materials Testing Laboratory when directed.

The Fee Schedule consolidates the HMA services into two estimated 12-hour paving shifts, two estimated 6-hour coring shifts, four HMA laboratory suites, 12 pavement cores, associated core backfill charges, and four asphalt binder tests. Actual quantities will be based on the number of paving days, production lots, mixtures, and tons placed.

Laboratory Testing

Laboratory services associated with the preceding scopes are included at the quantities and unit rates shown in the attached Fee Schedule. The concrete compressive strength allowance supports the nonstructural concrete, structural concrete, drilled shaft concrete, grouted riprap, and authorized precast testing scopes. Actual specimen configuration, test ages, and test methods will be based on the requirements applicable to each material.

The Fee Schedule also includes a limited allowance for flexural strength testing of grout used in reinforcing bar sleeves. Because the Contract Documents do not identify the required flexural test method, specimen configuration, or sampling frequency, this testing will not proceed until DCS confirms the required procedure. Laboratory testing beyond the listed quantities will require authorization.

SCOPE LIMITATIONS AND EXCLUSIONS

ESE's scope is limited to quality assurance materials testing. The following services are excluded:

- General construction inspection and resident engineering
- Code required structural special inspection

- Excavation and foundation bearing inspection
- Formwork, falsework, reinforcing steel, mechanical splice, embedment, and anchor inspection
- Drilled shaft inspection, and crosshole sonic logging
- Structural steel fabrication, welding, nondestructive examination, bolting, and erection inspection
- Continuous precast fabrication inspection, plant quality control, prestressing inspection, strand tensioning, dimensional inspection, and finish inspection
- Thin bonded multilayer overlay qualification testing, daily moisture testing, pull off testing, friction testing, skid testing, and other Contractor quality control required by Section 497
- Coating, architectural finish, and formliner inspection
- Profilograph testing and operation
- Waterline pressure testing, flushing, disinfection, bacteriological testing, and closed circuit television inspection
- Electrical testing, startup, commissioning, and functional testing
- Surveying, construction staking, traffic control, and construction safety
- Environmental, hazardous materials, and waste characterization testing
- Preparation of Contractor source material submittals, mix designs, certifications, and producer quality control documentation

ESE's testing represents conditions only at the locations and times tested. It does not constitute continuous inspection, approval of construction means and methods, acceptance of untested work, or responsibility for the Contractor's workmanship. If DCS requests an excluded service, ESE will review the applicable requirements and confirm that qualified personnel and equipment are available before accepting the work.

REPORTING AND PROJECT ADMINISTRATION

ESE will prepare a daily field report for each testing visit and a laboratory report for each completed test. Reports will document the work tested, test or sample location, material, applicable test method, and results obtained. Results requiring prompt attention will be communicated to DCS's designated representative.

Project administration will include scheduling and coordination of field and laboratory personnel, review and distribution of reports, maintenance of testing records, communication with DCS, invoicing, and monitoring of the authorized fee. The Fee Schedule includes 84 hours of project management and 20 hours of administrative services.

FEE AND PAYMENT TERMS

ESE proposes to provide the services described in this proposal for an estimated fee of $284,455.00, including the $30,000 materials testing contingency allowance shown in the attached Fee Schedule. This is a time and materials estimate based on the current construction schedule and anticipated level of effort. It is not a lump sum fee, and only the services actually performed will be invoiced.

Field services will be invoiced at $150 per hour for the first 8 hours worked in a single shift. Hours worked beyond 8 and through 12 hours in a single shift, along with all hours worked on Saturday, will be invoiced at 1.4 times the regular rate, or $210 per hour. Hours worked beyond 12 in a single shift, along with all hours worked on Sunday, will be invoiced at 1.7 times the regular rate, or $255 per hour. Laboratory testing, project management, administration, travel, lodging, and other services will be invoiced according to the actual quantities incurred at the rates shown in the attached Fee Schedule.

If concurrent construction operations require more than one field technician, the actual time for each technician will be invoiced at the applicable rate. When the same technician can cover multiple included scopes during one shift, the activities will be combined and the savings will be passed directly to DCS. ESE will not

invoice overlapping field time or separate full shift charges for compatible testing performed by the same technician during the same period.

The $30,000 contingency is an approximate 10 percent allowance for reasonable variations in testing quantities, construction sequencing, placement duration, production rates, weather, and other unforeseen conditions affecting the included scope. The contingency is not an earned fee and will be invoiced only for authorized services actually performed. Retesting resulting from deficient materials, failed work, corrective work, replacement work, or changed material sources is not included unless authorized by DCS. When the Contract Documents assign retesting costs to the Contractor, those costs will not be charged to the Owner's testing contingency.

ESE will not perform work outside the authorized scope without verbal authorization from DCS followed by written authorization. Written authorization may be provided by email, change order, amended work order, or another mutually acceptable written directive. If the scope changes, additional scopes are added, or the required level of effort exceeds the authorized fee and contingency, ESE will issue a change order identifying the additional services and compensation. Invoices will be issued monthly based on the actual services performed and are payable within 30 days.

EXECUTION OF CONTRACT

This cost proposal may be accepted through execution of this document, issuance of a mutually acceptable professional services agreement, or issuance of a work order referencing this proposal. Upon acceptance, this proposal, the attached Fee Schedule, and ESE's applicable Agreement for Services will constitute the agreement between DCS and ESE unless modified in writing by both parties. This proposal will remain valid for 30 days from the date of issuance.

We trust this proposal provides the information required at this time. If you have any questions, require clarification, or would like ESE to evaluate additional services, please contact Dennis Brown at 760 937 1385.

Sincerely,
Civil Solutions Associates, DBA Eastern Sierra Engineering



Dennis Brown
Director of CMT Services

ESE - Sierra Street Bridge Replacement - QA Materials Testing Fee Schedule

TEST DESCRIPTION	QTY	UNITS	RATE	TOTAL
Estimated Earthwork & Backfill Shifts:	70			
Estimated Non-Structural Concrete & CLSM Shifts:	15			
Estimated Structural Concrete Shifts:	40			
Estimated Drilled Shaft Concrete Shifts:	20			
Estimated Grouted Riprap Shifts:	6			
Estimated Precast Trips:	4			
Estimated HMA Paving Shifts:	2			
Earthwork, Subgrade, & Backfill Field Testing				
Field Technician, 8-Hour Shift	70	SHIFT	$1,200.00	$84,000.00
Earthwork and Backfill, Total:			**$84,000.00**	
Non-Structural Concrete & CLSM Field Testing				
Field Technician, 8-Hour Shift	15	SHIFT	$1,200.00	$18,000.00
Non-Structural Concrete, Total:			**$18,000.00**	
Structural Concrete Field Testing				
Field Technician, 8-Hour Shift	40	SHIFT	$1,200.00	$48,000.00
Structural Concrete, Total:			**$48,000.00**	
Drilled Shaft Concrete Field Testing				
Field Technician, 8-Hour Shift	20	SHIFT	$1,200.00	$24,000.00
Drilled Shaft Concrete, Total:			**$24,000.00**	
Grouted Riprap Field Testing				
Field Technician, 8-Hour Shift	6	SHIFT	$1,200.00	$7,200.00
Grouted Riprap, Total:			**$7,200.00**	
Precast Site Visit Allowance				
Field Technician, 8-Hour Shift	4	SHIFT	$1,200.00	$4,800.00
Field Technician, Travel Time	4	SHIFT	$920.00	$3,680.00
Field Technician, Travel Surcharge	4	SHIFT	$290.00	$1,160.00
Field Technician, Lodging	4	SHIFT	$250.00	$1,000.00
Precast Site Visit Allowance, Total:			**$10,640.00**	
Bituminous Pavement (HMA) Field Testing				
Field Technician, 12-Hour Shift	2	SHIFT	$2,040.00	$4,080.00
Field Coring Technician, 6-Hour Shift	2	SHIFT	$900.00	$1,800.00
HMA Paving, Total:			**$5,880.00**	
Maximum Dry Density Curve (ASTM D1557)	10	EACH	$340.00	$3,400.00
Oversize Rock Correction for Curve	5	EACH	$175.00	$875.00
Sieve Analysis	10	EACH	$135.00	$1,350.00
Plasticity Index	10	EACH	$150.00	$1,500.00
R-Value	2	EACH	$420.00	$840.00
Riprap Source Qualification Testing	1	EACH	$1,200.00	$1,200.00
Concrete Compressive Strength (Set of FIVE 4x8" cylinders, 3,7,28,28,28)	110	EACH	$175.00	$19,250.00
Sleeve Grout Flexural Strength (Set of FIVE beams)	4	EACH	$750.00	$3,000.00
HMA Marshall Suite	4	EACH	$820.00	$3,280.00
HMA Core Bulk Specific Gravity & Thickness	12	EACH	$50.00	$600.00
HMA Core Backfill Surcharge	12	EACH	$25.00	$300.00
HMA Binder Testing (NDOT Lab to test)	4	EACH	$250.00	$1,000.00
Lab Testing Total:			**$36,595.00**	
Administration				
Admin (Invoicing) - 2 hours/month minimum charge	20	HOUR	$125.00	$2,500.00
Project Manager (Coordination, QA Management) - 2 hours/week minimum	84	HOUR	$210.00	$17,640.00
Administration Total:			**$20,140.00**	
Materials Testing Contingency				
Contigency Allowance			**$30,000.00**	
QA Materials Testing GRAND TOTAL:				**$284,455.00**

EASTERN SIERRA ENGINEERING
CIVIL ENGINEERING & CONSTRUCTION SERVICES

MJT CONSULTING, LLC

Regional Transportation Commission of Washoe County
Sierra Street Bridge Construction

Fee Estimate
for
Public Outreach and Involvement Services

Employee Name	Hourly Rate
McKenna Temen	$155.00
Lauren Ball	$155.00

Task	Description	Hours	Labor Cost	Direct Costs	Total
1	**Project Management**	75	$11,625		$11,625
	Weekly construction meetings				
	As-needed meetings, coordination, and correspondence with DCS, RTC and City of Reno				
	Partnering meeting				
	Pre-activity meetings				
2	**Stakeholder & Business Outreach**	200	$31,000	$8,000	$39,000
	Meetings with stakeholders				
	Meetings with businesses				
	Door-to-door noticing and outreach				
	Logistics and coordination for special business support programs established during pre-construction				
	Presentation support, including information needed for Board meetings and briefings to elected officials				
	Coordinating with groups and special events				
	Hosting media events and site tours				
	Maintaining a stakeholder database including the research, field, and direct communication for contact information				
3	**Construction Communications**	125	$19,375	$4,000	$23,375
	Creating construction notices, graphics, flyers, fact sheets, maps, sings, etc.				
	Providing information and materials for website updates				
	Printing and distributing materials as-needed				
	Draft and send weekly stakeholder updates via email				
	Drafting press releases				
	Developing social media content				

	Responding to and logging public inquires including establishing and managing a phone hotline and email				
4	**Site Visits**	40	$6,200		$6,200
	Photo and video documentation of construction progress through regular site visits				
	Uploading and providing shareable link to view/download media				
5	**Special Events**	60	$9,300	$5,000	$14,300
	Planning and logistics for a ribbon cutting ceremony				

TOTAL:	500	$77,500	$17,000	$94,500
CONTINGENCY:				$15,000
TOTAL FEE:				**$109,500.00**

Justification of Costs and Fees
September 17, 2026
Independent Scheduling Services R1
Sierra Street Bridge Replacement Project

ICE Teams

MANHOURS

TASK	PM	SCE	LCE	CE	SS	SCE	Admin	TOTAL
Schedule Review Milestone								
Construction Schedule Reviews (Baseline and Monthly)	0	0	0	0	320	0	28	348
Schedule Review Allowance (performed when authorized)								
Time Impact Analysis (TIA) Reviews	0	0	0	0	40	0	2	42
Recovery / Acceleration Schedule Reviews	0	0	0	0	40	0	2	42
Schedule Delay Evaluations & Entitlement Analysis	0	0	0	0	40	0	4	44
TOTAL MH - ICE Teams	0	0	0	0	440	0	36	476

LABOR COSTS

Category - Description		Hourly Rates	MH	Amount
Project Manager - PM		$ 126.26	0	$0.00
Sr. Cost Estimator - SCE		$ 72.09	0	$0.00
Lead Cost Estimator - LCE		$ 100.71	0	$0.00
Structures Cost Estimator - CE		$ 66.26	0	$0.00
Sr. Scheduler - SS		$ 72.09	440	$31,718.08
Scheduler/Cost Estimator - SCE		$ 50.09	0	$0.00
Admin Asst. - Admin		$ 42.93	36	$1,545.62
			Subtotal	$33,263.70
		Title I Multiplier	2.986	$99,325.41
			Subtotal Labor Costs	**$99,325.00**

EXPENSES

ITEM	Quantity	Unit	Rate	Amount
Airfare		each	$600.00	$0.00
Parking (airport)		day	$30.00	$0.00
Hotel		night	$125.00	$0.00
Car Rental		day	$70.00	$0.00
Gas for rental		gallon	$4.25	$0.00
Mileage		mile	$0.725	$0.00
Meals (Breakfast)		each	$12.00	$0.00
Meals (Lunch)		each	$16.00	$0.00
Meals (Dinner)		each	$30.00	$0.00
		each		$0.00
			Subtotal Expenses	$0.00
			TOTAL COSTS - ICE Teams	**$99,325.00**

Scope of Services – Sierra Street Bridge Replacement Schedule Reviews

ICE provides independent CPM schedule review as a subconsultant to Diversified Consulting Services (DCS), supporting the RTC construction management team. The scope addresses RFP Attachment A, Section 2, which requires the Consultant to review and provide recommendations on the contractor's construction schedule and work progress, provide Schedule Management, and provide claims and change order support including Time Impact Analysis review, schedule delay evaluations, and dispute resolution support.

Baseline and Monthly Schedule Reviews

A. Baseline Schedule Review – Figured on two reviews (initial and resubmitted)
    - Technical review of the native P6 file: calendars, constraints, open ends, lags, out-of-sequence logic, float distribution, and longest path.
    - Contract compliance: milestones, working-day accounting against the RFP's 5-day and 6-day workweek windows, river and permit work windows, night work requiring RTC and City of Reno approval, and long-lead girder fabrication and delivery.
    - Constructability: durations tested against plan quantities and stated crew and production assumptions.
    - Deliverables: Baseline Schedule Review Memorandum with numbered comment and disposition log, longest-path and float exhibits, and a back-check memorandum with acceptance recommendation.
B. Monthly Schedule Update Review – Figured on 13 tied to monthly pay applications
    - Verification of update mechanics and change detection against the prior accepted update and the baseline, flagging unapproved logic, duration, and calendar revisions.
    - Critical and near-critical path tracking, float erosion and negative float analysis, and milestone and completion forecasting with month-over-month trending.
    - Cross-check of reported progress against daily inspection reports, pay application quantities, and submittal, RFI, and change order logs.
    - Deliverables: Monthly Schedule Review Memorandum with critical path and milestone tracking exhibit, a recommendation on accepting the update for progress payment, and early warning notices between cycles as conditions warrant.
C. Coordination and Closeout Review/Documentation
    - Monthly coordination with the DCS Resident Engineer and RTC Project Manager, senior QC of each deliverable, and maintenance of the schedule record and native file archive by data date.
    - Deliverables: as-built schedule verification and the schedule narrative with milestone, change order, and time-extension chronology for the Final Construction Report required by RFP Attachment A, Section 6.
D. Contingency Allowance – As requested and authorized

- TIA reviews – verify the analysis was built correctly off the right schedule update, test whether the change truly affects the critical path, account for concurrent delay, and give a written opinion on time entitlement.
- Recovery schedule reviews – evaluation of whether the proposed plan is physically achievable, review of revised logic, durations, crew loading, and shift assumptions, identification of risk added by compression or trade stacking, and an acceptance recommendation.
- Delay evaluations – measure actual delay period by period, compare as-planned to as-built, determine who owns each delay and whether it's compensable, and document the findings for negotiation and the project record.

UES
4480 W Hacienda Avenue, Suite 104
Las Vegas, NV 89118
p. 702.873.3478 | TeamUES.com

Diversified Consulting Services
8872 S. Eastern Avenue Ste. 200
Las Vegas, NV 89123

September 21, 2026

Attention: Mr. Chad McDermott, P.E.
Phone: 702-776-7566
Email: cmcdermott@dcsnv.com

Re: Proposal to Provide CSL Services
Sierra Street Bridge Replacement
Sierra Street b/w W. 1st Street & Island Avenue
Reno, Washoe County, Nevada
Proposal No.: A26170.01419.000

Universal Engineering Sciences (UES) is pleased to present this proposal to provide Crosshole Sonic Logging (CSL) special inspections for the above referenced project.

UES's preparation for this proposal is based on the following:

- The project is assumed to be subject to Washoe County Building Department jurisdiction and/or standards.
- Geotechnical Report was prepared by Construction Materials Engineers, Inc. (Project No. (none provided), investigated May 2025, report dated May 2026).
- Structural plans prepared by Jacobs (dated June 2026) were provided. It is our understanding the scope would consist of eighteen (18) shafts total with 60"-diameter and embedded from approximately 60- to 75-foot length.
- Civil Improvement plans were prepared by Jacobs (dated June 2026) were provided.
- Shaft construction schedule would take place between May 2027 thru August 2027, respectively. **It is our understanding that the CSL inspections should be completed with 6 scheduled days/mobilizations to the site**.
- UES recommends a pre-construction meeting to go over inspection requirements and procedures.

PROJECT DESCRIPTION

The proposed project will consist of replacement of the Sierra Street bridge and will be supported on drilled shaft foundations spanning over 2 abutments and a center pier.

SCOPE OF STRUCTURAL MATERIALS SERVICES

The following inspections and testing will be provided.

- **Crosshole Sonic Logging Inspections** Provide nondestructive testing of drilled shaft foundations by Crosshole sonic logging (CSL) at the request of the client. CSL testing should generally be conducted within 3 to 8 days after concrete placement. We assume the shafts requiring testing

will be properly installed with the steel CSL tubes per the structural plans and filled with water. It is further assumed installation and maintenance of the CSL tubes will be performed by others. A professional engineer and technician will conduct the field testing with Olson CSL equipment.

- **Project Management** A project manager will be assigned to review the daily activity of inspectors/technicians, monitor the budget for special inspection services, and oversee the preparation of the final report(s) if required. All field and laboratory tests will be reviewed prior to submittal.

- **Final Reports** After completion of field testing, the CSL data will be analyzed by a Professional Civil Engineer to evaluate the integrity of the shaft and presence of any anomalies. Final summary reports will be prepared for each tested drilled shaft and provided within 5 business days. Final reports will be reviewed by a State of Nevada Registered Professional Civil Engineer and wet stamped and signed by the registered engineer.

DISPATCH

UES will be providing the above scope of services on an on-call basis. These services will only be performed for projects that are scheduled through the dispatch department. Dispatch hours are from 7:00 am till 4:00 pm Monday thru Friday and should be scheduled at least 48-hours in advance of required inspection/testing. Scheduling can be done by phone or via email with the UES project manager(s). **At no time will dispatch be scheduled by voice mail or through field inspectors/technicians.**

It is the client's or their representative's responsibility to schedule all required inspections/testing. If work is done or covered up without inspections/testing services being done, UES cannot be responsible for governing agency acceptance of the work. The governing agency may require special testing or removal of un-inspected/tested work.

ESTIMATED COST OF SERVICES

Our services will be billed on a unit price as noted below:

- **$2,300.00 per tested 60-inch diameter shaft**
- **$650 per mobilization.**

Equipment charges, field testing and report preparation has been allocated into this unit price. Any additional time/services would be charged at a time and materials basis. The provide shaft details indicate the 18 shafts of 60" in diameter and from up to 60 to 75 feet long, assuming that inspections and testing services will be performed over 6 assumed mobilizations. With this understanding and assumption, a total fee of approximately **$45,300.00** is estimated.

CLOSURE

This proposal is valid for 3 months. If client does not accept this proposal or UES does not initiate services within that time period, client must give UES an opportunity to review the proposed scope of work and fee

to determine whether or not modifications need to be made and/or a new proposal drafted and submitted for clients review.

We appreciate the opportunity of submitting this proposal, and are available to discuss the details with you. Our Terms and Conditions are considered a part of this proposal and have been attached for your review. To authorize us to proceed with the proposed services, please indicate by initialing and signing the attached Terms and Conditions and return one executed copy of this agreement to us.

Respectfully,
UES Professional Solutions 30, LLC



Connor Barlow, P.E.
Geotechnical Department Manager – Las Vegas

Exhibit C

Indemnification and Insurance Requirements

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 332-9511.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC, Washoe County, City of Reno and City of Sparks including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC, Washoe County, City of Reno and City of Sparks as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.4.2**

To: Regional Transportation Commission

From: Bryan Byrne, Project Manager

SUBJECT: Sierra Street Bridge Replacement Project Jacobs PSA Amendment No. 2

RECOMMENDED ACTION

Approve Amendment No. 2 to the contract with Jacobs Engineering Group, Inc., for engineering during construction services in connection with the Sierra Street Bridge Replacement Project, in the amount of $437,871, for a new total not-to-exceed amount of $4,589,489.

