LYON COUNTY BOARD OF COUNTY COMMISSIONERS
MONDAY, JANUARY 5, 2026
9:00 AM
LYON COUNTY ADMINISTRATIVE COMPLEX
27 S. MAIN STREET
YERINGTON, NV 89447

Join Zoom Meeting:
https://us02web.zoom.us/j/83368686463?pwd=ZlVGaWFOT3pGUjJPWWV0VmZRQ0N5dz09
Meeting ID: 833 6868 6463 / Passcode: 896135
Mobile: 1-253-215-8782 / 1-346-248-7799

County Commission meetings are open to the public and may be attended in person or via virtual Zoom, if available. Virtual public comment may be given if you are attending the virtual Zoom meeting by raising your hand. This can occur in several ways, including by dialing *9 from your phone to raise your hand and request to speak for public comment. Then to unmute yourself, dial *6.

Written public comments may be mailed to the Lyon County Manager's Office at 27 S. Main Street, Yerington, Nevada 89447, or emailed to countyclerks@lyon-county.org, be sure to type, PUBLIC COMMENT in the subject line. Comments must be received the day prior to the date of the meeting by 4:00 P.M. for the comments to be included in the meeting. Any written public comments received after the aforementioned time will be compiled and added as supplemental materials to the County's website and distributed to the Board of Commissioners within 24 hours after the meeting.

BOARD OF COMMISSIONERS CONVENING AS OTHER BOARDS - *Members of the Board of County Commissioners also serve as the Liquor Board, Central Lyon Vector Control District Board, Mason Valley Mosquito Abatement District Board, Walker River Weed Control District Board, Willowcreek General Improvement District Board, the Silver Springs General Improvement District Board, and during this meeting may convene as any of those boards as indicated on this or a separately posted agenda.*

NOTE: THIS MEETING MAY BREAK BETWEEN 11:30 - 1:30 FOR LUNCH

1. Roll Call

2. Invocation - *given by Wes Sheley of Crosswinds Fernley Assembly of God*

3. Pledge of Allegiance

4. Public Participation (no action will be taken on any item until it is properly agendized) - *It is anticipated that public participation will be held at this time, though it may be returned to at any time during the agenda. Citizens wishing to speak during public participation are asked to state their name for the record and will be*

limited to 3 minutes. The Board will conduct public comment after discussion of each agenda action item, but before the Board takes any action.

5. For Possible Action: Review and adoption of agenda

6. Time Certain

6.a Time Certain at 9:00 AM: For Possible Action: Elect the Board of County Commissioners Chair and to fix the term of office for the Chair as required by NRS 244.070.

6.b Time Certain at 9:00 AM: For Possible Action: Elect the Board of County Commissioners Vice Chair and to fix the term of office for the Vice Chair as required by NRS 244.070.

7. Commissioners/County Manager reports

8. Elected Official's reports

8.a For Report Only: Dayton Township Justice Court Statistics Report.
- November 2025 - Criminal and Civil Statistics

9. Appointed Official's reports

10. Advisory Board reports

11. CONSENT AGENDA (Action Will be Taken on All Items) - *All matters listed under the consent agenda are considered routine, and may be acted upon by the Board of County Commissioners with one action, and without an extensive hearing. Any member of the Board or any citizen may request that an item be taken from the consent agenda, discussed, and acted upon separately during this meeting.*

11.a For Possible Action: Review and accept claims and financial reports.
- Claims Report 12-1-25 to 12-15-25
- Cash Report 12-15-25

11.b For Possible Action: Review and accept travel claims.
- Travel Report 12-1-25 to 12-15-25

11.c For Possible Action: Approve the changes on Assessor's tax roll due to correction in assessments and review of tax roll changes.
- Secured Factual Corrections
- Unsecured Factual Corrections

11.d For Possible Action: Approve the December 18, 2025 minutes.
- December 18, 2025 Minutes

11.e For Possible Action: Approval to release the Improvement Bond, accept the Maintenance Bond and accept the Certificates of Completion, for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision, located in Dayton, NV.
- Heritage Ranch PH 4 - Backup