BACKGROUND AND DISCUSSION

On April 21, 2023, the RTC and Jacobs executed an agreement for engineering design services related to the Sierra Street Bridge Replacement Project ("Project") in an amount not-to-exceed $3,653,128. Initially encompassing environmental documentation, project design, and coordination for a Design-Bid-Build project, the project has undergone a shift in its delivery method to a Construction-Manager-At-Risk (CMAR) approach.

On July 19, 2024, the RTC Board authorized staff to pursue efforts to deliver the Project using the CMAR project delivery method in an effort to potentially condense the construction schedule, achieve cost savings, and reduce impacts to the Truckee River and surrounding residents and business owners. The CMAR delivery method offers value in terms of potential innovative construction solutions and aesthetic design, reductions in permitting risk, and improved understanding and pricing of construction risk.

On November 15, 2024, the RTC Board approved Jacobs Contract Amendment No. 1, that provided $498,490 to Jacobs to fulfill all tasks associated with the revised delivery approach including additional design hours, CMAR coordination efforts, and design modifications resulting from the CMAR's construction innovations, for a new total not-to-exceed amount of $4,151,618.

On August 21, 2026, the RTC Board approved a CMAR construction contract with Q&D Construction, LLC for the construction of the Sierra Street Bridge Replacement Project for a Guaranteed Maximum Price of $31,689,145.

This Amendment No. 2 allocates $437,871 to Jacobs to complete all tasks related to engineering services during construction. These tasks include project management, conformed plans and specifications, construction meetings and field visits, response to RFIs, submittal reviews, bridge load rating, record drawings, and subconsultant support during construction from Construction Materials Engineering, Inc. (CME), PK Electrical, Inc. (PKE), and Stantec. A contingency task is also included in the event additional funds are needed to complete the EDC scope. Additional details are outlined in the recitals within the attached amendment. All other provisions of the contract remain unchanged and in full effect.

Construction of the Sierra Street Bridge is scheduled to commence in early January 2027, with anticipated construction completion in summer 2028.

This item supports the FY2027 RTC Goal, "Begin Project Construction: Sierra Street Bridge Replacement".

FISCAL IMPACT

The Project is funded with $22,100,000 in Federal Bridge Formula Program funds and $4,700,000 in Surface Transportation Block Grant Bridge funds. Local Fuel Tax funds necessary to cover the remaining Project costs are included in the FY 2027 budget.

PREVIOUS BOARD ACTION

11/15/2024 - Approved Amendment No. 1 to the contract with Jacobs Engineering Group, Inc., for additional services related to coordination and design effort associated with the CMAR project delivery method for the Sierra Street Bridge Replacement Project, in the amount of $498,490, for a new total not-to-exceed amount of $4,151,618.

07/19/2024 - Authorized staff to pursue efforts to deliver the Sierra Street Bridge Replacement Project using the CMAR project delivery method.

04/21/2026 - Approved a contract with Jacobs Engineering Group, Inc., for professional services for the Sierra Street Bridge Replacement Project NEPA and Design, in an amount not-to-exceed $3,653,128.

AMENDMENT NO. 2

The Regional Transportation Commission of Washoe County ("RTC") and Jacobs Engineering Group, Inc. ("Consultant") entered into an agreement dated May 2, 2023. This Amendment No. 2 is dated and effective as of November 20, 2026.

RECITALS

WHEREAS, the parties have determined that there is a need to amend the Agreement to perform engineering services in connection with the Sierra Street Bridge Replacement Project (the "Project"); and

WHEREAS, additional engineering services during construction are needed for the Project, including construction coordination, responses to requests for information, submittal reviews, bridge load rating, final inspection support, record drawings, and subconsultant support; and

WHEREAS, the parties desire to add Task 14.0, Engineering Services During Construction, in the amount of $387,871.00, and Task 15.0, RTC Contingency – Engineering Services During Construction, in the amount of $50,000.00, increasing the Agreement amount by $437,871.00 to a total not-to-exceed amount of $4,589,489.00.

NOW, THEREFORE, in consideration of the mutual promises of the parties and other good and valuable consideration, the parties do agree as follows:

1. Section 3.2 shall be replaced in its entirety with the following:

   The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule, and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Total Services (Tasks 1.0 to 10.0)	$3,641,578
Contingency (Task 11.0)	$100,000
Cochrane Ditch (Task 12.0)	$82,000
CMAR Coordination (Task 13.0)	$328,040
Engineering During Construction (Task 14.0)	$387,871
Engineering During Construction – Contingency (Task 15.0)	$50,000
Total Not-to-Exceed Amount	$4,589,489

2. Exhibit A – Scope of Services is supplemented by the scope of services for Tasks 14.0 and 15.0 attached hereto. All previously authorized scope of services remains unchanged.

3. Exhibit B – Compensation is supplemented by the compensation schedule for Tasks 14.0 and 15.0 attached hereto. All previously authorized compensation remains unchanged except as expressly modified by this Amendment.

4. All other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have made and executed this amendment.

/ / /

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By:_____
Dale Keller, P.E., Executive Director

JACOBS ENGINEERING GROUP, INC.

By:_____
Ken Gilbreth, P.E., Vice President/Client Account Manager

Jacobs

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Reno, Nevada 89501
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Fax: 1-775-329-9162

EXHIBIT A

October 30, 2026

Mr. Bryan Byrne, P.E.
Regional Transportation Commission
1105 Terminal Way, Suite 108
Reno, NV 89502

Subject: Sierra Street Bridge Replacement Project– Amendment #2
RTC Job No. 0711001 RTC PO# 0036087

Mr. Byrne,

This letter summarizes the additional scope authorized by RTC for Jacobs Professional Services Agreement for the Sierra Street Bridge Replacement Project, RTC Job No. 0711001. These additional work items include two new tasks, Task 14.0 Engineering Services During Construction and Task 15.0 for RTC Contingency in the event additional funds are needed to complete Task 14.0. The scope for these tasks will include:

Task 14.0 Engineering Services During Construction (ESDC)

As the Engineer of Record, the CONSULTANT shall provide ESDC services as necessary for construction of the Project.

Task 14.1 Project Management

CONSULTANT will provide project management services for the duration of construction and preparation of the Record Drawings, assumed to be 22 months, and assumed to occur from January 1, 2027, through October 31, 2028. Project management requires 10 hours/month for PM, 4 hours/month for Project Accountant, and 0.5 hours/month for MOP (Manager of Projects). Project Management includes continued invoices and progress reports, continued management of sub-consultants, quality assurance on deliverables, coordination with the RTC Project Manager and Construction Management Team, and task closeout. An additional 4 hours is also included for development of a Health and Safety Plan prior to the start of construction.

Task 14.2 Conformed Plans/Specs

CONSULTANT will provide conformed plans and specifications to include changes/corrections to the plans and specifications since the GMP was agreed to in July 2026 prior to construction beginning in March 2027. Sixty (60) hours are assumed for Jacobs' efforts plus efforts as summarized in the Stantec and PK Electric detailed scopes and fees. Other subconsultants do not have work related to conformed plans/specs.

Task 14.3 Construction Meetings and Misc. Field Visits

CONSULTANT will attend weekly construction meetings and periodic site visits during the first 10 months of construction (Up to 43 meetings, January 2027 through October 2027). CONSULTANT will attend bi-weekly construction meetings and periodic site visits for the remainder of construction (Up to 24 meetings, November 2027 through October 2028 with Christmas and Thanksgiving weeks skipped). The CONSULTANT Project Manager will be responsible for the ongoing coordination with the RTC Project Manager and the Construction Management Team's

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Construction Manager. This coordination includes attending construction progress meetings. Assumptions for hours are as follows:

PM Attendance (virtual): Total of 67 meetings at 1 hr/meeting. PM will also serve as Structures Task Lead to keep hours down.
Utility Lead Attendance (in-person): Total of 67 meetings at 1 hour per meeting.
Roadway Lead Attendance (virtual): Total of 67 meetings at 1 hr/meeting.
Additional time of 4 hours/month for 22 months for PM, Utility Lead, or Structures Task Lead for field visits to the construction site to observe the progress and the general quality of the work and address project-specific questions.

Task 14.4 Response to RFIs

CONSULTANT will review and prepare written responses to Requests for Information (RFIs) from the Contractor to resolve conflicts, provide clarifications or interpretations of the plan or specifications prepared by CONSULTANT. This fee includes 120 hours to address RFIs during construction. The hours assume that responses will include revised plans sheets, specifications, calculations, or additional design details as necessary. RFIs that would result in full redesign of an element will be discussed with RTC prior to proceeding with the work. All document control will be the responsibility of RTC's Construction Manager.

Task 14.5 Submittal Reviews

CONSULTANT will review submittals and shop drawings as requested by the Construction Management Team to ensure accuracy and conformance with the project plans and specifications. This fee includes 300 hours to review submittals and shop drawings during construction. The hours assume that responses will include revised plans sheets, specifications, calculations, or additional design details as necessary. Submittals that propose redesigning an element will be discussed with RTC prior to proceeding with the work All document control will be the responsibility of RTC's Construction Manager.

Task 14.6 Bridge Load Rating / Final Inspection / Field Review / Punch List

CONSULTANT shall load rate the bridge per the NDOT Load Rating Manual requirements using AASHTOWare BrR and shall deliver a stamped Load Rating Summary (PDF) and all models/calculations to NDOT. CONSULTANT shall also participate in the final inspection field review and coordinate with the Construction Management Team regarding deficiencies to be included as part of the project punch/deficiency list.

Task 14.7 Record Drawings

CONSULTANT will provide the final record drawings for the project. The record drawings will be PDF redlines of the plan sheets. CONSULTANT will issue redlined sheets with each RFI and submittal response as appropriate to capture changes that arise from Requests for Information or Submittals (see Task 14.4 and 14.5 above). It is assumed that redlines for field changes, outside of Submittals and Request for Information, will be provided to the CONSULTANT by the Resident Engineer.

Hours assume a one-hour meeting each month (for 22 months) to coordinate as-builts during construction. An additional 84 hours for engineering and 42 hours for CAD is assumed for processing Resident Engineer provided redlines (approximately 0.5 hours and 0.25 hours per sheet respectively).

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Task 14.8 Geotechnical Support During Construction (Construction Materials Engineering, Inc.)

During construction, SUBCONSULTANT (CME) will perform site visits when needed to observe soil conditions encountered during excavation and drilling for large diameter shafts. CME will prepare field notes detailing the site visits. CME will also review drilled shaft cross sonic logging (CSL) test results, provide general consultation (including response to RFIs), and provide cost estimating input as needed. Level of effort is up to the budgeted amount provided. Fee Assumes:

Up to two (2) 1-hour site visits per month for twelve 12 months. Total hours are assumed to be 72 (including site visit coordination, travel, and field notes).
Up to four (4) hours per month for 12 months for email and phone call consultation (including RFIs), for a total of 48 hours.
Up to two (2) hours per drilled shaft at eighteen 18 total drilled shaft locations for review of CSL data. Total hours are assumed to be 36.
Cost estimating support is limited to 20 hours total. Estimating can include independent estimating, change order review, schedule review, or claims analysis as needed

Task 14.9 Electrical Support During Construction (PK Electrical, Inc.)

During construction, SUBCONSULTANT (PKE) will review Contractor submittals, shop drawings, product data, and material substitutions. PKE will also respond to Requests for Information during construction. Attendance at virtual or in-person coordination meetings is also included.

As part of the scope, PKE will provide engineering evaluations and prepare revisions to the electrical design should City of Reno require modifications to the electrical service at the Fountain Walk. This includes a potential change from 800-amp service to 200-amp service. Services also include evaluation of field utility conflicts and preparation of revisions to underground conduit routing to accommodate conflicts.

Close-out services will include review of as-builts and preparation of record drawings as needed.

Level of effort is up to the budgeted amount provided. Additional design work, arc flash study, digital renderings, permit, plan check, and utility fees are excluded.

Task 14.10 Landscape and Aesthetics Support During Construction (Stantec)

During construction, SUBCONSULTANT (Stantec) will provide conformed plans and specifications, attend a limited number of meetings, respond to Requests for Information during construction, perform submittal reviews for landscape and aesthetics, and provide construction observation for landscape and aesthetics.

It is assumed that a letter from a certified L&A verifying landscape installation is not necessary, as no building permit from the City of Reno is required for the project. Level of effort is up to the budgeted amount provided.

Task 15.0 RTC Contingency - Engineering Services During Construction

This is a contingency for miscellaneous increases within the scope of this contract in the performance of services under Task 14. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

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Assumed contingency includes $40,000 for Jacobs, and $10,000 for CME. The CME contingency is to cover any work above and beyond the assumed scope.

Rate Escalation

Rates shown in Attachment D are based on the current Sierra Street Bridge Replacement Project contract and are escalated at 3% per year, beginning January 1, 2027. Line items have been included to show the assumption that 75% of the hours will be completed in 2027 and have been escalated to year 2027 rates, and 25% of the hours will be completed in 2028 and have been escalated to year 2028 rates.

Expenses

The fee also includes the following expenses:

Travel: Assumes structures or roadway engineer travel to Reno February 2027 through October 2027. Total number of trips shall be no more than 13 unless otherwise approved by RTC. All other site visits will be completed by local staff. Travel is estimated at $1,000/trip ($574 flight, $48 parking, $120 rental car/fuel, $138 hotel, and $120 meals). Travel assumes two days of travel (one night of hotel stay) with GSA rates for hotel and meals.
Miscellaneous Expenses: $2,000

Site Safety; Contractor Means and Method

The presence or duties of Consultant's personnel at a construction site, whether as onsite representatives or otherwise, do not make CONSULTANT or its personnel in any way responsible for those duties that belong to RTC and/or the Construction Contractor or other entities, and do not relieve the Construction Contractor or any other entity of their obligations, duties, and responsibilities, including, but not limited to, all construction methods, means, techniques, sequences, and procedures necessary for coordinating and completing all portions of the construction work in accordance with the construction contract documents and any health or safety precautions required by such construction work.

Compensation

RTC approves Amendment No. 2 to the Contract with Jacobs Engineering Group, Inc., for engineering during construction services in connection with the Sierra Street Bridge Replacement Project, in the amount of $437,871, for a new total not-to-exceed amount of $4,589,489.

See Attachments A through C for detailed Stantec, PK Electric, and CME scope and fee. See Attachment D for the overall fee summary.

Please call Robbie at 775-721-2714 if you have any questions.

Sincerely,

Robbie Coome, P.E.
Project Manager
775-721-2714
robbie.coomes@jacobs.com

Douglas Stremel, P.E.
Manager of Projects, Signatory
720-286-3562
doug.stremel@jacobs.com

Jacobs

EXHIBIT B

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Jacobs Fee Summary for the Sierra Street Bridge Replacement Project
Amendment #2 - Tasks 14.0 and 15.0

	Project Title	Sr. Project Manager, MOP	Project Manager	Sr. Structural	Struct Eng V	Structural Engineer IV	Structural Engineer III	Structural Engineer II	Structural Engineer I	Structural CADD Tech	Sr. Project Engineer	CAD Tech	Project Engineer I	Project Engineer I	Project Engineer III	Project Engineer IV	Project Engineer V	ROW Engineer	QA/QC Manager	Sr. CADD Tech	Project Controls II	Admin / Doc Control	Hours	Jacobs	SUB CME	SUB PKE	SUB Stantec	Total Costs
Task		**Hours**																					**Subtotals**					
14.0	**Engineering Services During Construction**	11	456	30	0	0	112	0	184	49	4	0	0	0	171	0	199	0	6	29	88	0	1339	$ 254,331	$ 39,740	$ 35,200	$ 43,600	
14.1	Project Management	11	220								4										88		323	$ 56,385				
14.2	Conformed Plans/Specs		10				8		10	8					8		8			8			60	$ 10,420				
14.3	Construction Meetings and Misc. Field Visits		97						30						67		97						291	$ 56,850				
14.4	Response to RFIs		20	10			20		20	10					20		20						120	$ 22,650				
14.5	Submittal Reviews		50	10			60		60	10					60		50						300	$ 55,200				
14.6	Bridge Load Rating / Final Inspection / Field Review / Punch List		28	4			8		48								8		2				98	$ 16,810				
14.7	Record Drawings		31	6			16		16	21					16		16		4	21			147	$ 26,770				
	Rate Escalation (75% Hours in 2027)	*$ 68*	*$ 2,052*	*$ 186*	*$ -*	*$ -*	*$ 479*	*$ -*	*$ 538*	*$ 165*	*$ 23*	*$ -*	*$ -*	*$ -*	*$ 673*	*$ -*	*$ 1,007*	*$ -*	*$ 37*	*$ 98*	*$ 188*	*$ -*		$ 5,514				
	Rate Escalation (25% Hours in 2028)	*$ 46*	*$ 1,389*	*$ 126*	*$ -*	*$ -*	*$ 324*	*$ -*	*$ 364*	*$ 112*	*$ 15*	*$ -*	*$ -*	*$ -*	*$ 456*	*$ -*	*$ 682*	*$ -*	*$ 25*	*$ 66*	*$ 127*	*$ -*		$ 3,731				
14.8	CME																						0	$ -	$ 39,740			
14.9	PK Electrical																						0	$ -		$ 35,200		
14.10	Stantec																						0	$ -			$ 43,600	
15.0	**RTC Contingency - ESDC**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$ 50,000				
15	RTC Contingency - ESDC																						0	$ 50,000				
	Hours Per Staff	11	456	30	0	0	112	0	184	49	4	0	0	0	171	0	199	0	6	29	88	0	1339					
	Base Scope Direct Labor Costs	$ 3,139	$ 94,641	$ 8,561	$ -	$ -	$ 22,083	$ -	$ 24,822	$ 7,627	$ 1,038	$ -	$ -	$ -	$ 31,054	$ -	$ 46,464	$ -	$ 1,712	$ 4,514	$ 8,675	$ -		$ 304,331	$ 39,740	$ 35,200	$ 43,600	$ 422,871

Direct Expenses		$ 15,000	$ -	$ -	$ -	$ 15,000
Travel		$ 13,000	$ -	$ -	$ -	
Misc. Direct Costs		$ 2,000	$ -	$ -	$ -	

TOTAL PROPOSED FOR AMENDMENT#2 :		$ 319,331	$ 39,740	$ 35,200	$ 43,600	**$ 437,871**

Original Contract	$ 3,653,128
Amendment 1 (CMAR)	$ 498,490
Total (Incl Amend. 2)	$ 4,589,489

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.4.3**

To: Regional Transportation Commission

From: Ashley Hurlbut, Project Manager

SUBJECT: Red Rock Road Rehabilitation Project

RECOMMENDED ACTION

Approve a contract with HDR Engineering, Inc., to provide design and engineering during construction services in connection to the Red Rock Rehab project, in an amount not-to-exceed $476,631.

BACKGROUND AND DISCUSSION

This Professional Services Agreement (PSA) with HDR Engineering, Inc., (HDR) is for professional design services and engineering during construction services for the Red Rock Rehab project in the amount of $476,631. The project scope includes pavement rehabilitation of approximately ¼ mile of Red Rock Road from NDOT ROW just south of Silver Lake Road to just south of Moya Boulevard. Pavement rehabilitation alternatives will be evaluated, and a recommended strategy will be determined. Access management, drainage, and pedestrian ramps will be evaluated for incorporation into the project.

HDR was selected from the Street and Highway Program 2025 Qualified List as a qualified firm to perform engineering services. The complete scope of services is attached and is included as Exhibit A in the PSA. HDR's scope, schedule, and fee indicated the amount for design and engineering during construction services is within the appropriated annual budget. The target schedule for the services are as follows:

- Notice to Proceed: December 2026
- Preliminary Design: May 2027
- Final Design: December 2027
- Invitation to Bid: Early 2028
- Construction: Spring 2028

FISCAL IMPACT

Fuel Tax appropriations for this item are included in the FY 2027 Budget.

PREVIOUS BOARD ACTION

04/18/2025 - Approved the Qualified Consultant List for Engineering Design and Construction Management Services.

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

AGREEMENT
FOR
PROFESSIONAL SERVICES

This agreement (this "Agreement") is dated and effective as of _____, 2026, by and between the Regional Transportation Commission of Washoe County ("RTC") and HDR Engineering, Inc. ("CONSULTANT").

WITNESSETH:

WHEREAS, RTC has selected CONSULTANT from the Streets & Highways Program shortlist to perform civil engineering, design, and construction management services in connection with the Red Rock Rehab Project.

NOW, THEREFORE, RTC and CONSULTANT, in consideration of the mutual covenants and other consideration set forth herein, do hereby agree as follows:

ARTICLE 1 – TERM AND ENGAGEMENT

1.1. The term of this Agreement shall be from the date first written above through December 31, 2029, unless terminated at an earlier date, or extended to a later date, pursuant to the provisions herein.

1.2. CONSULTANT will perform the work using the project team identified in Exhibit A. Any changes to the project team must be approved by RTC's Project Manager.

1.3. CONSULTANT will promptly, diligently and faithfully execute the work to completion in accordance with applicable professional standards subject to any delays due to strikes, acts of God, act of any government, civil disturbances, or any other cause beyond the reasonable control of CONSULTANT.

1.4. CONSULTANT shall not proceed with work until both parties have executed this Agreement and a purchase order has been issued to CONSULTANT. If CONSULTANT violates that prohibition, CONSULTANT forfeits any and all right to reimbursement and payment for that work and waives any and all claims against RTC, its employees, agents, and affiliates, including but not limited to monetary damages, and any other remedy available at law or in equity arising under the terms of this Agreement. Furthermore, prior to execution and issuance of a purchase order, CONSULTANT shall not rely on the terms of this Agreement in any way, including but not limited to any written or oral representations, assurances or warranties made by RTC or any of its agents, employees or affiliates, or on any dates of performance, deadlines, indemnities, or any term contained in this Agreement or otherwise.

ARTICLE 2 - SERVICES OF CONSULTANT

2.1. SCOPE OF SERVICES

The scope of services consists of the tasks set forth in Exhibit A.

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2.2. ACCESSIBILITY REQUIREMENTS

CONSULTANT's delivery of products and documentation that are digitally accessible to people with disabilities is key to RTC making sure that everyone has equitable access to information. CONSULTANT shall ensure that contract deliverables that will be posted on RTC's website, including documents, attachments and exhibits, spreadsheets, presentations, websites, software, videos and other deliverables, are provided using information and communication technology that makes those deliverables digitally accessible to people with disabilities in compliance with the requirements of Title II of the Americans with Disabilities Act and applicable Web Content Accessibility Guidelines (WCAG).

2.3. SCHEDULE OF SERVICES

Tasks and subtasks shall be completed in accordance with the schedule in Exhibit A. Any change(s) to the schedule must be approved by RTC's Project Manager.

2.4. CONTINGENCY

Contingency line items identified in the scope of services are for miscellaneous increases within the scope of work. Prior to the use of any contingency amounts, CONSULTANT shall provide a letter to RTC's Project Manager detailing the need, scope, and not-to-exceed budget for the proposed work. Work to be paid for out of contingency shall proceed only with the RTC Project Manager's written approval.

2.5. OPTIONS

RTC shall have the right to exercise its option(s) for all or any part of the optional tasks or subtasks identified in Exhibit A. CONSULTANT will prepare and submit a detailed scope of services reflecting the specific optional services requested, a schedule for such services, and a cost proposal. RTC will review and approve the scope of services and RTC and CONSULTANT will discuss and agree upon compensation and a schedule. CONSULTANT shall undertake no work on any optional task without written notice to proceed with the performance of said task. RTC, at its sole option and discretion, may select another individual or firm to perform the optional tasks or subtasks identified in Exhibit A.

2.6. ADDITIONAL SERVICES

CONSULTANT will provide additional services when agreed to in writing by RTC and CONSULTANT.

2.7. PERFORMANCE REQUIREMENTS

Any and all design and engineering work furnished by CONSULTANT shall be performed by or under the supervision of persons licensed to practice architecture, engineering, or surveying (as applicable) in the State of Nevada, by personnel who are careful, skilled, experienced and competent in their respective trades or professions, who are professionally qualified to perform the work, and who shall assume professional responsibility for the accuracy and completeness of documents prepared or checked by them, in accordance with appropriate prevailing professional

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standards. Notwithstanding the provision of any drawings, technical specifications, or other data by RTC, CONSULTANT shall have the responsibility of supplying all items and details required for the deliverables required hereunder.

Any sampling and materials testing shall be performed by an approved testing laboratory accredited by AASHTO or other ASTM recognized accrediting organization in the applicable test methods. If any geotechnical or materials testing is performed by a sub-consultant, that laboratory shall maintain the required certification. Proof of certification shall be provided to RTC with this Agreement. If certification expires or is removed during the term of this Agreement, CONSULTANT shall notify RTC immediately and propose a remedy. If an acceptable remedy cannot be agreed upon by both parties, RTC may terminate this Agreement for default.

CONSULTANT shall provide only Nevada Alliance for Quality Transportation Construction (NAQTC) qualified personnel to perform field and laboratory sampling and testing during the term of this Agreement. All test reports shall be signed by a licensed NAQTC tester and notated with his/her license number.

2.8. ERRORS AND OMISSIONS

CONSULTANT shall, without additional compensation, correct or revise any deficiencies, errors, or omissions caused by CONSULTANT in its analysis, reports, and services. CONSULTANT also agrees that if any error or omission is found, CONSULTANT will expeditiously make the necessary correction, at no expense to RTC. If an error or omission was directly caused by RTC, and not by CONSULTANT and RTC requires that such error or omission be corrected, CONSULTANT may be compensated for such additional work.

ARTICLE 3 - COMPENSATION

3.1. CONSULTANT shall be paid for hours worked at the hourly rates and rates for testing in Exhibit B. RTC shall not be responsible for any other costs or expenses except as provided in Exhibit B.

3.2. The maximum amount payable to CONSULTANT to complete each task is equal to the not-to-exceed amounts identified in Exhibit B. CONSULTANT can request in writing that RTC's Project Manager reallocate not-to-exceed amounts between tasks. A request to reallocate not-to-exceed amounts must be accompanied with a revised fee schedule and must be approved in writing by RTC's Project Manager prior to performance of the work. In no case shall CONSULTANT be compensated in excess of the following not-to exceed amounts:

Design Services	$268,826
Design Contingency	$14,996
Engineering During Construction Services	$182,819
Engineering During Construction Services Contingency	$9,990
Total Not-to-Exceed Amount	$476,631

3.3. For any work authorized under Section 2.6, "Additional Services," RTC and CONSULTANT will negotiate not-to-exceed amounts based on the standard hourly rates and rates for testing in Exhibit B. Any work authorized under Section 2.6, "Additional Services," when performed by persons who are not employees or individuals employed by affiliates of CONSULTANT, will be billed at

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

a mutually agreed upon rate for such services, but not more than 105% of the amounts billed to CONSULTANT for such services.

3.4. CONSULTANT shall receive compensation for preparing for and/or appearing in any litigation at the request of RTC, except: (1) if such litigation costs are incurred by CONSULTANT in defending its work or services or those of any of its sub-consultants; or (2) as may be required by CONSULTANT's indemnification obligations. Compensation for litigation services requested by RTC shall be paid at a mutually agreed upon rate and/or at a reasonable rate for such services.

ARTICLE 4 - INVOICING

4.1. CONSULTANT shall submit monthly invoices in the format specified by RTC. Invoices must be submitted to accountspayable@rtcwashoe.com. RTC's payment terms are 30 days after the receipt of the invoice. Simple interest will be paid at the rate of half a percent (0.5%) per month on all invoices approved by RTC that are not paid within thirty (30) days of receipt of the invoice.

4.2. RTC shall notify CONSULTANT of any disagreement with any submitted invoice for consulting services within thirty (30) days of receipt of an invoice. Any amounts not in dispute shall be promptly paid by RTC.

4.3. CONSULTANT shall maintain complete records supporting every request for payment that may become due. Upon request, CONSULTANT shall produce all or a portion of its records and RTC shall have the right to inspect and copy such records.

ARTICLE 5 - ACCESS TO INFORMATION AND PROPERTY

5.1. Upon request and without cost to CONSULTANT, RTC will provide all pertinent information that is reasonably available to RTC including surveys, reports and any other data relative to design and construction.

5.2. RTC will provide access to and make all provisions for CONSULTANT to enter upon RTC facilities and public lands, as required for CONSULTANT to perform its work under this Agreement.

ARTICLE 6 - OWNERSHIP OF WORK

6.1. Plans, reports, studies, tracings, maps, software, electronic files, licenses, programs, equipment manuals, and databases and other documents or instruments of service prepared or obtained by CONSULTANT in the course of performing work under this Agreement, shall be delivered to and become the property of RTC. Software already developed and purchased by CONSULTANT prior to the Agreement is excluded from this requirement. CONSULTANT and its sub-consultants shall convey and transfer all copyrightable interests, trademarks, licenses, and other intellectual property rights in such materials to RTC upon completion of all services under this Agreement and upon payment in full of all compensation due to CONSULTANT in accordance with the terms of this Agreement. Basic survey notes, sketches, charts, computations and similar data prepared or obtained by CONSULTANT under this Agreement shall, upon request, also be provided to RTC.

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6.2. CONSULTANT represents that it has secured all necessary licenses, consents, or approvals to use the components of any intellectual property, including computer software, used in providing services under this Agreement, that it has full legal title to and the right to reproduce such materials, and that it has the right to convey such title and other necessary rights and interests to RTC.

6.3. CONSULTANT shall bear all costs arising from the use of patented, copyrighted, trade secret, or trademarked materials, equipment, devices, or processes used on or incorporated in the services and materials produced under this Agreement.

6.4. CONSULTANT agrees that all reports, communications, electronic files, databases, documents, and information that it obtains or prepares in connection with performing this Agreement shall be treated as confidential material and shall not be released or published without the prior written consent of RTC; provided, however, that CONSULTANT may refer to this scope of work in connection with its promotional literature in a professional and commercially reasonable manner. The provisions of this subsection shall not apply to information in whatever form that comes into the public domain. The provisions of this paragraph also shall not restrict CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency, or other entity with proper jurisdiction, or if it is reasonably necessary for CONSULTANT to defend itself from any suit or claim.

ARTICLE 7 - TERMINATION

7.1. CONTRACT TERMINATION FOR DEFAULT

If CONSULTANT fails to perform services in the manner called for in this Agreement or if CONSULTANT fails to comply with any other provisions of this Agreement, RTC may terminate this Agreement for default. Termination shall be effected by serving a notice of termination on CONSULTANT setting forth the manner in which CONSULTANT is in default. CONSULTANT will only be paid the contract price for services delivered and accepted, or services performed in accordance with the manner of performance set forth in this Agreement.

If it is later determined by RTC that CONSULTANT had an excusable reason for not performing, such as a fire, flood, or events which are not the fault of or are beyond the control of CONSULTANT, RTC, after setting up a new performance schedule, may allow CONSULTANT to continue work, or treat the termination as a termination for convenience.

7.2. CONTRACT TERMINATION FOR CONVENIENCE

RTC may terminate this Agreement, in whole or in part, at any time by written notice to CONSULTANT when it is in RTC's best interest. CONSULTANT shall be paid its costs, including contract closeout costs, and profit on work performed up to the time of termination. CONSULTANT shall promptly submit its termination claim to RTC to be paid CONSULTANT. If CONSULTANT has any property in its possession belonging to RTC, CONSULTANT will account for the same and dispose of it in the manner RTC directs.

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ARTICLE 8 - INSURANCE

8.1. CONSULTANT shall not commence any work or permit any employee/agent to commence any work until satisfactory proof has been submitted to RTC that all insurance requirements have been met.

8.2. In conjunction with the performance of the services/work required by the terms of this Agreement, CONSULTANT shall obtain all types and amounts of insurance set forth in Exhibit C, and shall comply with all provisions set forth therein.

ARTICLE 9 - HOLD HARMLESS

9.1. CONSULTANT's obligation under this provision is as set forth in Exhibit C. Said obligation would also extend to any liability of RTC resulting from any action to clear any lien and/or to recover for damage to RTC property.

ARTICLE 10 - EQUAL EMPLOYMENT OPPORTUNITY

10.1. During the performance of this Agreement, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. CONSULTANT will take affirmative action to ensure that applicants are employed, and that employees are treated fairly during employment, without regard to their race, color, religion, sex, age, disability, or national origin. Such action shall include, but not be limited to, the following: 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 apprenticeship. CONSULTANT agrees to post in conspicuous places available to employees and applicants for employment, notices to be provided by RTC setting forth the provisions of this nondiscrimination clause.

10.2. CONSULTANT will, in all solicitations or advertisements for employees placed by or on behalf of CONSULTANT, state that well qualified applicants will receive consideration of employment without regard to race, color, religion, sex, age, disability, or national origin.

10.3. CONSULTANT will cause the foregoing provisions to be inserted in all sub-agreements for any work covered by this Agreement so that such provisions will be binding upon each sub-consultant.

ARTICLE 11 - RESOLUTION OF CLAIMS AND DISPUTES

11.1. NEGOTIATED RESOLUTION

In the event that any dispute or claim arises under this Agreement, the parties shall timely cooperate and negotiate in good faith to resolve any such dispute or claim. Such cooperation shall include providing the other party with all information in order to properly evaluate the dispute or claim and making available the necessary personnel to discuss and make decisions relative to the dispute or claim.

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11.2. MEDIATION

If the parties have been unable to reach an informal negotiated resolution to the dispute or claim within thirty (30) days following submission in writing of the dispute or claim to the other party, or such longer period of time as the parties may agree to in writing, either party may then request, in writing, that the dispute or claim be submitted to mediation (the "Mediation Notice"). After the other party's receipt or deemed receipt of the Mediation Notice, the parties shall endeavor to agree upon a mutually acceptable mediator, but if the parties have been unable to agree upon a mediator within ten (10) days following receipt of the Mediation Notice, then each party shall select a mediator and those two selected mediators shall select the mediator. A mediator selected by the parties' designated mediators shall meet the qualification set forth in as provided in Rule 4 of Part C., "Nevada Mediation Rules" of the "Rules Governing Alternative Dispute Resolutions adopted by the Nevada Supreme Court." Unless otherwise agreed to by the parties, in writing, the mediator shall have complete discretion over the conduct of the mediation proceeding. Unless otherwise agreed to by the parties, in writing, the mediation proceeding must take place within thirty (30) days following appointment of the mediator. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in Washoe County, Nevada, unless otherwise agreed to by the parties, in writing. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof.

11.3. LITIGATION

In the event that the parties are unable to settle and/or resolve the dispute or claim as provided above, then either party may proceed with litigation in the Second Judicial District Court of the State of Nevada, County of Washoe.

11.4. CONTINUING CONTRACT PERFORMANCE

During the pendency of any dispute or claim the parties shall proceed diligently with performance of this Agreement and such dispute or claim shall not constitute an excuse or defense for a party's nonperformance or delay.

ARTICLE 12 – PROJECT MANAGERS

12.1. RTC's Project Manager is Ashley Hurlbut or such other person as is later designated in writing by RTC. RTC's Project Manager has authority to act as RTC's representative with respect to the performance of this Agreement.

12.2. CONSULTANT's Project Manager is Nathan Truex or such other person as is later designated in writing by CONSULTANT. CONSULTANT's Project Manager has authority to act as CONSULTANT's representative with respect to the performance of this Agreement.

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

ARTICLE 13 - NOTICE

13.1. Notices required under this Agreement shall be given as follows:

RTC:
Dale Keller, PE,
Executive Director
Ashley Hurlbut
RTC Project Manager
Regional Transportation Commission
1105 Terminal Way
Reno, Nevada 89502
Email: ahurlbut@rtcwashoe.com
(775) 335-1861

CONSULTANT:
Nathan Truex
Project Manager
HDR Engineering, Inc.
10615 Professional Circle, Suite 200
Reno, Nevada 89521
Email: Nathan.Truex@hdrinc.com
(775) 337-4742

ARTICLE 14 - DELAYS IN PERFORMANCE

14.1. TIME IS OF THE ESSENCE

It is understood and agreed that all times stated and referred to herein are of the essence. The period for performance may be extended by RTC's Executive Director pursuant to the process specified herein. No extension of time shall be valid unless reduced to writing and signed by RTC's Executive Director.

14.2. UNAVOIDABLE DELAYS

If the timely completion of the services under this Agreement should be unavoidably delayed, RTC may extend the time for completion of this Agreement for not less than the number of days CONSULTANT was excusably delayed. A delay is unavoidable only if the delay is not reasonably expected to occur in connection with or during CONSULTANT's performance, is not caused directly or substantially by acts, omissions, negligence or mistakes of CONSULTANT, is substantial and in fact causes CONSULTANT to miss specified completion dates and cannot adequately be guarded against by contractual or legal means.

14.3. NOTIFICATION OF DELAYS

CONSULTANT shall notify RTC as soon as CONSULTANT has knowledge that an event has occurred or otherwise becomes aware that CONSULTANT will be delayed in the completion of the work. Within ten (10) working days thereafter, CONSULTANT shall provide such notice to

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RTC, in writing, furnishing as much detail on the delay as possible and requesting an extension of time.

14.4. REQUEST FOR EXTENSION

Any request by CONSULTANT for an extension of time to complete the work under this Agreement shall be made in writing to RTC. CONSULTANT shall supply to RTC documentation to substantiate and justify the additional time needed to complete the work and shall provide a revised schedule. RTC shall provide CONSULTANT with notice of its decision within a reasonable time after receipt of a request.

ARTICLE 15 - GENERAL PROVISIONS

15.1. SUCCESSORS AND ASSIGNS

RTC and CONSULTANT bind themselves and their successors and assigns to the other party and to the successors and assigns of such party, with respect to the performance of all covenants of this Agreement. Except as set forth herein, neither RTC nor CONSULTANT shall assign or transfer interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating a personal liability on the part of any officer or agent or any public body which may be a party hereto, nor shall it be construed as giving any rights or benefits hereunder to anyone other than RTC and CONSULTANT.

15.2. NON-TRANSFERABILITY

This Agreement is for CONSULTANT's professional services, and CONSULTANT's rights and obligations hereunder may not be assigned without the prior written consent of RTC.

15.3. SEVERABILITY

If any part, term, article, or provision of this Agreement is, by a court of competent jurisdiction, held to be illegal, void, or unenforceable, or to be in conflict with any law of the State of Nevada, the validity of the remaining provisions or portions of this Agreement are not affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held invalid.

15.4. RELATIONSHIP OF PARTIES

CONSULTANT is an independent contractor to RTC under this Agreement. Accordingly, CONSULTANT is not entitled to participate in any retirement, deferred compensation, health insurance plans or other benefits RTC provides to its employees. CONSULTANT shall be free to contract to provide similar services for others while it is under contract to RTC, so long as said services and advocacy are not in direct conflict, as determined by RTC, with services being provided by CONSULTANT to RTC.

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15.5. WAIVER/BREACH

Any waiver or breach of a provision in this Agreement shall not be deemed a waiver of any other provision in this Agreement and no waiver is valid unless in writing and executed by the waiving party. An extension of the time for performance of any obligation or act shall not be deemed an extension of time for the performance of any other obligation or act. This Agreement inures to the benefit of and is binding upon the parties to this Agreement and their respective heirs, successors and assigns.

15.6. REGULATORY COMPLIANCE

A. CONSULTANT shall comply with all applicable federal, state and local government laws, regulations and ordinances. CONSULTANT shall be responsible for obtaining all necessary permits and licenses for performance of services under this Agreement. Upon request of RTC, CONSULTANT shall furnish RTC certificates of compliance with all such laws, orders and regulations.

B. CONSULTANT represents and warrants that none of the services to be rendered pursuant to this Agreement constitute the performance of public work, as that term is defined by Section 338.010(17) of the Nevada Revised Statutes. To the extent CONSULTANT does engage in such public work, CONSULTANT shall be responsible for paying the prevailing wage as required by Chapter 338 of the Nevada Revised Statutes.

15.7. EXCLUSIVE AGREEMENT

There are no verbal agreements, representations or understandings affecting this Agreement, and all negotiations, representations and undertakings are set forth herein with the understanding that this Agreement constitutes the entire understanding by and between the parties.

15.8. AMENDMENTS

No alteration, amendment or modification of this Agreement shall be effective unless it is in writing and signed by both parties.

15.9. CONTINUING OBLIGATION

CONSULTANT agrees that if, because of death or any other occurrence it becomes impossible for any principal or employee of CONSULTANT to render the services required under this Agreement, neither CONSULTANT nor the surviving principals shall be relieved of any obligation to render complete performance. However, in such event, RTC may terminate this Agreement if it considers the death or incapacity of such principal or employee to be a loss of such magnitude as to affect CONSULTANT's ability to satisfactorily complete the performance of this Agreement.

15.10. APPLICABLE LAW AND VENUE

The provisions of this Agreement shall be governed and construed in accordance with the laws of the State of Nevada. The exclusive venue and court for all lawsuits concerning this Agreement

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shall be the Second Judicial District Court of the State of Nevada, County of Washoe, and the parties hereto submit to the jurisdiction of that District Court.

15.11. ATTORNEYS' FEES

In the event of a dispute between the parties result in a proceeding in any Court of Nevada having jurisdiction, the prevailing party shall be entitled to an award of costs and any reasonable attorneys' fees.

15.12. CERTIFICATION REQUIRED BY NEVADA SENATE BILL 27 (2017)

CONSULTANT expressly certifies and agrees, as a material part of this Agreement, that it is not currently engaged in a boycott of Israel. CONSULTANT further agrees, as a material part of this Agreement, it will not engage in a boycott of Israel for the duration of this Agreement. 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.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

By: _____
Dale Keller, PE, Executive Director

HDR ENGINEERING, INC.