REGULAR AGENDA - *(Action will be taken on all items unless otherwise noted)*

12. Public Hearing on Planning Items

12.a For Possible Action: To approve the request from Stanton Park Development Inc. for a Conditional Use Permit for a Chevron Truck Stop/Convenience Store on land subject to CC (Community Commercial) zoning located in the southwest corner of the intersection of Six Mile Canyon and Highway 50 in

Dayton on an approximately 12.41-acre parcel (APN 016-025-38); PLZ-2025-078. (Senior Planner Lisa Nash)

- Staff Report
- Backup
- Public Comment

12.b For Possible Action: To approve a request from Lucas Homes and Development, LLC for the abandonment of public access easements as granted on Land Map 410284 that include a 35-foot wide portion of Traditions Center Drive, a 35-foot wide portion of Lakeside Boulevard, a 29-foot wide portior of Town Center Drive, and a 15,616 square foot area for the circle at the intersection of the three easements as shown on the Traditions Commercial Abandonment Exhibit A, located within the Traditions Commercial Subdivision in Dayton (APN's 016-406-19 and 016-406-20), PLZ-2025-087. (Senior Planner Lisa Nash)

- Staff Report
- Backup

12.c For Possible Action: To approve the request from Winston FC Solar, LLC, for a Planned Unit Development for the Winston Solar Project. The Project consists of a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374-acres in Mason Valley subject to Heavy Industrial-Suburban (HI-S) and Rural Residential, 20-acre minimum (RR-20) zoning (APNs 014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35); PLZ-2025-084. (Senior Planner Louis Cariola)

- Staff Report
- Winston Energy PUD Handbook
- Site Plans
- Setbacks
- TIS-updated 12.19.25
- Visual Simulation Report
- Public Comment

13. Facilities

13.a For Possible Action: Approve the Smith Valley Park & Recreation requested improvement of the SW corner of the current tractor pull area at Dressler Park in order to develop a new practice field for little league baseball. This was recommended for approval by the Smith Valley Park & Recreation Board at their special meeting held on December 12, 2025.

- CAB Letter of Transmittal 12.12.2025 Practice Field
- Smith Valley Park and Rec Minutes Draft 12.12.2025 Special Meeting
- Dressler Park - Lower Field Option

14. Human Services

14.a For Possible Action: Approve a contract between Lyon County and Pathfinder Network, in an amount not to exceed $10,675, for the purchase of parenting education curriculum and staff training, enabling Lyon County Human Services to deliver parenting education to incarcerated clients, funded through the Comprehensive Opioid, Stimulant, and Substance Use Program (COSSUP) Funds, and to authorize the Human Services Director to sign. (Shayla Holmes, Director, Lyon County Human Services)

- Service Agreement with Pathfinder Network and LCHS

14.b For Possible Action: Approve a contract between Lyon County and The Change Companies, in an amount not to exceed $10,500, to provide a digital programming platform for cognitive-behavioral interventions and interactive journaling for incarcerated clients, funded through the Comprehensive Opioid, Stimulant, and Substance Use Program (COSSUP) Funds,

and to authorize the Human Services Director to sign. (Shayla Holmes, Director, Lyon County Human Services)

- Service Agreement with Change Companies for LCHS

15. County Manager

15.a For Possible Action: Appoint County Commissioners and staff to the following Boards, Commissions, or Committees for calendar year 2026:
Comstock Historic District
Debt Management Commission
Dayton Valley Conservation District
Mason Valley Conservation District
Smith Valley Conservation District
Nevada Public Agency Insurance Pool
Public Agency Compensation Trust
Nevada Association of Counties
1. Board of Directors - 1 Commissioner
2. Legislative Committee - Up to 2 Commissioners
3. Public Lands and Natural Resources Committee - Up to 2 Commissioners
Local Emergency Planning Committee
Northern Nevada Development Authority
Nevada WORKS
Walker River Irrigation District
Carson Water Subconservancy District
Lyon County Room Tax board
Quarterly Jail Inspection
Truckee Canal Safety Commission
Lyon County Regional Transportation Commission
Quad County Legislative Coalition
Carson Area Metropolitan Planning Organization
Regional Transportation Commission
Quad County Legislative Coalition
State Land Use Planning Agency
Nevada Local Justice Reinvestment Coordinating Council
Nevada Commission of the Aging
Intergovernmental Executive Committee (Expiring Term of December 31, 2027)