By: Signed by: Craig Smart B42E57E3FF64400... _____
Craig Smart, Vice President

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

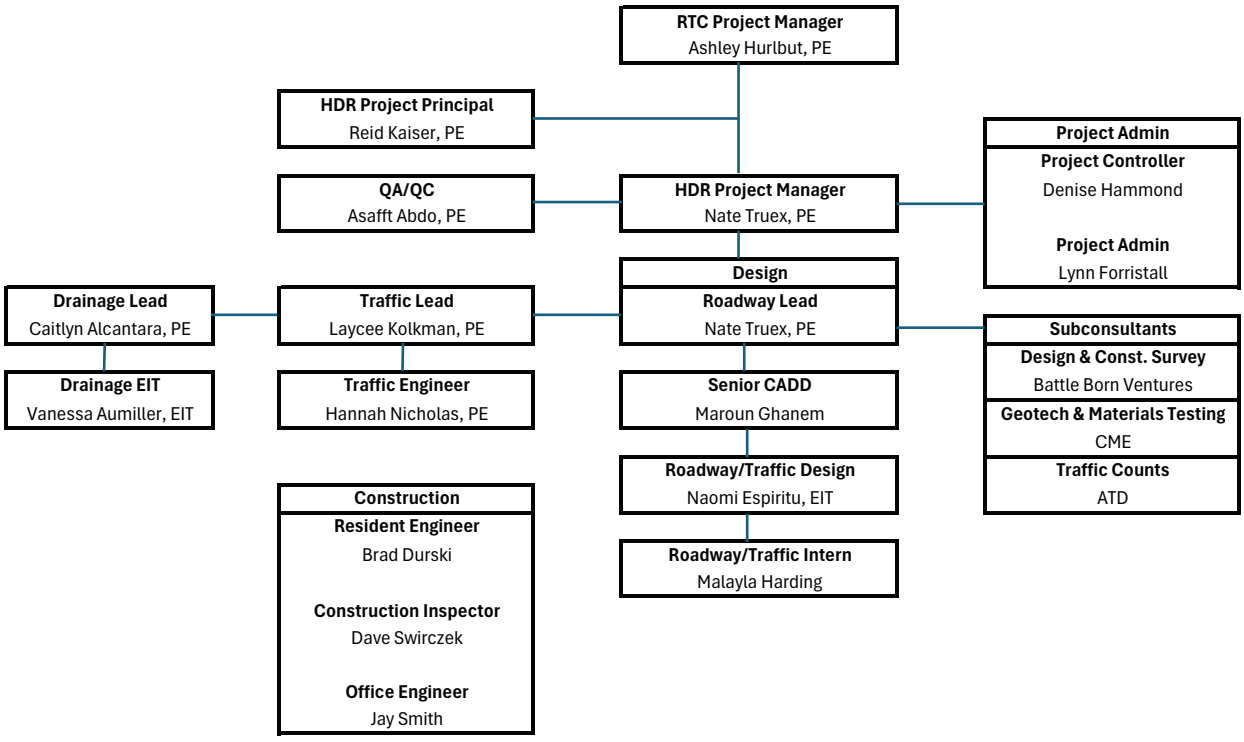
Exhibit A

Project Team

Scope of Services

Schedule

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9



Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

EXHIBIT A
SCOPE OF SERVICES

Project Summary: The Red Rock Road Rehabilitation Project will improve pavement conditions, safety, accessibility, and traffic operations along Red Rock Road between Silver Lake Road and Moya Boulevard. The project includes pavement rehabilitation, access management analysis, evaluation of ADA pedestrian ramps, drainage assessment, roadway design, and construction management. It is understood that there is no anticipated R/W work required on this project.

The scope of work includes design, support during the bidding process, and construction management/inspection services. General tasks identified in the scope of work include completing 50% design, 90% design, and final design packages, cost estimate, special provisions, access management memo with traffic counts, drainage memo, geotechnical investigation and report, and topographic survey.

1. Project Management

Prepare monthly progress reports, invoices, and billing.

Coordination with RTC project manager and staff will be ongoing throughout the project. Project management and coordination meetings or conference calls will be held with the RTC and other parties as appropriate throughout the project.

Deliverables – Invoicing and progress reports.

2. Existing Site Conditions / Data Collection

The CONSULTANT will conduct up to two (2) site visits to verify existing miscellaneous information that may help in the design development of the project. The CONSULTANT will take pictures during the site visits.

The CONSULTANT will perform subsurface field exploration consisting of four (4) borings within the roadway to depths of up to 5 feet below the existing ground surface or to refusal, whichever occurs first. The purpose of the exploration is to measure the thickness and composition of the existing pavement structural section and to collect samples for laboratory testing. Upon completion of the laboratory testing, a structural section investigation report summarizing the subsurface conditions and providing pavement rehabilitation recommendations will be completed. The report will include a recommended pavement structural section, minimum pavement section thickness, and construction recommendations. If the borings, asphalt cores, and testing show that a mill and overlay is a potentially viable solution, Falling Weight Deflectometer (FWD) testing may be performed. FWD testing is an additional task item which is only to be used if conditions dictate further investigation into a mill and overlay solution.

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

The CONSULTANT will evaluate the existing pedestrian curb ramps at the intersection of Red Rock Road and Silver Lake Road to assess compliance with current Americans with Disabilities Act (ADA) accessibility requirements and the Public Rights-of-Way Accessibility Guidelines (PROWAG). The evaluation will document existing conditions, identify accessibility deficiencies, and provide recommendations for improvements.

Utility coordination and submittals will be performed by RTC.

Deliverables – One (1) draft and one (1) final geotechnical report. One (1) draft and one (1) final curb ramp inventory/inspection report. Both delivered electronically (.pdf) to the RTC.

3. Topographic Survey

The CONSULTANT will gather survey data on Red Rock Road from Silver Lake Road to the south approach leg of the Moya Boulevard intersection. Survey data will include locations of surface evidence of existing utilities (valve cans, manhole covers, utility vaults, etc.) within the limits of the proposed roadway rehabilitation improvements. No R/W information will be collected as a part of topographic survey collection.

The CONSULTANT will provide design level survey for approximately four (4) existing pedestrian ramps at the Red Rock Road and Silver Lake intersection. The work will include gathering survey data associated with lip of gutter, curb flow line, top back of curb and back of walk within 15’ of curb returns.

4. Access Management Plan

The CONSULTANT will provide RTC with a draft and final access management plan that uses traffic data and Synchro analysis to make recommendations for turning movements and driveway access. The limits are along Red Rock Road from the intersection with Silver Lake Road to approximately 100 feet south of the intersection with Moya Boulevard including one driveway off of Moya Blvd into the shopping center at the south east corner of Moya Blvd and Red Rock Road. The plan will include counts from available traffic studies in the project vicinity provided by RTC, NDOT TRINA count station data, and traffic counts collected by All Traffic Data (ATD) over a 1 day period at up to eight (8) driveways in the project limits for an 8 hour total duration (4 hours in the morning and 4 hours in the evening during peak traffic times). The plan will be based on guidelines in the RTC Access Management Plan and the NDOT Access Management System and Standards. Traffic analysis will be completed with SYNCHRO. It is assumed that no additional traffic modeling will be required for this analysis. Additionally, it is assumed that no public engagement efforts will be required.

Deliverables – One (1) draft and one (1) final access management plan delivered

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

electronically (.pdf) to the RTC.

5. Drainage Memo

The CONSULTANT will provide a drainage memo including flow generated, computations showing how that flow impacts the project site, calculations showing the impact of improvements, and exhibits detailing the hydrologic and hydraulic properties. Analysis will be completed for both existing and proposed conditions as detailed below:

a. Drainage areas for contributing offsite and Red Rock Blvd, in the existing and proposed condition.
b. Details for the drainage areas including the flow paths, soil types, rainfall, and curve numbers as dictated by the Truckee Meadows Regional Drainage Manual.
c. The 100-year flows generated by the details above using the Rational Method.
d. Create cross sections for the roadway using FlowMaster for both the existing and proposed conditions. The sections will be used to analyze the depth increase and determine if any drainage improvements are necessary.
e. An existing and proposed drainage exhibit showing a summary of computed results in table format, clearly illustrating existing drainage facilities and where the roadway cross sections are located.

Deliverables – 50%, 90%, and Final drainage memo delivered electronically (.pdf) to the RTC.

6. Design

The CONSULTANT will provide the design services as follows:

a. Drawings developed in AutoCAD Civil 3D 2024 or newer version.
b. Roadway plan and profile plans showing limits of pavement rehabilitation, proposed medians, locations of existing utility valves and manholes to be adjusted, and associated quantities.
c. Signing and marking plans showing proposed striping design, required signing upgrades to comply with current MUTCD or agency requirements, and signal loop replacement as needed per pavement improvement limits.
d. Design of up to four (4) pedestrian curb ramps. Design will include spot elevations and slopes to provide compliance with current ADA and PROWAG criteria.
e. The project will attempt to avoid improvements within NDOT Right-of-Way. Assumes no NDOT permitting included.
f. The final plan set is anticipated to include approximately 17 sheets at 1” = 30’ scale consisting of the following sheets:

    1. Title Sheet (one each)
    2. General Notes (one each)
    3. Abbreviations and Legend (one each)
    4. Survey Control (one each)

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5. Roadway Plan and Profile (4 each)
6. Signing and Marking Plans (2 each)
7. Traffic Signal Modifications (Loops) (2 each)
8. Detail Sheets (4 each)
9. Pedestrian Ramp Grading Details (one each)

g. Prepare Construction Plans, Contract Documents and Technical Specifications for construction bid advertisement for the approved project in accordance with RTC standards and requirements.

h. Provide a final Engineer's opinion of probable construction costs for the project based on the final design. The cost opinion will be in the same format as the bid proposal form included in the contract documents. A quality control review of the cost opinion will be performed by the CONSULTANT.

Deliverables – 50%, 90% and Final Plans, and opinion of probable cost delivered electronically (.pdf) to the RTC. Special provisions to be included with the 90% and Final deliverables.

7. Bidding Services

Plan Set and Specification Distribution: The CONSULTANT will provide RTC with final plans and specifications, including addenda, in Portable Document Format (PDF), for use in the Ebid system.

Pre-bid Meeting: The CONSULTANT will be available during the bidding process to answer technical questions and will hold the pre-bid meeting. All questions and responses will be documented and provided to RTC. The CONSULTANT will prepare and provide PDF addenda, if required. All questions regarding legal aspects of the contract documents will be referred directly to RTC. The CONSULTANT will prepare and provide a PDF summary of the pre-bid meeting, as directed by RTC.

Bid Opening: The CONSULTANT will attend the bid opening and review the bids received for irregularities and provide a recommendation for award. The CONSULTANT will tabulate bid results into a MS Excel spreadsheet and check multiplication and addition of bid items.

Deliverables – Attendance at Pre-Bid meeting and Bid Opening, pre-bid meeting agenda, pre-bid meeting PDF summary, bid review, and MS Excel bid tabulation.

8. Design Contingency

This is a contingency for miscellaneous increases within the scope specific to design items of this contract in the performance of services. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

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9. Construction Contract Administration – Anticipate a 25-working day contract.

The CONSULTANT will provide the construction contract administration services as follows:

a. Attend the preconstruction conference.
b. Perform construction coordination.
c. Review contractor's traffic control plans.
d. Review contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs.
e. Review and provide comments on test results.
f. Review and provide comments on contractor's construction schedule and work progress.
g. Review construction for conformance with contract plans and specifications.
h. Provide verification and comments on contractor's monthly pay request.
i. Oversee the inspection, surveying, and material testing activities.
j. Provide recommendations to the RTC for any necessary construction changes due to field conditions.
k. Coordinate with RTC for issuance of press releases for major traffic restrictions during construction.
l. Coordinate with local public agencies and utilities for the items of work that are maintained by others.
m. Assist in change order review.
n. Document field modifications to the work with the designer for inclusion in record drawings.

10. Construction Surveying

The CONSULTANT shall provide construction surveying for the project to include:

a. Recover/check existing survey control and set additional project control for construction. This primary project control shall be utilized by the Surveyor and Contractor throughout the construction of the Project. The horizontal control shall be established using GPS and Total Station Methods. The vertical control shall be established using differential leveling methods.
b. Layout all roadway center line alignments (horizontal) and median curb at 25' (minimum) intervals in curbs, 50' (maximum) intervals on tangents and all even points.
c. Layout all pedestrian ramps with line and finish grade offsets at 25' (maximum) interval on tangents and all even points.
d. Reset existing survey monuments in place if existing monuments are destroyed during construction.

11. Construction Inspection

The CONSULTANT shall provide one full-time inspector during construction

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activities. 10-hour workdays and a 25-working day contract period are anticipated. This inspector will:

a. Attend the preconstruction conference.
b. Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications.
c. Assist in problem resolution with the RTC, contractor personnel, utility agencies, the public, and others.
d. Prepare daily inspection reports, submitted the following day to RTC and CC'd to the appropriate government jurisdiction(s).
e. Provide quantity reports and assist in contractor's monthly progress payments.
f. Provide verification of the distribution of public relation notices required to be delivered by the contractor.
g. Assist in preparation of the Punch List.

12. Material Testing

Provide Material Testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works Construction (Orange Book) testing requirements. Materials to be tested will include slurry aggregate, plantmix bituminous pavement, aggregate base, and Portland Cement Concrete. Test reports, accompanied with CONSULTANT's recommendation regarding acceptance/mitigation of materials, shall be submitted promptly to the RTC and CC'd to appropriate governmental jurisdiction(s).

13. Record Information

Provide record drawings of redlines provided by the contractor for the completed project in PDF format. Two sets of electronic drawings, in single file PDF format will be provided to RTC for its files and distribution to the Local Entity(s). The PDF file shall include all plan sheets in one file with index/bookmark for easy access to different sheets or sections of the plan set.

The final record drawings must be dated and identified as the record drawings and must also contain the engineer's stamp and signature. The CONSULTANT will provide the final revisions on the original engineer-stamped/signed reproducible drawings.

The Record Drawings shall include a scan of the original title sheet (including the appropriate signatures by RTC, local government, signed and stamped by the CONSULTANT) and identified as record drawings.

14. Construction Contingency

This is a contingency for miscellaneous increases within the scope specific to construction items of this contract in the performance of services. If CONSULTANT determines that it is necessary to perform work to be paid out of contingency, CONSULTANT shall provide a letter detailing the need, scope, and not-to-exceed

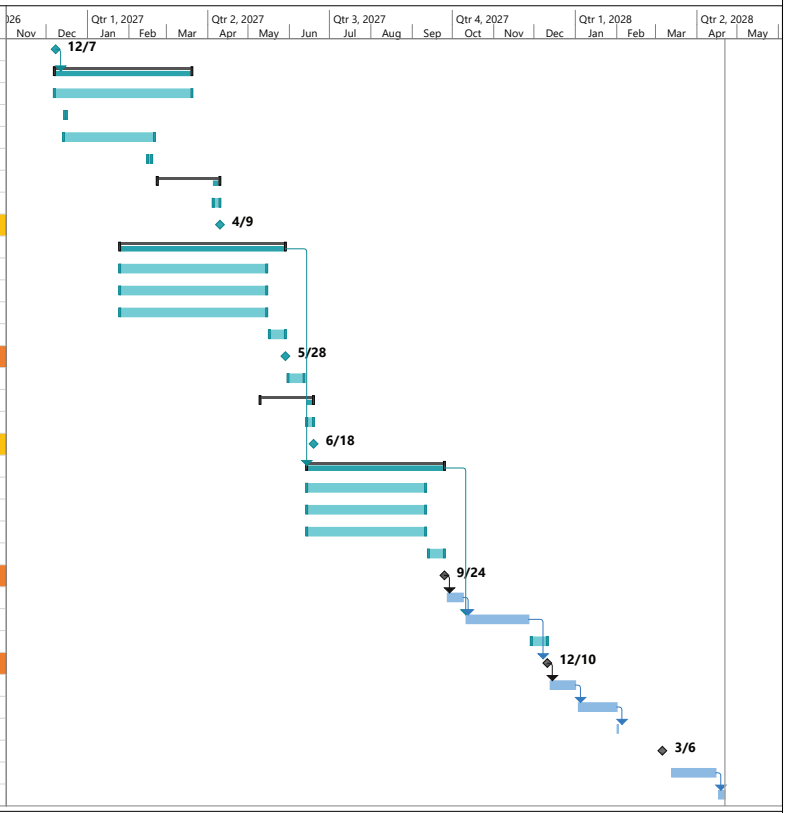
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budget for any proposed work. Work under this task shall proceed only with the RTC Project Manager's prior written approval.

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RED ROCK ROAD PAVEMENT REHABILITATION SCHEDULE

ID	Task Mode	Task Name	Duration	Start	Finish
1		NTP	1 day	Mon 12/7/26	Mon 12/7/26
2		**Investigation of Existing Conditions**	**75 days**	**Mon 12/7/26**	**Fri 3/19/27**
3		Geotechnical investigation (cores)	75 days	Mon 12/7/26	Fri 3/19/27
4		ADA inventory/inspection	1 day	Tue 12/15/26	Tue 12/15/26
5		Topo Survey Collection	50 days	Mon 12/14/26	Fri 2/19/27
6		Traffic Data Collection	3 days	Mon 2/15/27	Wed 2/17/27
7		**Preliminary Access Management Memo**	**35 days**	**Mon 2/22/27**	**Fri 4/9/27**
8		Prelim Access Management Memo QC	5 days	Mon 4/5/27	Fri 4/9/27
9		Prelim Access Management Memo Submi	1 day	Fri 4/9/27	Fri 4/9/27
10		**50% Design**	**90 days**	**Mon 1/25/27**	**Fri 5/28/27**
11		Drainage Memo	80 days	Mon 1/25/27	Fri 5/14/27
12		Plans/EE	80 days	Mon 1/25/27	Fri 5/14/27
13		Preliminary Geotech Report	80 days	Mon 1/25/27	Fri 5/14/27
14		50% QC	10 days	Mon 5/17/27	Fri 5/28/27
15		**50% Submittal**	**1 day**	**Fri 5/28/27**	**Fri 5/28/27**
16		50% Client Review & Comment Period	10 days	Mon 5/31/27	Fri 6/11/27
17		**Final Access Management Memo**	**30 days**	**Mon 5/10/27**	**Fri 6/18/27**
18		Final Access Management Memo QC	5 days	Mon 6/14/27	Fri 6/18/27
19		Final Access Management Memo Submitt	1 day	Fri 6/18/27	Fri 6/18/27
20		**90% Design**	**75 days**	**Mon 6/14/27**	**Fri 9/24/27**
21		Drainage Memo	65 days	Mon 6/14/27	Fri 9/10/27
22		Plans/EE/Specs	65 days	Mon 6/14/27	Fri 9/10/27
23		Final Geotech Report	65 days	Mon 6/14/27	Fri 9/10/27
24		90% QC	10 days	Mon 9/13/27	Fri 9/24/27
25		**90% Submittal**	**1 day**	**Fri 9/24/27**	**Fri 9/24/27**
26		90% Agency Review	10 days	Mon 9/27/27	**Fri 10/8/27**
27		**100% Design**	**35 days**	**Mon 10/11/27**	**Fri 11/26/27**
28		100% QC	10 days	Mon 11/29/27	Fri 12/10/27
29		**100% Submittal**	**1 day**	**Fri 12/10/27**	**Fri 12/10/27**
30		100% Agency Review	15 days	Mon 12/13/27	Fri 12/31/27
31		Advertise	21 days	Mon 1/3/28	Mon 1/31/28
32		Open Bids	1 day	Tue 2/1/28	Tue 2/1/28
33		Construction NTP	0 days	Mon 3/6/28	Mon 3/6/28
34		Construction	25 days	Mon 3/13/28	Fri 4/14/28
35		Record Drawings	5 days	Mon 4/17/28	Fri 4/21/28