- Commissioner Appointments 2025
- 1-3 General Powers & Responsibilities

16. Agenda Requests - *Administrative Policies and Procedures 1.05, A Commission Member or elected/appointed department head may request an item be considered on a future agenda either by making an oral request at a County Commission meeting or submitting the request in writing to the County Manager at least 30 days prior to the meeting for which the item is requested to be placed on the agenda.*

17. Commissioner Comments

18. Public Participation (no action will be taken on any item until it is properly agendized) - *It is anticipated that public participation will be held at this time, though it may be returned to at any time during the agenda. Citizens wishing to speak during public participation are asked to state their name for the record and will be limited to 3 minutes. The Board will conduct public comment after discussion of each agenda action item, but before the Board takes any action.*

19. Closed Session pursuant to NRS 241.015(3)(b)(2) - *To receive information from the District Attorney or counsel regarding potential or existing litigation involving a matter over which the Board has supervision, control, jurisdiction or advisory power, and to deliberate toward a decision on the matter, and pursuant to NRS 288.220, to*

receive a report on the status of ongoing labor negotiations; and direct staff accordingly.

20. Adjourn

Pursuant to NRS 241.020, the agenda has been posted at the following locations: Lyon County Administrative Complex (27 S. Main Street, Yerington, NV), the Lyon County Website: https://www.lyon-county.org, and the State Website: https://notice.nv.gov. Supporting documentation for the items on the agenda is available to members of the public at the County Manager's Office (27 S. Main Street, Yerington, NV), by phone (775)463-6531, or by email requests to countyclerks@lyon-county.org.

Lyon County recognizes the needs and civil rights of all persons regardless of age, race, color, religion, sex, handicap, family status, or national origin. In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternate means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible agency or USDA's TARGET Center at (202) 720-2600 (voice and T) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found on-line at http://www.ascr.usda.gov/complaint_filing_cust.html and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) Mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410; Fax: (202) 690-7442; or Email: program.intake@usda.gov

T.D.D. services available through 463-2301 or 463-6620 or 911 (emergency services) notice to persons with disabilities: members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify the Commissioners'/Manager's office in writing at 27 S. Main Street, Yerington, NV 89447, or by calling (775) 463-6531 at least 24 hours in advance.

Lyon County is an equal opportunity provider.

Agenda and Backup Material is Available at www.lyon-county.org

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
6.a

Subject:
Time Certain at 9:00 AM: For Possible Action: Elect the Board of County Commissioners Chair and to fix the term of office for the Chair as required by NRS 244.070.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
6.b

Subject:
Time Certain at 9:00 AM: For Possible Action: Elect the Board of County Commissioners Vice Chair and to fix the term of office for the Vice Chair as required by NRS 244.070.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
8.a

Subject:
For Report Only: Dayton Township Justice Court Statistics Report.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- November 2025 - Criminal and Civil Statistics

Nevada Trial Courts

Civil Statistics Reporting
Caseload Worksheet

Court: DAYTON JUSTICE COURT **Court ID:** J031102

Date: 11/1/2025 to 11/30/2025

Justice/Municipal Court Case Types - Civil *(Dictionary, p.27-29)*

Civil Caseload *(Dictionary p. 32-35)*	Real Property Case			Tort Case					Contract Case										Protection Orders		
				Negligence Case					Seller Plaintiff (Debt Collection) Case												
	Landlord/Tenant Case (Summary Eviction)	Unlawful Detainer Complaint (Writs of Restitution)	Other Real Property Case	Auto Negligence Case	Premises Liability Case	Other Negligence Case	Intentional Misconduct Case	Other Tort Case	Credit Card Collection Case	Payday Loan Collection Case	Debt Collection Agency Case	Other Debt Collection Case	Contract Buyer Plaintiff Case	Other Contract Case	Contested Liens Case	Petition to Seal Records	Other Civil Matters	Small Claims Cases	Request for DV Protection Order	Request for Protection Order (Non-DV)	Request for High Risk Protection Order
1. Begin Pending																					
a. Active	62	3	0	2	0	0	0	0	212	9	27	29	3	24	0	9	17	23	5	4	0
b. Inactive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. New Filings	10	0	0	0	0	0	0	0	14	0	0	3	0	1	0	0	3	2	3	11	0
3. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Reactivated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Dispositions (Entry of Judgments)																					
a. Original	11	0	0	1	0	0	0	0	24	0	0	2	0	3	0	0	3	1	4	10	0
b. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6. Placed on Inactive Status	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7. End Pending																					
a. Active	61	3	0	1	0	0	0	0	202	9	27	30	3	22	0	9	17	24	4	5	0
b. Inactive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. Set for Judicial Review	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9. Age Of Active Pending Caseload																					
i. Original, 0 - 90 days	15	0	0	0	0	0	0	0	58	1	0	7	0	7	0	0	2	9	0	3	0
ii. Original, 91 - 180 days	0	0	0	0	0	0	0	0	33	6	0	3	0	5	0	0	0	2	0	0	0
iii. Original, 181 - 365 days	0	0	0	1	0	0	0	0	21	0	1	4	0	1	0	0	0	1	0	0	0
iv. Original, > 365 days	46	3	0	0	0	0	0	0	90	2	25	15	3	8	0	9	13	11	4	2	0
v. Reopened, 0 - 60 days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
vi. Reopened, 61 - 180 days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
vii. Reopened, > 180 days	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	2	1	0	0	0
10. Time to Disposition																					
a. Original, Mean Number of Days	30	0	0	163	0	0	0	0	226	0	0	131	0	188	0	0	6	109	7	4	0
b. Original, Median Number of Days	31	0	0	163	0	0	0	0	133	0	0	131	0	137	0	0	6	109	2	1	0
c. Reopened, Mean Number of Days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
d. Reopened, Median Number of Days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Self-Represented Litigant	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Nevada Trial Courts

Civil Statistics Reporting
Disposition Worksheet

Court: DAYTON JUSTICE COURT **Court ID:** J031102 **Prepared by:** ANGELICA M.

Date: 11/1/2025 to 11/30/2025 **Approved by:**

Justice/Municipal Court Cases - Civil *(Dictionary, p.27-29)*

Civil Manner of Disposition *(Dictionary p. 37-39)*	Real Property Case			Tort Case					Contract Case										Protection Orders		
				Negligence Case					Seller Plaintiff (Debt Collection) Case												
	Landlord/Tenant Case (Summary Eviction)	Unlawful Detainer Complaint (Writs of Restitution)	Other Real Property Case	Auto Negligence Case	Premises Liability Case	Other Negligence Case	Intentional Misconduct Case	Other Tort Case	Credit Card Collection Case	Payday Loan Collection Case	Debt Collection Agency Case	Other Debt Collection Case	Contract Buyer Plaintiff Case	Other Contract Case	Contested Liens Case	Petition to Seal Records	Other Civil Matters	Small Claims Cases	Request for DV Protection Order	Request for Protection Order (Non-DV)	Request for High Risk Protection Order
Non-Trial Dispositions																					
Other Manner of Disposition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Voluntary Dismissal	0	0	0	1	0	0	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0
Involuntary Dismissal	0	0	0	0	0	0	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0
Transferred (before trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Judgment on Arbitration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Stipulated Dismissal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Stipulated Judgment	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0			
Default Judgment	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1			
Motion to Dismiss by the Defendant(s)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Summary Judgment	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0			
Total Non-Trial Dispositions	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**3**	**1**	**1**	**0**	**0**
Bench Trial Dispositions																					
Disposed After Trial Start (bench trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Judgment Reached (bench trial)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Bench Trial Dispositions	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Jury Trial Dispositions																					
Disposed After Trial Start (jury trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Verdict Reached	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total Jury Trial Dispositions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Protection Orders Dispositions																					
Denied without Hearing																			0	0	0
Granted without Hearing																			3	9	0
Denied with Hearing																			0	1	0
Granted with Hearing																			0	0	0
Total Protection Order Dispositions	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**0**
Grand Total Dispositions	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**3**	**1**	**4**	**10**	**0**