Project: Red_Rock_Sched
Date: Wed 10/14/26

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone

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Exhibit B

Compensation

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

Client: Washoe RTC
Project Name: Red Rock Road Pavement Rehab
RTC Proj #: 012088

Task No.	Task Description	Project Principal	Project Manager	QA/QC	Roadway Designer	Drainage Engineer	Senior Designer/CADD	Engineering Intern	Student Intern	Senior Traffic Engineer	Traffic Engineer	Project Controller	Project Admin	Resident Engineer	Construction Inspector	Office Engineer	Total HDR Labor Hours	Total HDR Labor ($)	Total HDR Expenses ($)	Subs ($)	Total Cost ($)
	Rates	$ 378.64	$ 224.58	$ 296.05	$ 224.58	$ 186.00	$ 248.13	$ 143.34	$ 72.56	$ 343.08	$ 155.87	$ 129.22	$ 118.54	$ 283.86	$ 211.30	$ 207.53					
Task 001	**Project Management**																				
1.1	Project Management and Coordination (Design duration: 12 months)		24														24	$5,390			$5,390
1.2	Project Management Plan		2										4				6	$923			$923
1.3	Project Monitoring, Administration, and Status Reporting		12									57					69	$10,061			$10,061
1.4	Project Status Meetings																0	$0			$0
1.4.1	Kickoff Meeting (1)		1			1		1	1	1	1						6	$1,125			$1,125
1.4.2	Project Management Team Meetings (4)		6					4	4	1	2						17	$2,866			$2,866
1.4.3	Other Technical Meetings (4)		4				2	4	4	1	2						17	$2,913			$2,913
1.5	Quality Management Plan		4										4				8	$1,372			$1,372
																	0	$0			$0
	Subtotal Task 1	**0**	**53**	**0**	**0**	**1**	**2**	**9**	**9**	**3**	**5**	**57**	**8**	**0**	**0**	**0**	**147**	**$24,651**	**$0**	**$0**	**$24,651**
Task 002	**Existing Site Conditions/Data Collection**																				
2.1	Site Visits (2)				8				8								16	$2,377	$80		$2,457
2.2	Geotechnical Investigation (CME)		2										2				4	$686		$36,320	$37,006
2.3	FWD Pavement Condition (CME)																0	$0		$12,890	$12,890
2.3	ADA Curb Ramp Inventory/Sidewalk inspections				4				6								10	$1,334	$40		$1,374
																	0	$0			$0
	Subtotal Task 2	**0**	**2**	**0**	**12**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**30**	**$4,397**	**$120**	**$49,210**	**$53,727**
Task 003	**Topographic Survey**																				
4.1	Topographic Survey Collection (Battle Born Ventures)		2		4		4	2									12	$2,627		$25,000	$27,627
	Subtotal Task 3	**0**	**2**	**0**	**4**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**$2,627**	**$0**	**$25,000**	**$27,627**
Task 004	**Access Management Memo**																				
4.1	Data Collection (ATD)		4							1	5		2				12	$2,258		$6,400	$8,658
4.2	Draft Access Management Memo		1	4			1	30		9	50						95	$16,839			$16,839
4.3	Final Access Management Memo		1	2			1	16		6	30						56	$10,093			$10,093
	Subtotal Task 4	**0**	**6**	**6**	**0**	**0**	**2**	**46**	**0**	**16**	**85**	**0**	**2**	**0**	**0**	**0**	**163**	**$29,189**	**$0**	**$6,400**	**$35,589**
Task 005	**Drainage Memo**																				
5.1	50% Drainage Memo		1			38		36									75	$12,453			$12,453
5.2	90% Drainage Memo		1			26		24									51	$8,501			$8,501
5.3	100% Drainage Memo		1			16		20									37	$6,067			$6,067
	Subtotal Task 5	**0**	**3**	**0**	**0**	**80**	**0**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**	**$27,021**	**$0**	**$0**	**$27,021**
Task 006	**Design (50%, 90%, and 100% Design Submittals)**																				
6.1	50% Design																0	$0			$0
6.1.1	50% Cover and Generals (3 sheets)		1					4	2								7	$943	$100		$1,043
	50% Survey Control (1 sheet)		1					2									3	$511			$511
	50% Roadway Plan and Profile (4 sheets)		2		10		4	20	4								40	$6,845			$6,845
	50% Signing and Marking Plans (2 sheets)		2					14	2		8						26	$3,848			$3,848
	50% Signal Modifications (Loops) (2 sheets)							14	2		8						24	$3,399			$3,399
	50% Detail Sheets (4 sheets)		2		4			12	8								26	$3,648			$3,648
	50% Pedestrian Ramp Grading Details (1 sheet)				6		1	8	8								23	$3,323			$3,323
	50% Plans DDC				6			10	2								18	$2,926			$2,926
	50% Estimate & Associated DDC		1		6			8	4								19	$3,009			$3,009
6.1.2	50% Special Provisions BIC		1		6						4						11	$2,196			$2,196
6.1.4	50% QA/QC		2	8	6			12	6	5	2						41	$8,348			$8,348
6.2	90% Design																0	$0			$0
6.2.1	50% Comment-Response Matrix		2		4			8									14	$2,494			$2,494
	50% Comment-Response Meeting		2		2					1	1		1				7	$1,516	$100		$1,616
	90% Roadway Plans		2		8		3	24	12								49	$7,301			$7,301
	90% Traffic Plans							18	6		15						39	$5,354			$5,354
	90% Plans DDC		1		6			8	4								19	$3,009			$3,009
	90% Estimate & Associated DDC		1		6			8									15	$2,719			$2,719
	Estimated Construction Schedule		1											6			7	$1,928			$1,928
6.2.2	90% Special Provisions		1		8						2						11	$2,333			$2,333
6.2.4	90% QA/QC		2	8	6			10	8	5	2						41	$8,206			$8,206
6.3	Final Design																0	$0			$0
6.3.1	90% Comment-Response Matrix		1		4			6									11	$1,983			$1,983
	90% Comment-Response Meeting		2		2					1	1		1				7	$1,516	$100		$1,616
	Final Roadway Plans		2		4		2	16	12								36	$5,008			$5,008
	Final Traffic Plans							8	4		8						20	$2,684			$2,684
	Final Plans DDC				4			4	2								10	$1,617			$1,617
	Final Estimate & Associated DDC		1		4			6									11	$1,983			$1,983
6.3.2	Final Special Provisions		1		8						2						11	$2,333			$2,333
6.3.3	Final Review Meeting		2		2					1	1		1				7	$1,516			$1,516
6.3.4	Final QA/QC		1	4	2			3	3	3	4						20	$4,158			$4,158
	Subtotal Task 6	**0**	**34**	**20**	**114**	**0**	**10**	**223**	**89**	**16**	**58**	**0**	**3**	**6**	**0**	**0**	**573**	**$96,652**	**$300**	**$0**	**$96,952**
Task 007	**Bidding Services**																				
7.1	Pre-Bid Meeting		1						1								2	$297			$297
7.2	Request for Information (6)		3		3			3									9	$1,777			$1,777
7.3	Bid Opening		2														2	$449			$449

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

Task No.	Task Description	Project Principal	Project Manager	QA/QC	Roadway Designer	Drainage Engineer	Senior Designer/CADD	Engineering Intern	Student Intern	Senior Traffic Engineer	Traffic Engineer	Project Controller	Project Admin	Resident Engineer	Construction Inspector	Office Engineer	Total HDR	Total HDR	Total HDR	Subs	Total
7.4	Bid Review and Responses		2					2									4	$736			$736
	Subtotal Task 7	**0**	**8**	**0**	**3**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**$3,260**	**$0**	**$0**	**$3,260**
Task 008	***Design Contingency***																				
8.1	Design Contingency		8		18			31	22		20						99	$14,996			$14,996
	Subtotal Task 8	**0**	**8**	**0**	**18**	**0**	**0**	**31**	**22**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**99**	**$14,996**	**$0**	**$0**	**$14,996**
Task 009	**Construction Contract Administration**																				
9.1	Preconstruction Conference		1										2	4	4		11	$2,442			$2,442
9.2	Working Drawings/RFI's		1		8			8			8			8			33	$6,686			$6,686
9.3	Construction Coordination/Meetings/Reviews													6	6	80	92	$19,573			$19,573
	Subtotal Task 9	**0**	**2**	**0**	**8**	**0**	**0**	**8**	**0**	**0**	**8**	**0**	**2**	**18**	**10**	**80**	**136**	**$28,701**	**$0**	**$0**	**$28,701**
Task 010	**Construction Surveying**																				
10.1	Construction Surveying (Battle Born Ventures)		2										2				4	$686		$26,000	$26,686
	Subtotal Task 10	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**$686**	**$0**	**$26,000**	**$26,686**
Task 011	**Construction Inspection**																				
11.1	Inspection During Construction													100	300		400	$91,775			$91,775
	Subtotal Task 11	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**300**	**0**	**400**	**$91,775**	**$0**	**$0**	**$91,775**
Task 012	**Material Testing**																				
12.1	Material Testing (CME)		1										2	6			9	$2,165		$30,000	$32,165
	Subtotal Task 12	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**9**	**$2,165**	**$0**	**$30,000**	**$32,165**
Task 013	**Record Information**																				
13.1	Record Drawings		1					4	8						10		23	$3,491			$3,491
	Subtotal Task 13	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**23**	**$3,491**	**$0**	**$0**	**$3,491**
Task 014	***Construction Contingency***																				
14.1	Construction Contingency		3											9	32		44	$9,990			$9,990
	Subtotal Task 14	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**32**	**0**	**44**	**$9,990**	**$0**	**$0**	**$9,990**
	Grand Total	**0**	**125**	**26**	**159**	**81**	**18**	**408**	**143**	**35**	**176**	**57**	**21**	**139**	**352**	**80**	**1820**	**$339,601**	**$420**	**$136,610**	**$476,631**

Cost Breakdown	
Design	$268,826
Design Contingency	*$14,996*
Design Total	**$283,822**
Const	$182,819
Const Contingency	*$9,990*
Construction Total	**$192,809**

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Exhibit C

Indemnification and Insurance Requirements

Docusign Envelope ID: E7E4CD4C-2E37-8D86-83F9-2409BF2451A9

INDEMNIFICATION AND INSURANCE REQUIREMENTS FOR PROFESSIONAL SERVICE AGREEMENTS [NRS 338 DESIGN PROFESSIONAL]

1. INTRODUCTION

IT IS HIGHLY RECOMMENDED THAT CONSULTANTS CONFER WITH THEIR INSURANCE CARRIERS OR BROKERS TO DETERMINE THE AVAILABILITY OF THESE INSURANCE CERTIFICATES AND ENDORSEMENTS IN ADVANCE OF PROPOSAL SUBMISSION. IF THERE ARE ANY QUESTIONS REGARDING THESE INSURANCE REQUIREMENTS, IT IS RECOMMENDED THAT THE AGENT/BROKER CONTACT RTC'S FINANCE DIRECTOR AT (775) 332-9511.

2. INDEMNIFICATION

CONSULTANT agrees, subject to the limitations in Nevada Revised Statutes Section 338.155, to save and hold harmless and fully indemnify RTC and City of Reno including their elected officials, officers, employees, and agents (hereafter, "Indemnitees") from and against any and all claims, proceedings, actions, liability and damages, including reasonable attorneys' fees and defense costs incurred in any action or proceeding (collectively "Damages") arising out of the:

A. Negligence, negligent errors, negligent omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are based upon or arising out of the professional services of CONSULTANT; and

B. Violation of law or any contractual provisions or any infringement related to trade names, licenses, franchises, patents or other means of protecting interests in products or inventions resulting from the use by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) supplied by CONSULTANT under or as a result of this Agreement, but excluding any violation or infringement resulting from the modification or alteration by the Indemnitees of any materials, devices, processes, equipment, or other deliverable (including software) not consented to by CONSULTANT.

CONSULTANT further agrees to defend, save and hold harmless and fully indemnify the Indemnitees from and against any and all Damages arising out the negligence, errors, omissions, recklessness or intentional misconduct of CONSULTANT or CONSULTANT's agents, employees, officers, directors, subconsultants, or anyone else for whom CONSULTANT may be legally responsible, which are not based upon or arising out of the professional services of CONSULTANT.

The Damages shall include, but are not limited to, those resulting from personal injury to any person, including bodily injury, sickness, disease or death and injury to real property or personal property, tangible or intangible, and the loss of use of any of that property, whether or not it is physically injured.

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If the Indemnitees are involved in defending actions of CONSULTANT or anyone else for whom CONSULTANT is legally responsible, CONSULTANT shall reimburse the Indemnitees for the time spent by such personnel at the rate of the Indemnitees pay or compensation for such services.

If an Indemnitee is found to be liable in the proceeding, then CONSULTANT'S obligation hereunder shall be limited to the proportional share of the liability attributed to CONSULTANT.

In determining whether a claim is subject to indemnification, the incident underlying the claim shall determine the nature of the claim.

In the event of a violation or an infringement under paragraph 2.B above and the use is enjoined, CONSULTANT, at its sole expense, shall either (1) secure for the Indemnitees the right to continue using the materials by suspension of any injunction or by procuring a license or licenses for the Indemnitees; or (2) modify the materials so that they become non-infringing. This covenant shall survive the termination of the Professional Services Agreement.

The provisions of this Agreement are separate and severable and it is the intent of the Parties hereto that in the event any provision of this Agreement should be determined by any court of competent jurisdiction to be void, voidable or too restrictive for any reason whatsoever, the remaining provisions of this Agreement shall remain valid and binding upon said Parties. It is also understood and agreed that in the event any provision should be considered, by any court of competent jurisdiction, to be void because it imposes a greater obligation on CONSULTANT than is permitted by law, such court may reduce and reform such provisions to limitations which are deemed reasonable and enforceable by said court.

3. GENERAL REQUIREMENTS

Prior to the start of any work on a RTC project, CONSULTANT shall purchase and maintain insurance of the types and limits as described below insuring against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by CONSULTANT, its subconsultants, or their employees, agents, or representatives. The cost of all such insurance shall be borne by CONSULTANT.

4. VERIFICATION OF COVERAGE

CONSULTANT shall furnish RTC with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein, on forms acceptable to RTC. All deductibles and self-insured retentions requiring RTC approval shall be shown on the certificate. All certificates and endorsements are to be addressed to RTC's Finance Director and be received by RTC before work commences. Upon request, CONSULTANT agrees that RTC has the right to review CONSULTANT'S and the Sub's insurance policies, or certified copies of the policies. Copies of applicable policy forms or endorsements confirming required additional insured, waiver of subrogation and notice of cancellation provisions are required to be provided with any certificate(s) evidencing the required coverage.

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5. NOTICE OF CANCELLATION

CONSULTANT or its insurers shall provide at least thirty (30) days' prior written notice to RTC prior to the cancellation or non-renewal of any insurance required under this Agreement. An exception may be included to provide at least ten (10) days' written notice if cancellation is due to non-payment of premium. CONSULTANT shall be responsible to provide prior written notice to RTC as soon as practicable upon receipt of any notice of cancellation, non-renewal, reduction in required limits or other material change in the insurance required under this Agreement.

6. SUBCONSULTANTS & SUBCONTRACTORS

CONSULTANT shall include all Subcontractors and Subconsultants (referred to collectively as "Subs") as insureds under its liability policies OR shall cause Subs employed by CONSULTANT to purchase and maintain separate liability coverages and limits of the types specified herein. If any Subs maintain separate liability coverages and limits, each shall include the RTC and City of Reno as additional insureds under its commercial general liability policy, subject to the same requirements stated herein, without requiring a written contract or agreement between each of the additional insureds and any sub-consultant or sub-contractor. Any separate coverage limits of liability maintained by Subs shall be at least **$1,000,000** per occurrence and at least **$2,000,000** for any applicable coverage aggregates or the amount customarily carried by the Sub, whichever is GREATER. If any Subs provide their own insurance with limits less than required of the Contractor, Contractor shall include Subs in their coverage up to the full limits required of the Contractor. When requested by RTC, CONSULTANT shall furnish copies of certificates of insurance evidencing coverage for each subconsultant. CONSULTANT need not require its non-design subcontractors to carry Professional Errors and Omissions Liability insurance.

7. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retentions that exceed $25,000 per occurrence or claim must be declared to RTC's Finance Director prior to signing this Agreement. RTC is entitled to request and receive additional documentation, financial or otherwise, prior to giving its approval of the deductibles and self-insured retentions. Any changes to the deductibles or self-insured retentions made during the term of this Agreement or during the term of any policy must be declared to RTC's Finance Director prior to the change taking effect.

8. ACCEPTABILITY OF INSURERS

Required insurance is to be placed with insurers with a Best's rating of no less than A-VII and acceptable to RTC. RTC may accept coverage with carriers having lower Best's ratings upon review of financial information concerning CONSULTANT and the insurance carrier. RTC reserves the right to require that CONSULTANT'S insurer(s) be licensed and admitted in the State of Nevada or meet any applicable state and federal laws and regulations for non-admitted insurance placements.

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9. OTHER CONDITIONS

A. Failure to furnish the required certificate(s) or failure to maintain the required insurance may result in termination of this Agreement at RTC's option.

B. If CONSULTANT fails to furnish the required certificate or fails to maintain the required insurance as set forth herein, RTC shall have the right, but not the obligation, to purchase said insurance at CONSULTANT's expense.

C. Any waiver of CONSULTANT's obligation to furnish such certificate or maintain such insurance must be in writing and signed by an authorized representative of RTC. Failure of RTC to demand such certificate or other evidence of full compliance with these insurance requirements or failure of RTC to identify a deficiency from evidence that is provided shall not be construed as a waiver of CONSULTANT's obligation to maintain such insurance, or as a waiver as to the enforcement of any of these provisions at a later date.

D. By requiring insurance herein, RTC does not represent that coverage and limits will necessarily be adequate to protect CONSULTANT, and such coverage and limits shall not be deemed as a limitation on CONSULTANT's liability under the indemnities granted to RTC in this contract.

E. If CONSULTANT'S liability policies do not contain the standard ISO separation of insureds condition, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. COMMERCIAL GENERAL LIABILITY

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than **$2,000,000** each occurrence. If such CGL insurance contains a general aggregate limit, it shall be increased to equal twice the required occurrence limit or revised to apply separately to this project.

CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract (including the tort liability of another assumed in a business contract).

RTC and any other Indemnitees listed in Section 2. INDEMNIFICATION of this Agreement shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 07/04 or CG 20 33 07/04 or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to RTC or any other Indemnitees under this Agreement.

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CONSULTANT waives all rights against RTC and any other Indemnitees listed in section 2. INDEMNIFICATION of this Agreement for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this agreement. CONSULTANT's insurer shall endorse CGL policy to waive subrogation against RTC with respect to any loss paid under the policy.

11. COMMERCIAL AUTOMOBILE LIABILITY

CONSULTANT shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than **$1,000,000** each accident. Such insurance shall cover liability arising out of any auto (including owned, hired, and non-owned autos).

Coverage shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage for all owned, leased, hired (rented) and non-owned vehicles (as applicable). RTC may agree to accept auto liability for non-owned and hired (rented) vehicles under the CGL if CONSULTANT does not own or operate any owned or leased vehicles.

CONSULTANT waives all rights against RTC, its officers, employees and volunteers for recovery of damages to the extent these damages are covered by the automobile liability or commercial umbrella liability insurance obtained by CONSULTANT pursuant to this Agreement.

12. INDUSTRIAL (WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY) INSURANCE

It is understood and agreed that there shall be no Industrial (Worker's Compensation and Employer's Liability) Insurance coverage provided for CONSULTANT or any subconsultants by RTC. CONSULTANT, and any subconsultants, shall procure, pay for and maintain the required coverages.

CONSULTANT shall maintain workers' compensation and employer's liability insurance meeting the statutory requirements of the State of Nevada, including but not limited to NRS 616B.627 and NRS 617.210. The employer's liability limits shall not be less than **$1,000,000** each accident for bodily injury by accident or **$1,000,000** each employee for bodily injury by disease.

CONSULTANT shall provide a Final Certificate for itself and each subconsultant evidencing that CONSULTANT and each subconsultant maintained workers' compensation and employer's liability insurance throughout the entire course of the project.

If CONSULTANT, or any subconsultant is a sole proprietor, coverage for the sole proprietor must be purchased and evidence of coverage must appear on the Certificate of Insurance and Final Certificate.

CONSULTANT waives all rights against RTC, its elected officials, officers, employees and agents for recovery of damages to the extent these damages are covered by the workers compensation and employer's liability or commercial umbrella liability insurance obtained by Tenant pursuant to this

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agreement. CONSULTANT shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

13. PROFESSIONAL ERRORS AND OMISSIONS LIABILITY

CONSULTANT shall maintain professional liability insurance applying to liability for a professional error, omission, or negligent act arising out of the scope of CONSULTANT'S services provided under this Agreement with a limit of not less than **$1,000,000** each claim and annual aggregate. CONSULTANT shall maintain professional liability insurance during the term of this Agreement and, if coverage is provided on a "claims made" or "claims made and reported" basis, shall maintain coverage or purchase an extended reporting period for a period of at least three (3) years following the termination of this Agreement.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.4.4**

To: Regional Transportation Commission

From: Bryan Byrne, Project Manager

SUBJECT: Lemmon Drive Traffic Improvements and Resiliency Project NDOT LPA Agreement

RECOMMENDED ACTION

Approve a Local Public Agency Agreement with the Nevada Department of Transportation for the use and reimbursement of federal funds on the Lemmon Drive Traffic Improvements and Resiliency Project. (For Possible Action)

BACKGROUND AND DISCUSSION

The Lemmon Drive Traffic Improvements and Resiliency Project is located in the North Valleys within the City of Reno and unincorporated Washoe County. The project extends approximately 3.7 miles from Fleetwood Drive to Ramsey Way.

The project will reconstruct and realign portions of Lemmon Drive above the 100-year floodplain to maintain access during extreme weather. It will also widen Lemmon Drive between Fleetwood Drive and Palace Drive, improve stormwater drainage, reduce conflicts from direct driveway access, and improve walking and bicycling connections for residents along the corridor.

Approval and execution of this Local Public Agency (LPA) Agreement will establish the terms for the use and reimbursement of federal funds. The Nevada Department of Transportation (NDOT) will oversee compliance with federal requirements and reimburse the RTC for eligible project costs in accordance with the agreement. After receiving written authorization from NDOT, the RTC will advertise the project, award the construction contract, and administer construction.

Construction is anticipated to begin in spring 2027.

This item supports the FY2027 RTC Goal, "Begin Project Construction: Lemmon Drive Traffic Improvements and Resiliency".

FISCAL IMPACT

Funding for this project is included in the 2027 budget. The agreement provides for up to $25,000,000 in federal RAISE grant funds and an estimated RTC match of $34,675,000 (58.11 percent), funded with Local Fuel Tax Funds.

PREVIOUS BOARD ACTION

12/16/2022 - Authorized a Request for Proposals for environmental services, final design, and engineering services for the Lemmon Drive Segment 2 Traffic Improvements and Resiliency Project.

07/21/2023 - Approved a Professional Services Agreement with CA Group, Inc., for environmental services, final design, and engineering services related to the Lemmon Drive Segment 2 Traffic Improvements and Resiliency Project, in an amount not-to-exceed $5,583,739.

Highway Agreement _____

COOPERATIVE (LOCAL PUBLIC AGENCY) AGREEMENT
Lemmon Drive Traffic Improvements and Resiliency

This Agreement is made and entered on , by and between the STATE OF NEVADA, acting by and through its Department of Transportation (hereinafter "DEPARTMENT") and the Regional Transportation Commission of Washoe County, 1105 Terminal Way, Reno, NV 89502 (hereinafter "RTC").

WITNESSETH:

WHEREAS, agreements between the DEPARTMENT and local public agencies are authorized under Nevada Revised Statutes (NRS) Chapters 277 and 408; and

WHEREAS, the DEPARTMENT and the Nevada Division of the Federal Highway Administration (FHWA) have entered into a Stewardship Agreement pursuant to Title 23 United States Code (U.S.C.) § 106; and

WHEREAS, NRS 408.245 authorizes the DEPARTMENT to act as agent and to accept federal funds on behalf of local public agencies; and

WHEREAS, 23 Code of Federal Regulations (CFR) § 635.105(c) provides that when a local public agency project is located on a street or highway over which the DEPARTMENT does not have legal jurisdiction, or when special conditions warrant, the DEPARTMENT, while not relieved of overall project responsibility, may arrange for the local public agency having jurisdiction over such street or highway to perform the work with its own forces or by contract; provided certain conditions are met and the FHWA Division Administrator approves the arrangements in advance; and

WHEREAS, the RTC is willing to agree to adjust and/or relocate utility facilities, advertise, award, and manage construction of the Lemmon Drive Traffic Improvements and Resiliency Project as outlined in the Project Scope attached hereto and incorporated herein as Attachment A (hereinafter "PROJECT"); and

WHEREAS, the PROJECT has been approved by the Office of the Secretary (OST) for Federal Rebuilding American Infrastructure with Sustainability and Equity 2023 (RAISE 23) Grant funds; and

WHEREAS, the RTC is a sub-recipient of federal transportation funds, Catalog of Federal Domestic Assistance (CFDA) Number 20.205 and the RTC's Unique Entity Identifier (UEI) V5JZKHRMNK33 will be used for reporting purposes; and

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, it is agreed as follows:

ARTICLE I - DEPARTMENT AGREES:

1. To assist the RTC with: (a) completing the National Environmental Policy Act (NEPA) documentation in conformance with 23 CFR Part 771 and (b) obtaining the environmental

permits and clearances.

2. To ensure that the RTC's actions are in accordance with applicable Federal and State regulations and policies.

3. To obligate Federal RAISE Grant funding for the PROJECT in a maximum amount of Twenty-Five Million and No/100 Dollars ($25,000,000.00).

4. To establish a Project Identification Number to track all PROJECT costs.

5. To ensure that applicable environmental laws and regulations are met on the PROJECT and to certify the PROJECT to FHWA in accordance with Federal requirements.

6. To review and comment on the RTC's design (including plans, specifications, and estimates) within fifteen (15) working days from receipt of submittal of such design and to ensure that DEPARTMENT, American Association of State Highway Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) Guidelines are followed and that the design meets the requirements of the Americans with Disability Act (ADA).

7. To assign a Right-of-Way Agent to provide guidance and oversight to ensure all utility relocations are performed in accordance with State and Federal regulations including, but not limited to Nevada Administrative Code (NAC) Chapter 408 and 23 CFR Part 645.

8. To coordinate and provide liaison for the relocation or adjustment of utilities in accordance with applicable State and Federal regulations, including, but not limited to, Nevada Administrative Code (NAC) Chapter 408 and 23 CFR Part 645.

9. To ensure that applicable right-of-way laws and regulations are met on this PROJECT and to document those actions taken in accordance with the DEPARTMENT's administrative requirements.

10. To provide an overall Disadvantaged Business Enterprise (DBE) participation goal and/or training hours for the PROJECT based on the DEPARTMENT's DBE Program, subject to and in accordance with Federal and State law and any other applicable laws, rules, and regulations.

11. To review the DBE information submitted to the RTC by bidders on the PROJECT for compliance with 49 CFR Part 26 and to provide the RTC with the results of such review.

12. To review and approve the RTC's procedures utilized for advertising, bid opening, and award of the PROJECT, so that the DEPARTMENT may satisfy itself that the same are in accordance with applicable Federal requirements.

13. To ensure that all reporting and project documentation, as necessary for financial management and required by applicable Federal requirements, is submitted by the DEPARTMENT to the FHWA.

14. To authorize the RTC to proceed with the advertisement and award of the contract and construction of the PROJECT, once the final design (including plans, specifications, and estimates) and bid documents have been reviewed and approved by the DEPARTMENT, all

certifications have been completed, and the funding authorized by FHWA.

15. The DEPARTMENT shall issue such authorization through a written "Notice to Proceed". The “Notice to Proceed” will include the Federal Award Identification Number (FAIN) and the modified “project end date” mutually established by both parties in conformance with the requirements of 2 CFR Part 200.

16. To assign a Local Public Agency Coordinator and a resident engineer to act as the DEPARTMENT’s representatives to monitor the RTC’s compliance with applicable Federal and State requirements.

17. To review, and approve when acceptable to the DEPARTMENT, addenda, supplementals, and change orders to the construction contract of the PROJECT to ensure compliance with the terms of this Agreement within five (5) working days. Failure to respond within five (5) working days shall constitute approval. Approval of such addenda, supplementals, and change orders does not alter the maximum reimbursement to the RTC as established in ARTICLE I, Paragraph 3, minus any DEPARTMENT eligible PROJECT costs. The estimated DEPARTMENT PROJECT costs are shown in Article III, Paragraph 5.

18. To review the RTC’s as-built plans and to attend the RTC final inspection of the PROJECT.

19. To reimburse the RTC upon receipt of an invoice for forty-one and 89/100 percent (41.89%) of eligible PROJECT costs, based on supporting documentation, minus any DEPARTMENT eligible PROJECT costs. Total reimbursement shall not exceed the total obligated amount, as established in ARTICLE I, Paragraph 3, minus any DEPARTMENT eligible PROJECT costs. The estimated DEPARTMENT eligible PROJECT costs are shown in Article III, Paragraph 5. Eligible PROJECT costs are those costs as defined in 2 CFR Part 200, and the State Administrative Manual (SAM), incorporated herein by reference. The SAM may be obtained from http://budget.nv.gov/uploadedFiles/budgetnvgov/content/Governance/SAM.pdf.

ARTICLE II - RTC AGREES:

1. To perform or have performed by consultant forces: (a) the design of the PROJECT (including the development of plans, specifications, and estimates); (b) the completion of the NEPA documentation in conformance with 23 CFR Part 771; (c) the acquisition of environmental permits and clearances; (d) coordinate utility relocations; and (e) the advertisement, award, and construction management of the PROJECT, as outlined in Attachment A, in accordance with Federal, State, and local laws, regulations, ordinances, and policies, including, but not limited to, those listed in the FHWA “Contract Administration Core Curriculum Participant’s Manual and Reference Guide” at http://www.fhwa.dot.gov/programadmin/contracts/coretoc.cfm, incorporated herein by reference. The PROJECT shall be designed and constructed in accordance with RTC standards. The PROJECT shall be operated and maintained in accordance with applicable Federal, State, and local laws, regulations, ordinances, and policies.

2. To enter into agreements with Washoe County and the City of Reno to: (a) require those utility companies having franchise agreements with Washoe County or the City of Reno, when permitted under the terms of the franchise agreement, to relocate their facilities, if necessary, or otherwise accommodate the new improvements at no cost to the PROJECT or

RTC; (b) accept the right-of-way acquired by the RTC for the PROJECT; and (c) to accept maintenance responsibilities, including utility costs, for the improvements constructed as part of the PROJECT, upon completion and the DEPARTMENT's final written acceptance of the PROJECT.

3. To coordinate and provide a liaison for the relocation or adjustment of utilities in accordance with applicable State and Federal regulations, including, but not limited to, NAC Chapter 408 and 23 CFR Part 645.

4. To ensure that any utility relocations are performed in compliance with ADA requirements.

5. To invite the DEPARTMENT to PROJECT meetings, including, but not limited to, field reviews, right-of-way settings, review meetings, and the pre-construction conference.

6. To submit to the DEPARTMENT for review and approval preliminary plans at sixty percent (60%), ninety percent (90%), and one hundred percent (100%) design phases. The ninety percent (90%) and one hundred percent (100%) submittals shall include the PROJECT specifications, cost estimate, and bid documents, which must include the provisions listed in Attachment B "Required Documents in Bid Packets of Projects," attached hereto and incorporated herein.

7. To provide the DEPARTMENT a written certification, accompanied by supporting documentation, evidencing that: (a) the proposed improvements will be constructed on property owned or authorized to be used by the RTC; (b) any right-of-way acquired for the PROJECT has been obtained in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970, as amended; and (c) any utility relocations and /or adjustments were completed in accordance with federal and state regulations. The RTC shall submit the certification to the DEPARTMENT concurrent with its provision of the ninety percent (90%) submittal.

8. To proceed with the PROJECT advertisement only after receiving a written “Notice to Proceed” from the DEPARTMENT.

9. To submit to the DEPARTMENT three (3) final sets of plans, specifications, estimates, and bid documents for the DEPARTMENT’s use.

10. To perform the construction administration of the construction contract by providing appropriate personnel to: (a) observe, review, inspect, and perform materials testing; (b) be in responsible charge of the construction; (c) be capable of answering any question that may arise in relation to the contract plan and specifications during construction; (d) be responsible for ensuring that all applicable NEPA environmental permits and clearances requirements for monitoring and mitigation during construction of the PROJECT are being met; (e) be responsible for monitoring compliance with legal, contractual, and regulatory requirements, including reporting requirements; and (f) to report to the DEPARTMENT’s Resident Engineer on administration of the contract, compliance with Federal requirements, and the contractor’s acceptable fulfillment of the contract.

11. To submit to the DEPARTMENT for review and approval any addenda, supplementals, and change orders and to obtain written DEPARTMENT approval for any

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addenda, supplementals, and change orders prior to incorporating them into the PROJECT.

12. To allow the DEPARTMENT and its designated representatives to monitor all work associated with the PROJECT during construction.

13. To incorporate all required DBE goals and/or training hours into the contract for the PROJECT as well as all applicable Federal and State required provisions and terms regarding the DBE goals and/or training hours.

14. To submit to the DEPARTMENT the DBE information submitted by bidders on the PROJECT demonstrating their compliance with 49 CFR Part 26, along with any supporting documentation required to clarify the DBE information, for review and confirmation by the DEPARTMENT prior to making a determination of the lowest responsive and responsible bidder.

15. To monitor the consultant and/or contractor on the PROJECT to ensure that DBE goals and/or training hours are being met in accordance with all applicable Federal and State laws, including, but not limited to, 49 CFR Part 26, and to make available to the DEPARTMENT all necessary documents to support compliance with the DBE and/or training standards.

16. To perform PROJECT documentation and quality control during contract administration according to the RTC's established procedures, as approved by the DEPARTMENT. If the RTC does not have DEPARTMENT-approved procedures, it must then follow the procedures contained in the DEPARTMENT's "Documentation Manual" and "Construction Manual," incorporated herein by reference. The manuals may be obtained from the DEPARTMENT's Administrative Services Division.

17. To monitor compliance with subcontracting, prompt payments, and DBE requirements using B2GNow for tracking and reporting purposes and require contractors and subcontractors to use and submit documentation through B2GNow.

18. To provide to the DEPARTMENT all reporting and project documentation, as necessary for financial management, required by applicable Federal requirements, and any future Federal reporting requirements, and to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A.

19. As work progresses on the PROJECT, the RTC shall provide the DEPARTMENT with monthly invoices for payment of the PROJECT costs. The final invoice must be submitted within ninety (90) calendar days of the acceptance of the PROJECT by the DEPARTMENT. The invoice shall be based upon and accompanied by auditable supporting documentation. Total reimbursement shall not exceed the total obligated amount, as established in Article I, Paragraph 3, less any DEPARTMENT eligible PROJECT costs. The estimated DEPARTMENT PROJECT costs are shown in Article III, Paragraph 5. Invoices for the preliminary engineering and right-of-way phases shall be forwarded to the DEPARTMENT's Local Public Agency Coordinator for payment processing. Invoices for the construction phase, including the final invoice, shall be forwarded to the DEPARTMENT's Resident Engineer for review. The DEPARTMENT's Resident Engineer shall forward the invoice to the DEPARTMENT's Local Public Agency Coordinator for payment processing. Eligible PROJECT costs are those costs as defined in 2 CFR Part 200, and the SAM.

20. To be responsible for the fifty-eight and 11/100 percent (58.11%) match of Federal

funds in an amount not to exceed Thirty-Four Million Six Hundred Seventy-Five Thousand and No/100 Dollars ($34,675,000.00) and for one hundred percent (100%) of all costs exceeding the obligated Federal funds subject to the RTC's budgeted appropriations and the allocation of sufficient funds by the governing body of the RTC. The RTC agrees the DEPARTMENT and the State of Nevada are not responsible for any costs exceeding the obligated Federal funds.

21. To accept maintenance responsibilities for the improvements consisting of reconstructing the roadway with stormwater improvements and a separate multi-use path constructed as part of the PROJECT upon its completion and the DEPARTMENT's final written acceptance of the PROJECT. The level of maintenance effort shall be commensurate with the RTC's overall maintenance budget allocated by the RTC's governing body.

22. To complete and sign Attachment C – "Affidavit Required Under 23 U.S.C. Section 112(C) And 2 CFR Parts 180 and 1200 - SUSPENSION OR DEBARMENT" and Attachment D – "Certification Required by Section 1352 of Title 31, United States Code, Restrictions of Lobbying Using Appropriated Federal Funds," "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities," and "Disclosure of Lobbying Activities" attached hereto and incorporated herein.

ARTICLE III - IT IS MUTUALLY AGREED:

1. The term of this Agreement shall be from the date first written above through and including June 30, 2032, or until the construction of all improvements contemplated herein has been completed and accepted by the DEPARTMENT, whichever occurs first, save and except the responsibility for maintenance as specified herein.

2. Costs associated with this Agreement will be administered in accordance with the cost principles contained in 2 CFR Part 200. Indirect costs are eligible for reimbursement. The RTC's indirect rate shall be approved by its cognizant federal agency and that approval provided to the DEPARTMENT. Fringe benefit rates must be approved by the DEPARTMENT on an annual basis to be eligible for reimbursement.

3. The description of the PROJECT may be changed in accordance with Federal requirements and by mutual written consent of the parties.

4. Each party agrees to complete a joint final inspection prior to final acceptance of the work by the DEPARTMENT.

5. The following is a summary of the estimated PROJECT costs and available funds:

Total Estimated PROJECT Costs:

DEPARTMENT Construction Engineering Costs:	$	280,000.00
RTC Construction Engineering Costs:	$	3,391,120.00
Construction Costs:	$	56,003,880.00
Total Estimated PROJECT Costs:	$	59,675,000.00

Available Funding Sources:

Federal RAISE Grant Funds:	$	25,000,000.00
RTC Match Funds:	$	34,675,000.00
Total PROJECT Funding:	$	59,675,000.00

6. The RTC may not incur any reimbursable PROJECT costs until this Agreement is executed by both parties, and the DEPARTMENT has issued a written "Notice to Proceed." The "Notice to Proceed" includes the "project end date," which establishes the limit of federal participation for a project or phase of work associated with a project. The "project end date" is mutually established by both parties in conformance with the requirements of 2 CFR Part 200. The RTC is responsible for any costs incurred on the PROJECT after the "project end date." The RTC agrees the DEPARTMENT and the State of Nevada are not responsible for any costs incurred after the "project end date."

7. The total PROJECT costs shall be determined by adding the total costs incurred by the DEPARTMENT and the RTC for construction engineering and construction costs. The RTC match will be calculated using the applicable percentage of the total PROJECT costs eligible for Federal funding. Subject to budgeted appropriations and the allocation of sufficient funds by the governing body of the RTC prior to entering into this Agreement, the RTC is responsible for one hundred percent (100%) of all costs not eligible for Federal funding. The RTC agrees the DEPARTMENT and the State of Nevada are not responsible for any of those costs. Eligible PROJECT costs are those costs as defined in 2 CFR Part 200, and the SAM.

8. An alteration requested by either party which substantially changes the services provided for by the expressed intent of this Agreement shall be considered extra work and shall be specified in a written amendment which will set forth the nature and scope thereof. The method of payment for such extra work shall be specified at the time such amendment is written.

9. The RTC's total estimated PROJECT costs may not be an accurate reflection of the final cost. The final costs may vary widely depending on the Contractor's bid prices. The parties acknowledge and agree that the total estimated PROJECT costs set forth herein are only estimates and that in no event shall the DEPARTMENT or federal funding portion exceed the total obligated amount, as established in Article I, Paragraph 3.

10. Plans, specifications, estimates, and bid documents shall be reviewed by the DEPARTMENT for conformity with the Agreement terms. The RTC acknowledges that review by the DEPARTMENT does not include detailed review or checking of major components and related details or the accuracy and sufficiency of such deliverables.

11. This Agreement may be terminated by mutual consent of both parties without cause. The parties expressly agree that this Agreement shall be terminated upon written notification if for any reason Federal and/or State and/or RTC funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

12. Should this Agreement be terminated by the RTC for any reason prior to the completion of the PROJECT, or the Agreement is terminated by the DEPARTMENT due to the RTC's failure to perform, the RTC shall reimburse the DEPARTMENT for any payments made to the RTC and any PROJECT costs incurred by the DEPARTMENT.

13. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT: Tracy Larkin Thomason, P.E., Director
Attn: Aron Chan, P.E.
Local Public Agency Coordinator
Nevada Department of Transportation
Roadway Design
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7519
Fax: (775) 888-7401
Email: aron.chan@dot.nv.gov

FOR RTC: Bill Thomas, AICP, Executive Director
Attn: Bryan Byrne, P.E., Project Manager
Regional Transportation Commission of Washoe County
1105 Terminal Way, Suite #108
Reno, NV 89502
Phone: (775) 335-1881
Fax: (775) 348-1058
Email: bbyrne@rtcwashoe.com

14. Up to the limitation of law, including, but not limited to, NRS Chapter 41 liability limitations, each party shall be responsible for all liability, claims, actions, damages, losses, and expenses, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers and employees.

15. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT or RTC breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

16. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

17. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement, and this Agreement shall be construed as if such provision did not exist, and the unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

18. Failure to declare a breach or the actual waiver of any particular breach of the Agreement and 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 breach, including a breach of the same term.

19. Except as otherwise expressly provided herein, all property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

20. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create any rights in any person or entity, public or private, a third-party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit pursuant to the terms or provisions of this Agreement.

21. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and to present to the DEPARTMENT, FHWA, the U.S. Department of Transportation's Inspector General, the Comptroller General of the United States, or any of their duly authorized representatives, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

22. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement 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 one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

23. In connection with the performance of work under this Agreement, the parties agree not to discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, age, disability, pregnancy, sexual orientation, genetic information (GINA), or gender identity or expression, 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. The parties further agree to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

24. Pursuant to all applicable laws, including, but not limited to, the Civil Rights Act of 1964, the Federal Highway Act of 1973, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, the parties shall ensure that no person shall on the grounds of race, color, national origin, sex, age, and handicap/disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity conducted by the recipient regardless of whether those programs and activities are federally-funded or not.

25. Neither party shall assign, transfer, or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

26. The parties hereto represent and warrant that the person executing this Agreement

on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

27. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

28. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law.

29. All references herein to federal and state code, law, statutes, regulations, and circulars are to them, as amended.

30. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

31. This Agreement constitutes the entire agreement of the parties and as such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

32. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original Agreement and each of which shall constitute one and the same Agreement. The counterparts of this Agreement may be executed and delivered by facsimile or other electronic signature (including portable document format) by either of the Parties and the receiving Party may rely on the receipt of such document so executed and delivered electronically or by facsimile as if the original had been received.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Regional Transportation Commission of Washoe County

Bill Thomas, AICP
Executive Director

State of Nevada, acting by and through its DEPARTMENT OF TRANSPORTATION

On behalf of Director

Approved as to Legality & Form:

Deputy Attorney General

DRAFT

Attachment A

SCOPE OF WORK
LEMMON DRIVE TRAFFIC IMPROVEMENTS AND RESILIENCY PROJECT

Improve traffic operations and add resiliency through stormwater and other improvements on Lemmon Drive, from Fleetwood Drive to Ramsey Way, 3.7 miles



REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.4.5**

To: Regional Transportation Commission

From: Michele Payne, Property Agent

SUBJECT: Resolution of Condemnation – Palladio Condominium Association

RECOMMENDED ACTION

Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire property and/or property interests on APN 011-521-06 from Palladio Condominium Association, which are needed to construct the Sierra Street Bridge Replacement Project.

BACKGROUND AND DISCUSSION

The purpose of the project is to construct roadway capacity and drainage and safety improvements along Sierra Street between First Street and Island Avenue. The 100% design plans for the project are complete. The project is currently scheduled to begin construction in Spring 2027.

Through an Interlocal Cooperative Agreement with the City of Reno and Washoe County dated February 10, 2022, RTC has been authorized to negotiate and/or initiate eminent domain proceedings to property when necessary for the project. RTC needs to acquire property and/or property interests as specified in the attached Resolution of Condemnation.

RTC has been working with the property owner in an effort to reach a mutually acceptable agreement. Those efforts have been unsuccessful to date. In order to avoid potential delays to the project, staff is requesting approval of this Resolution of Condemnation to authorize RTC to initiate condemnation proceedings and seek a court-ordered right-of-entry and/or order for immediate occupancy, if needed. RTC will continue to work with the property owner and attempt to reach a mutually acceptable agreement. RTC has provided notice of this agenda item to the property owner as required by NRS 241.034.

FISCAL IMPACT

The costs to acquire property for the project have been budgeted; however, the actual fiscal impact cannot be determined at this time.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

RESOLUTION OF CONDEMNATION 26-18

WHEREAS, it is necessary for the Regional Transportation Commission of Washoe County, Nevada ("RTC") to provide regional transportation facilities which are of a quality and standard necessary to satisfactorily meet the needs of the traveling public; and

WHEREAS, pursuant to an Interlocal Cooperative Agreement ("ICA") between the RTC and the City of Reno on dated February 10, 2022, the City of Reno authorized the RTC to initiate such eminent domain proceedings as may be necessary for the Sierra Street Bridge Replacement Project (the "Project"); and

WHEREAS, Chapter 277A of Nevada Revised Statutes provides that the RTC may exercise the power of eminent domain, if the city or county which has jurisdiction over the property approves; and

WHEREAS, the current owner of record of the property interests to be acquired, as listed in the records of the Washoe County Recorder's Office and insofar as is known to RTC, is Palladio Condominium Association.

NOW, THEREFORE, BE IT RESOLVED, that RTC does hereby find:

1. RTC needs the property interests attached hereto for the Project (collectively, the "Property Interests"). The Property Interests are shown in the schedules attached hereto.

2. RTC staff has previously contacted the owner(s) about the Property Interests. While there have been discussions, proposals and offers made, the efforts to reach a mutually acceptable agreement for the acquisition of the Property Interests through purchase have been unsuccessful to date.

3. The Property Interests to be acquired in conjunction with the above reference Project are to be applied to public use, to wit, the Project.

4. The Property Interests described herein are necessary for such public use.

5. By certified mail sent on November 5, 2026, proper notice of the RTC's intent to consider eminent domain action to acquire the Property Interests of the above referenced owner(s) has been given as required by NRS 241.034.

NOW, THEREFORE, BE IT FURTHER RESOLVED, based on the aforementioned findings of fact, that the RTC does hereby direct:

1. RTC's legal counsel shall initiate, if needed, eminent domain proceedings on behalf of the RTC in accordance with provisions of Chapters 37 and 277A of Nevada Revised Statutes to acquire the Property Interests.

2. RTC's legal counsel shall commence and prosecute, in the name of the RTC, eminent domain proceedings in the court having jurisdiction of the Property Interests.

3. RTC's legal counsel is authorized to pursue all actions deemed appropriate for the successful prosecution of this case, including but not limited to, an application to the court for an order permitting RTC to take immediate possession of the Property Interests for the construction of the Project, upon complying with conditions imposed by law.

PASSED, ADOPTED AND APPROVED on November 20, 2026.

_____

Alexis Hill, Chair
Regional Transportation Commission of Washoe County

Attachments

Schedule 1 – Temporary Construction Easement on a portion of APN 011-521-06

LEGAL DESCRIPTION PREPARED BY:
HALANA D. SALAZAR, PLS
JACOBS ENGINEERING
50 W. LIBERTY ST., SUITE 205
RENO, NV 89501

EXHIBIT "A"
TEMPORARY CONSTRUCTION EASEMENT NO. 1
LEGAL DESCRIPTION

Ptn. of APN 011-521-06

Situate, lying and being in the City of Reno, County of Washoe, State of Nevada, and more particularly described as being a portion of the SE 1/4 of Section 11, T. 19 N., R. 19 E., M.D.M.; and further described as being a portion of the parcel shown on that certain OFFICIAL PLAT OF THE PALLADIO A CONDOMINUM SUBDIVISION, Condominium Tract Map 4789A, File No.3541499, filed for record June 7, 2007, in the Official Records of Washoe County, Nevada, and more fully described by metes and bounds as follows:

BEGINNING at a point on the southerly boundary line of the parcel of land shown on said Tract Map 4789A, which is coincident with the northerly right-of-way line of Truckee River Lane shown on that certain PLAT ESTABLISHING NORTH LINE OF TRUCKEE RIVER LANE, TRACT MAP 498, File No. 234100, filed for record October 29, 1954, in the Records of Washoe County, Nevada, 96.93 feet right of and measured radially from Highway Engineer's Station "S" 15+59.67 P.O.C.; said point of beginning further described as bearing N. 39°50'04" E. a distance of 5,755.13 feet from the west quarter corner of Section 14, T. 19 N., R. 19 E., M.D.M.; said corner further described as being a 2 inch brass disk in a monument well stamped "T19 R19 S15 | S14 1/4 PLS 20461" shown and delineated as "S61SM01207" FOUND 2" Brass Disk in Mon Well, 1/4 Section 14 and 15 on that certain RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE AGREEMENT FOR MOLNAR, NELSON AND MCGEE, Record of Survey Map 5192, filed for record as File No. 3809312 on October 7, 2009, in the Official Records of Washoe County, Nevada; thence S. 63°57'33" W., along said southerly boundary line and said northerly right-of-way line, a distance of 64.69 feet to the right or easterly right-of-way line of Sierra Street; thence N. 12°55'47" W., along said easterly right-of-way line, a distance of 6.94 feet; thence along the following eleven (11) courses and distances:

1) N. 79°54'43" E. – 0.28 of a foot;

2) S. 52°04'18" E. – 5.88 feet;

3) N. 67°09'28" E. – 7.69 feet;

4) N. 57°54'01" E. – 4.85 feet;

5) N. 46°13'59" E. – 7.66 feet;

6) N. 66°07'26" E. – 4.32 feet;

7) N. 57°52'59" E. – 6.26 feet;

8) N. 44°10'44"E. – 10.04 feet;

9) N. 81°24'36" E. – 10.92 feet;

10) N. 71°39'57" E. – 8.97 feet;

11) S. 45°38'22" E. – 3.44 feet to the point of beginning;

said parcel contains an area of 249 square feet.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, West Zone as determined by the State of Nevada, Department of Transportation.



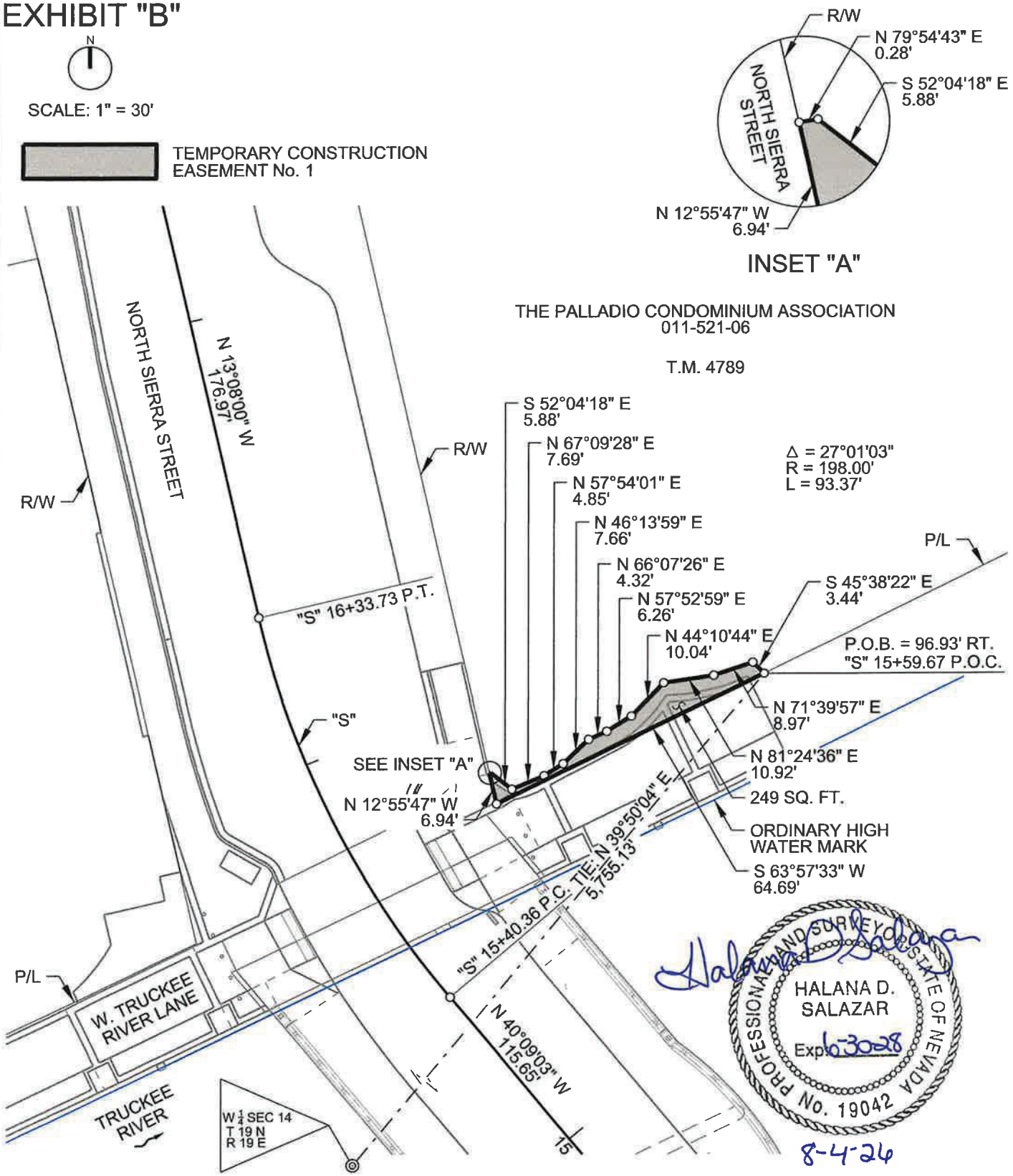
8-4-26

EXHIBIT "B"

N

SCALE: 1" = 30'

TEMPORARY CONSTRUCTION EASEMENT No. 1



PROFESSIONAL LAND SURVEYOR
HALANA D. SALAZAR
Exp: 6-30-28
STATE OF NEVADA
No. 19042

8-4-26

OWNER:	THE PALLADIO CONDOMINIUM ASSOCIATION, A NEVADA NONPROFIT CORPORATION
ASSESSOR PARCEL NO's:	APN 011-521-06
SECTION, TOWNSHIP, RANGE:	SE 1/4 SECTION 11, T. 19 N., R. 19 E.
AREA:	249 SQUARE FEET
LOCATION:	CITY OF RENO, COUNTY OF WASHOE

PROPERTY LOCATION MAP

JOB NO: W7Y56600

DATE: 08/31/2025

DRAWN BY: SB

CHECKED BY: HS

JACOBS
50 W. LIBERTY ST. STE #205
RENO, NV 89501
(775) 329-7300

SHEET 1 OF 1

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.5.1**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Construction/Maintenance Quarterly Update on Transit Stops

RECOMMENDED ACTION

Acknowledge receipt of this quarterly Construction/Maintenance update on Transit Stops as presented to the Citizens Multimodal Advisory Committee on November 4, 2026.

BACKGROUND AND DISCUSSION

The Citizens Multimodal Advisory Committee (CMAC) provides information and advice regarding the construction, installation and maintenance of benches, shelters and transit stops for passengers of the RTC transit system as required by NRS 277A.355. The Committee will have this topic as a discussion item at least four times a year.

At the CMAC meeting on November 4, 2026, RTC staff gave a presentation to the Citizens Multimodal Advisory Committee regarding the following:

Improvements (August 2026 - October 2026)

- Installed trash cans at the following locations:
  - Avenida de Landa and Chesterfield Ln (Route 4)
  - South Meadows Parkway and Evergreen Street (Route 6)
  - Lear Blvd and Moya Blvd (Route 7)

- Installed a shelter at Robb Drive at McQueen High School (Route 4)

Future/Ongoing Improvements

- RTC Bus Stop Improvement 26-01: Construction of future bus stops has recently started and includes:
    - Second Street at Walmart (Route 9,12,18)
    - Sun Valley Boulevard at First Avenue (Route 5)
    - El Rancho Drive at Weems Way (Route 5)
    - Glendale Avenue at Deming Way (Route 18)
    - Wedekind Road at Helena Avenue (Route 5)
    - Wedekind Road at Whitfield Way (Route 5)
    - Wedekind Road and Clear Acre Lane (Route 5)
    - Wedekind Road and Montello Street (Route 5)

FISCAL IMPACT

Funding for improvements occurring between July 1, 2026 and June 30, 2027 is included in the FY 2026 Budget. Funding for improvements occurring after July 1, 2027 will be included in future budgets.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 4.5.2**

To: Regional Transportation Commission

From: James Gee, Director of Public Transportation and Operations

SUBJECT: Purchase of Five (5) Gasoline Cutaway Buses, State of Washington Transit Buses Master Contract No. 04824-02

RECOMMENDED ACTION

Approve a contract for the purchase of five (5) Senator II – Chevrolet gasoline Cutaway light duty buses from Model 1 Commercial Vehicles utilizing the State of Washington Transit Buses Master Contract No. 04824-02, in an amount not-to-exceed $745,061.25.

BACKGROUND AND DISCUSSION

In FY 2027, RTC budgeted for the replacement of FlexRIDE vehicles for its microtransit fleet. These vehicles will replace current fleet vehicles that have reached the end of their useful life. RTC is in the process of finalizing contract terms that will supplement the terms of the State of Washington joint procurement contract. Those terms will be consistent with the material terms described in this staff report and contained in the attached quote from Model 1.

RTC expects delivery of these new vehicles in Spring 2027. The retired vehicles will be auctioned, and, if necessary, any applicable proceeds will be returned to the Federal Transit Administration (FTA). Purchasing these buses will not require additional driver training or increase costs with the contractor.

FISCAL IMPACT

Federal Funding (80%) and Local Sales Tax match (20%) appropriations for these vehicles is included in the FY2027 capital budget for this action.

PREVIOUS BOARD ACTION

12/19/2025 - Approved a contract with New Flyer to purchase nineteen (19) hybrid diesel-electric buses utilizing the State of Washington's Cooperative Purchasing Agreement for Transit Buses Master Contract No. 06719-0110, in an amount not-to-exceed $23,425,495.77.

MODEL 1
COMMERCIAL VEHICLES

STARTRANS BUS
a division of Forest River, Inc.

WASHINGTON STATE TRANSIT BUS COOPERATIVE

TRANSIT BUSES - LIGHT AND MEDIUM DUTY

Price Agreement #: NO. 04824-02

FY 2026 - YEAR ONE

Preparer:	Jay Holzhuter
Email:	jholzhuter@model1.com
Phone:	(650) 222-2621

Base Model

StarTrans Senator II 10&2

Priced Configuration

Base Model Price:	$	107,151.00
Contract Options:	$	27,501.25
Unpublished Options:	$	9,900.00

County Delivery Cost / **N/A**

Vehicle Length	Lift Position	WC Positions	Total # Passengers	CDL Required
23'	REAR	2	10	NO

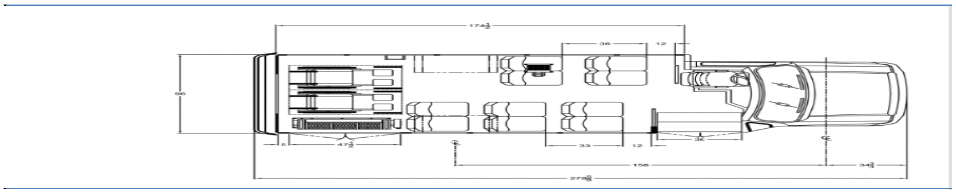
Freight (IN to NV)	$	4,460.00
Per Vehicle Price:	**$**	**149,012.25**

QTY Vehicles: 5 **Total Contract Price:** **$ 745,061.25**

Customer Info RTC

Customer:	RTC of Washoe County
Address:	1105 Terminal Way
Contact:	Mark Schlador
Office Phone:	(775) 335-1857
Mobile Phone:	(775) 954-6140
E-Mail:	Mschlador@rtcwashoe.com

Base Floorplan



Base Model Features

SENATOR II - CHEVROLET 12,300 GVW	QTY
Senator II 22 159" WB 6.6L V-8 Gas Engine	1
SPECIAL INSTRUCTIONS OR NOTES	**1**
INCLUDE 4-CORNER WEIGHT TICKET WITH SHIPMENT	1
WATER LEAK TEST FOR 15 MINUTES MINIMUM	1
NON-RETRACTABLE SEAT BELTS ON ANY SEAT AGAINST REAR WALL, IF EQUIPPED.	1
MIN 26" HIP-TO-KNEE SEAT SPACING	1
SPECIAL BUILD OPTIONS	**1**
ROAD TEST FOR 25 MILES	1
STAINLESS STEEL EXHAUST BEHIND REAR AXLE	1
EXTERIOR FASTENERS TO BE STAILESS STEEL (WHEEL WELLS)	1
WARRANTY	
3 Year / 36,000 Mile Limited Warranty	1
ELECTRICAL SYSTEM	
Intermotive Flex Tech Electrical System	1
SIDEWALL / REARWALL / CEILING	
Sidewall: Grey FRP	1
Driver Area: Grey Padded Vinyl	1
FRP on Ceiling, Grey	1
FRP on Rearwall, Grey	1
FLOORING - WHITE NOSING IS STANDARD	
Aisle: Gerflor Sirius NT #6801 Graphite (Black)	1
Under Seats: Gerflor Sirius NT #6801 Graphite (Black)	1
Fuel Tank Access Plate In Floor *N/A All Applications - Check Availability	1
ALL CUTS & EDGES IN PLYWOOD SUB-FLOORING TO BE SEALED	1
WITH STANDARD FLOOR, USE LOWERED ENTRY STEPWELL (Eng Drawing # 31-28-0096-14) TO MEET 12" FROM GROUND REQUIREMENT	1
CHASSIS	
Front End Alignment - Chevy	1
Front Mud Flap (1), Passenger Side Only **(to be used with Running Board) -** NOT AVAILABLE ON FORD TRANSIT	1
Heavy Duty Anti-Slip Aluminum Running Board on Driver Side (Large) (NOT AVAILABLE ON FORD TRANSIT)	1
Rear Tow Hooks	1
Mor-Ryde RS Suspension **(SUBJECT TO WEIGHT ANALYSIS APPROVAL)**	1
Exterior Mirror Set, Remote/Heated, Chevy	1
ADD STAINLESS STEEL ARMS TO ROSCO MIRRORS	1
Valve Stem Extender Inner Dual Rear Wheel, pair	1
AC DELCO AGM Battery 760CCA	2
Coolant To Be Tested & Labeled To -34°F	1
ALIGNMENT TO INCLUDE CASTER & CAMBER - SEND REPORT WITH BUS	1
ENVIRONMENTAL CONTROL	
TRANS/AIR AIR CONDITIONING SYSTEMS	1
TRANS/AIR 3500 / 4500 GASOLINE ENGINE A/C OPTIONS	1
TA73 SUPER 15 90K TA73 EVAP - SC3LP COND	1
TA73 SUPER 15 CHEVY 6.6L PREMIUM GAS ENGINE	1
TRANS AIR ADJUSTABLE LOUVRES ON EVAPORATOR UPCHARGE	1
HEATERS	1
Hot Water Heater, 70K BTU - Floor Mounted	1
MISCELLANEOUS	1

Base Model Features

IF 2ND REAR HEATER ADDED, INCLUDE BOOSTER PUMP		1
ELECTRICAL		
Stainless Steel Battery **Box & Tray**	*IS 304 REQUIRED?* **NO**	1
Light in Engine Area		1
Wiring Diagram "AS BUILT" ON USB Flash Drive		**1**
EXTERIOR LIGHTS		
Surface Mount LED Entry Door Exterior Light - STD Choose Optional Below or Special builds		1
Armoured Marker Lights		1
LED Rear Center Mount Brake Light, **Rectangular**		1
LED Mid-Ship Turn / Marker Lights		1
ARMOR ON SIDE MARKERS ONLY. NOT NEEDED ON ALL MARKER LIGHTS		1
INTERIOR LIGHTS		1
Additional Interior LED Dome Lamp - Each		2
Door Activated Interior Lights		1
6 DOME LIGHTS: 4 ON SS, 2 ON CS		1
AUDIO / VISUAL		1
CHEVY OEM RADIO ORDERED ON CHASSIS		1
4 Speakers with Wire to Chassis OEM Radio (if supplied)		1
DOORS / HATCH / WINDOWS		
Passenger Door Electric (standard)		1
Passenger Door 36" ROUGH OPENING (STANDARD)		1
DOOR HEADER ACCESS PANEL - DOOR MUST BE HINGED WITH (2) THUMB LATCHES		1
LUGGAGE RACK / STORAGE		1
Driver Storage in Cab Overhead with Lock (ABS BOX)		1
HOLD OPEN DEVICE		1
PARATRANSIT OPTIONS		
DUAL panel wc doors / Right hand **LOCKING** handle / **ALUM** frame / **ALUM** ext door panels		1
IS THE LIFT IN THE FRONT OR REAR OF THE UNIT?	**REAR**	
BRAUN LIFTS		1
Braun Century NCL919-2 800# Lift (34"x51") *N/A FRONT LIFT 138/139"WB		1
LIFT FAST IDLE WITH 403 INTERLOCK		1
INTERMOTIVE Gateway 605-F Fast Idle with Lift Interlock GM Gas		1
Q Straint W.C. Securement Kits, Accessories		1
Q-Straint Belt Cutter (ship loose)		1
Q'STRAINT Q-8100-A1-HR-L QRT Deluxe Kit for L-Track with retractable shoulder/lap belt combo & retractable height adjuster		1
Miscellaneous Accessories		1
Priority Seating Sign **Required for ADA Compliance**		1
Wheelchair Decal (International Symbol of Accessibility) Each		1
SAFETY OPTIONS		
5 Lb Fire Extinguisher		1
25 Unit First Aid Kit		1
Emergency Triangle Kit		1
Back-Up Alarm SAE Type C 97 db(A)		1
STANDARD ROSCO STSK4750 BACK-UP CAMERA SYSTEM W/ 7" REARVIEW MONITOR /		**1**
Interior Convex Mirror 6"x9"		1
GRAB RAIL / STANCHION / PANELS		
Ceiling Grab Rail - Install on **Street Side**		1
Left Hand Entry Vertical Grab Rail - 1 1/4"		1
1 1/4" Dual Entry Grab Rails Parallel to Entrance Steps (both sides)		1
Stanchion and Modesty Panel at Entry Door		1

Base Model Features

Stanchion and Modesty Panel Behind Driver		1
FORMED END ON CEILING GRAB RAIL (CALTRANS STYLE)		1
SEATING - DRIVER		1
SHIELD FC Recliner(GM&Ford), RH Arm, 4 Position Lumbar, Mesh Pocket		1
FREEDMAN SHIELD DRIVER SEAT FABRICS		1
Driver Seat Cover - Level 5 Tower; Streamer; Carnival; Avanti		1
SEATING - PASSENGER		1
STD RIGID SEATS		1
Mid High Double Seat		5
PASSENGER SEAT FABRICS		1
Seat Cover - Level 5 Tower; Streamer; Carnival; Avanti		10
SEAT OPTIONS		1
Anti-Vandal Grab Handle, Black Ea **on:**	**AISLE SEATS ONLY**	5
SEAT BELTS		1
Seat Belt, Freedman USR Retractable (Per Person)		10

Number	Description	Specify (make/model if applicable)	Price	QTY	Total
	Chassis Options				
8	Spare tire and rim to match other wheels provided		$981.25	1	$981.25
	Battery Options				
2	Battery disconnect switch (Cole Hersey 48160 or equivalent) rated at 2000 Amps intermittent and 300 Amps continous		$193.75	1	$193.75
	Body Options				
13	Romeo Rim or equivalent "help" bumper - provide specifications	Romeo Rim	$1,256.25	1	$1,256.25
23	Roof ventilation/escape hatch	Transpec 1070	$656.25	1	$656.25
	Flooring				
1	Upgrade to 3/4" inch marine plywood		$856.25	1	$856.25
4	Alternative floor covering that meets FMVSS 302 and ADA requirements for slip resistance. A two inch wide band of contrasting color on step edges and aisle threshold directly behind driver required.	Gerflor Tarabus Sirius Anthracite	$356.25	1	$356.25
8	Flat floor landing with recessed track lighting as riser	Raised Floor 2 Step Entry W/Extra Step Up Behind Driver	$843.75	1	$843.75
12	Altro Meta		$918.75	1	$918.75
	Passenger Entrance				
1	Exterior key entry		$131.25	1	$131.25
7	Galvanized	Entry step & lower sides	$881.25	1	$881.25
	Driver's Seat				
4	Power Seat Pedestal	Adnik	$931.25	1	$931.25
5	Vinyl Adnik driver seat base cover		$100.00	1	$100.00
6	Shield driver seat		$1.25	1	$1.25
8	USSC G2E driver seat with no arm rests		$3,900.00	1	$3,900.00
	Seating Options				
10	Forward facing foldaway seat w/non-retracting seat belt- Notchback (Split back) Style	Double AM Notchback, Includes L5 Seatcover	$2,437.50	2	$4,875.00
16	Single Passenger Seat - Add or Deduct - if deduct, put amount in parenthesis ()	Includes L5 Seatcover, USR Seatbelts	$731.25	4	$2,925.00
	Lift and Securement Devices				
6	Additional WC position including track & securements	Q'STRAINT Q-8100-A1-HR-L QRT Deluxe Kit for L-Track with retractable shoulder/lap belt combo & retractable height adjuster	$906.25	2	$1,812.50
8	Additional Track	Price per foot	$37.50	100	$3,750.00
	Stanchions and Handrails				
6	Driver's partitions - full length Lexan/Plexiglas behind driver		$406.25	1	$406.25
8	Ceiling grab rail extending the length of one side of the aisle on vehicles under 22', excluding wheelchair securement area		$181.25	2	$362.50
	Heating, Ventilation, Air Conditioning				
15	Heater hose, upgrade to silicone		$312.50	1	$312.50
	Lights				
10	Additional entryway lighting		$62.50	1	$62.50
	Accessory Options				
6	Backup viewing camera & color LCD monitor screen		$731.25	1	$731.25
19	Driver's coat hook, fold up		$31.25	1	$31.25
	Other				
14	Fresnal (fish-eye) lens on rear window		$68.75	1	$68.75
45	Pre-wire for Electronic Fare box (radio)	PRE-WIRE FOR FAREBOX BATTERY HOT, IGNITION HOT, GROUND TERMINATE AT DRIVER STANCHION WITH 36" WIRE LOOP	$156.25	1	$156.25
Total					27501.25

Qty	Description	FY 2023 List Price	QTY Total
1	Altro Meta Gray Genome	$ 1,000.00	$ 1,000.00
3	Yellow Step Nosing	$ 50.00	$ 150.00
1	Driver's Running Board	$ 500.00	$ 500.00
1	Additional 12v Power at "B" Pillar	$ 75.00	$ 75.00
1	LED Light at Driver's Stepwell	$ 75.00	$ 75.00
1	Armoured Marker Lights	$ 150.00	$ 150.00
1	Large Driver's Overhead Storage Box	$ 250.00	$ 250.00
1	"Watch Your Step" Sign	$ 50.00	$ 50.00
1	Yellow Standee Line	$ 50.00	$ 50.00
1	Delete Forest River / Ford Badging	$ 150.00	$ 150.00
1	All Decals in English and Spanish	$ 350.00	$ 350.00
1	REI - 6 Camera 2TB Surviellence System	$ 7,100.00	$ 7,100.00
			$ -
			$ -
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			$ -
			$ -
			$ -
			$ -
-	**Subtotal CBS Unpublished Options:**		$ 9,900.00

Meeting Date: 11/20/2026 **Agenda Item: 5.1.**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: 2026 General Election Results and Electric and Hybrid Vehicle Parity Fee Legislation

RECOMMENDED ACTION

Receive a presentation from Michael Hillerby of Kaempfer Crowell, Ltd., on the results of the 2026 election, including voter approval of the advisory question related to support for an annual road use fee on electric and hybrid vehicles in Washoe County (WC-1); authorize the Executive Director to work with stakeholders to pursue legislation during the 2027 Nevada Legislative Session that would authorize the Washoe County Board of Commissioners to impose and collect a fee on electric and hybrid vehicles for regional street and highway projects. (For Possible Action)

BACKGROUND AND DISCUSSION

On November 3, 2026, Washoe County voters approved advisory question WC-1, which asked voters whether they support an annual road use fee on electric and hybrid vehicles in Washoe County with the revenue to be used by RTC for the funding of roadway projects. Almost 65% of voters voted yes on WC-1 and in favor of such a fee.

The intent of WC-1 was to determine if voters approved of imposing a fee so that the owners of electric and hybrid vehicles would pay some fair share of the cost to construct and maintain the roadways they drive on. Currently, Washoe County's motor vehicle fuel taxes and the revenues directed to the Regional Street and Highway Fund are the primary source of funding for roadway construction and maintenance projects identified in the Regional Transportation Plan. The rates of portions of these taxes increase annually based on the Producer's Price index, so that revenues can keep pace with inflationary effects on the costs of roadway projects. However, in recent years, the rise in electric and hybrid vehicle ownership, and improved fuel efficiency for combustion-powered vehicles, has resulted in a trend of vehicle miles traveled increasing at a faster rate than the number of taxable gallons sold in Washoe County. The decline in taxable gallons sold impacts the effectiveness of fuel tax as the primary funding source for roadway construction and maintenance needs in Washoe County. RTC's position, based on previous RTC Board

direction and staff recommendations is that all drivers should pay some fair share of the cost to construct and maintain the roadways they drive on.

Fuel taxes are the primary source of funding for roadway projects on the federal level and in most states and municipalities. Like other states, federal and state fuel taxes are the primary source of funding for state level roadway projects in Nevada and local fuel taxes are the primary source of funding in counties. The rise of electric and hybrid vehicles, and the corresponding decline in taxable fuel sales and increase in vehicle miles traveled, is impacting transportation funding in those jurisdictions as well. Most states have adopted some type of additional charge, fee, or tax on electric and hybrid vehicles to address those impacts and replace lost fuel tax revenue. So far, Nevada has not.

The Nevada Legislature has recognized this situation as a statewide issue. The Nevada Legislature has considered the issue of transportation funding and the highway fund impact of more fuel efficient, electric and hybrid vehicles on multiple occasions in recent years. SCR3 and AB483 were passed in the 80th (2019) Session, and AB413 was passed in the 81st (2021) Session. AB413 directed the Legislative Committee on Energy to conduct an interim study to consider alternative solutions for transportation system funding in Nevada. An Advisory Working Group, including RTC, was formed to study sustainable long-term funding strategies to augment and/or replace motor fuel taxes. This process culminated in NDOT's Nevada Sustainable Transportation Funding Study which, among other recommendations, identified a flat fee on electric and hybrid vehicles as one of the first steps in a longer process to modernize the highway funding system. Despite the study findings, the legislature took no action to implement electric and hybrid vehicle fees during subsequent legislative sessions.

At the RTC Board's annual retreat meeting on March 14, 2025, the RTC Board and staff discussed authorized uses of various federal, state and local funding sources and the declining trend in fuel tax revenue receipts. As a takeaway from the discussion, RTC began efforts to pursue electric and hybrid vehicle revenue parity.

In 2025, RTC completed a regional road maintenance needs study that started in 2024. RTC contracted with Nichols Consulting Engineers to prepare the study. The results of the study were presented to the RTC Board on June 20, 2025. The study identified approximately $1.4 billion in total anticipated state, regional, and local funding shortfalls for roadway repair and maintenance needs in the region over a 10-year horizon (i.e., through 2035).

In 2025, RTC also commissioned the Kenny Guinn Center for Policy Priorities to study revenue options for transportation infrastructure. The results of the study were presented to the RTC Board on August 15, 2025. The study identified registration fees on electric and hybrid vehicles as the best option because of its ease of implementation, cost-effectiveness and revenue-generating potential.

Following the study, RTC commissioned a poll of likely voters in Washoe County. The intent of the poll was to gather data about voter sentiment regarding the ongoing erosion of transportation funding as consumers increasingly adopt electric and hybrid vehicles. The results of the poll were presented to the RTC Board on February 20, 2026. The results of the poll showed that likely voters understood the need for additional transportation funding, and broad support for an electric and hybrid vehicle fee so that all drivers would contribute to some fair share of the costs of roadway projects.

On February 20, 2026, RTC's Board directed the former Executive Director to present a request to the Washoe County Board of Commissioners that it place an advisory question on the November 3 general election ballot related to the need for new fees to be imposed on electric and hybrid vehicles. An additional poll of likely voters was done in late May and early June 2026 to verify voter intent. That poll found that broad support for this parity effort continued. On June 23, 2026, the Washoe County Board of Commissioners voted to place WC-1 on the ballot. The ballot question materials included the statement that the authority to enact the fee must be approved by the Legislature.

On June 25, 2026, Michael Hillerby gave an update to the RTC Board on efforts related to the potential fee and a potential bill for the 2027 Legislative Session that would enable Washoe County to impose the fee. RTC then submitted a request for a bill draft to Legislative Counsel prior to the election as a placeholder, pending the results of the election. NRS 218D.211 authorizes RTC to submit a request for one bill each regular legislative session. NRS 218D.211 requires the request to be submitted on or before September 1. RTC submitted its bill draft request form on August 21, 2026. The bill draft request was assigned as BDR 43-555.

On November 9, 2026, RTC received an initial draft of BDR 43-555 from Legislative Counsel. RTC staff and consultants have reviewed the draft. The time to review the draft was short, and the opportunity to request changes limited, because BDR 43-555 needed to be pre-filed with the Legislature by November 18, 2026. A bill draft request that is not pre-filed by that deadline is deemed by statute to be withdrawn. RTC will work with Legislative Counsel to amend the bill, if needed, before and during the legislative process.

The 2027 Legislative Session begins on February 1, 2027. The bill will of course be subject to amendment during the legislative process. As the legislative process proceeds, RTC will want to make sure that the intent of the bill is accomplished without provisions that could undermine the intent or create unintended consequences. As of right now, the Executive Director recommends that the following details are most important to accomplish the intent of the bill:

1. The revenues will be deposited in the Regional Street and Highway Fund.
2. The funds will be distributed to local partners in the same manner and percentages as fuel taxes.
3. RTC will use the funds for regional street and highway projects the same as fuel taxes.
4. The rates will be based on some reasonable approximation of the average amount of fuel tax that drivers pay in Washoe County to achieve revenue parity, with the appropriate rate amounts and calculation mechanisms to be determined during the legislative process.
5. The rates will be adjusted annually for inflation the same as the indexed fuel tax.

The Executive Director recommends that RTC move forward with BDR 43-555 and work with Washoe County and other stakeholders to ensure coordination of efforts and that stakeholder input is heard, considered, and reflected to the maximum extent possible. If the Board approves this agenda item, those efforts will proceed and the Executive Director will report to the RTC Board periodically on progress and seek RTC Board input and action as appropriate or needed.

This item supports Strategic Roadmap Goal #6, "Sustainable transportation funding" and FY2027 RTC Goal, "Conduct public education addressing transportation funding implications of electric vehicle adoption in Washoe County in preparation for the 2027 Legislative Session."

FISCAL IMPACT

Staff and consultant time and costs to participate in the legislative session and pursue this legislation are included in the budget.

PREVIOUS BOARD ACTION

06/25/2026 - Received an update from Michael Hillerby of Kaempfer Crowell, Ltd., on efforts related to electric and hybrid vehicle fees and a Bill for the 2027 Legislative Session that would enable the Washoe County Board of County Commissioners to impose an electric and hybrid vehicle fee.

02/20/2026 - Received a report on the results of a Market Study on an electric and hybrid vehicle fee from Michael Hillerby; authorized the Executive Director to present the report to the Washoe County Board of County Commissioners and request an advisory ballot question be placed on the November 2026 ballot.

08/15/2025 - Received the Guinn Center report regarding available funding alternatives to construct and maintain regional roadways and provided direction to staff regarding policy options that could be pursued.

06/20/2025 - Received a report regarding regional road maintenance needs and available funding to perform roadway maintenance activities.

Meeting Date: 11/20/2026 **Agenda Item: 5.2.**

To: Regional Transportation Commission

From: Amanda Callegari, Engineering Manager

SUBJECT: Verdi and I-80 Transportation Improvements Update

RECOMMENDED ACTION

Receive a presentation on transportation improvements in the Verdi community.

BACKGROUND AND DISCUSSION

In July 2023, the Regional Transportation Commission (RTC) of Washoe County completed the Verdi Area Multimodal Study in collaboration with Washoe County, the City of Reno, NDOT, and the Verdi community. The study evaluated existing and future transportation needs associated with continued residential and commercial growth, including roadway safety, traffic operations, interstate access, and bicycle and pedestrian connectivity. Through technical analysis and community outreach, the study identified a series of short- and long-term recommendations intended to improve safety, mobility, and multimodal access throughout the Verdi area.

One of the primary safety concerns identified in the study was South Verdi Road, where the existing narrow roadway, steep adjacent slopes, limited sight distance, and lack of dedicated bicycle and pedestrian facilities present challenges for roadway users, particularly during winter conditions. The study also recognized the significant construction costs, right-of-way constraints, and Union Pacific Railroad coordination associated with potential improvements.

Building upon these recommendations, the RTC recently initiated the South Verdi Road Safety Project, which will evaluate targeted, cost-effective improvements to address existing roadway safety concerns. As part of our Traffic Engineering Program, the project has an anticipated construction budget of approximately $2 million, funded through RTC fuel tax revenues, and will focus on two priority areas: Cabella Drive to Bridge Street, followed by Bridge Street to the I-80 westbound off-ramp. Initial efforts will include field investigations, survey, interagency coordination, and evaluation of potential safety enhancements such as guardrail installation, sight-distance improvements, slope modifications, pavement markings, and signage. Following this evaluation, the RTC will prioritize feasible improvements within

the available construction budget and advance selected improvements through preliminary and final design. Project development is underway, with construction currently anticipated in 2028.

In parallel with RTC's efforts, NDOT is advancing the I-80 West Reno Bridge Replacements Project, which includes replacement of seven aging bridge structures along I-80 west of Reno. The project includes reconstruction of the Garson Road Overpass in the Verdi area, as well as interstate bridge structures at the Mogul, Lawton, and Mae Anne Avenue interchanges. These improvements are intended to address aging infrastructure and improve the safety and reliability of the interstate corridor. Construction began in April 2026 and is currently anticipated to continue through December 2028.

Collectively, these efforts represent continued investment in the Verdi area's transportation network. The RTC's South Verdi Road Safety Project will advance local roadway safety improvements, while NDOT's bridge replacement project addresses critical interstate infrastructure needs. The RTC will continue coordinating with NDOT, Washoe County, the City of Reno, and other stakeholders as these projects advance.

This item supports the FY2027 RTC Goal, "Begin Design: South Verdi Road Safety and Operations Improvements".

FISCAL IMPACT

There is no fiscal impact related to this action. Funding for the South Verdi Road Safety Project design is included in the FY27 budget (fuel tax).

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 6.1**

To: Regional Transportation Commission

From: Dale Keller, P.E., Executive Director

SUBJECT: Executive Director Report

RECOMMENDED ACTION

Monthly verbal update/messages from RTC Executive Director Dale Keller - no action taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 6.2**

To: Regional Transportation Commission

From: Paul Nelson, Government Affairs Officer

SUBJECT: Federal Report Discussion

RECOMMENDED ACTION

Monthly verbal update/messages from Paul Nelson, RTC Government Affairs Officer on federal matters related to the RTC - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.

REGIONAL TRANSPORTATION COMMISSION of Washoe County

Engineering & Construction • Planning • Public Transportation

Meeting Date: 11/20/2026 **Agenda Item: 6.3**

To: Regional Transportation Commission

From: Tracy Larkin Thomason, NDOT Director

SUBJECT: NDOT Report

RECOMMENDED ACTION

Monthly verbal update/messages from NDOT Director Tracy Larkin Thomason or designated NDOT Deputy Director - no action will be taken.

FISCAL IMPACT

There is no fiscal impact related to this action.

PREVIOUS BOARD ACTION

There has been no previous Board action taken.