Nevada Trial Courts

Civil Statistics Reporting
Caseload Statistics Worksheet

Court: DAYTON JUSTICE COURT **Court ID:** J031102

Date: 11/1/2025 to 11/30/2025

Additional Civil Caseload Statistics *(Dictionary p. 30-31)*

Civil Writs (related to an existing case)	5
Remitted/Remanded Civil Cases	0
Jury Trials	0
Non-Jury (Bench) Trials	1
Satisfaction of Judgment	2
Inmate Requests/Filings	0
Contempt and Preliminary Injunctions	0
Renewal of Judgment	3

Court Interpreter Statistics *(Dictionary p. 31)*

Cases with Court Interpreters	0

Languages Used by Party	
Spanish	0
Tagalog	0
Chinese (Mandarin/Cantonese)	0
American Sign Language	0
Other Languages	0

Justice Courts Only *(Dictionary p. 31)*

Sexual Assault Protection Order	0
Extended DV Protection Orders Granted	1
Extended DV Protection Orders Denied	1
Extended DV Protection Orders Other	2
Extended Protection Orders (non-DV) Granted	3
Extended Protection Orders (non-DV) Denied	2
Extended Protection Orders (non-DV) Other	0
Extended High Risk Protection Orders Granted	0
Extended High Risk Protection Orders Denied	0
Extended High Risk Protection Orders Other	0
High Risk Protection Order Filed by LEO	0
High Risk Protection Order Filed by Family	0

Limited Jurisdiction Courts Only *(Dictionary p. 31)*

Order to Seal Records	0

Nevada Trial Courts

Criminal Statistics Reporting
Caseload Worksheet

Court: DAYTON JUSTICE COURT J031102

Date: 11/1/2025 - 11/30/2025

Felony Case Types (Dictionary, p.1-5)

Criminal Caseload (Dictionary p. 10-13)	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Child Abuse and Neglect	Protection Order Violation	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - DUI	Motor Vehicle - Reckless Driving	Motor Vehicle - Other	Other Felony
1. Begin Pending													
a. Active	7	0	0	0	0	8	7	4	0	3	0	0	0
b. Inactive	8	1	0	0	1	17	5	0	2	0	0	0	1
2. New Filings	0	0	0	0	0	1	0	0	0	1	0	0	0
a. Charges	0	0	0	0	0	1	0	0	0	1	0	0	0
3. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Reactivated	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Disposition (Entry of Judgment)													
a. Original	0	0	0	0	0	1	1	1	0	2	0	0	0
b. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0
6. Placed on Inactive Status	0	0	0	0	0	0	0	0	0	0	0	0	0
7. End Pending													
a. Active	7	0	0	0	0	8	6	3	0	2	0	0	0
b. Inactive	8	1	0	0	1	17	5	0	2	0	0	0	1
8. Set for Judicial Review	0	0	0	0	0	0	0	0	0	0	0	0	0
9. Age of Active Pending Caseload													
i. Original. 0-90 days	2	0	0	0	0	2	1	0	0	2	0	0	0
ii. Original. 91-180 days	2	0	0	0	0	2	3	3	0	0	0	0	0
iii. Original. 181-365 days	1	0	0	0	0	2	0	0	0	0	0	0	0
iv. Original. > 365 days	1	0	0	0	0	1	2	0	0	0	0	0	0
v. Reopened. 0-60 days	0	0	0	0	0	0	0	0	0	0	0	0	0
vi. Reopened. 61-180 days	0	0	0	0	0	1	0	0	0	0	0	0	0
vii. Reopened. > 180 days	1	0	0	0	0	0	0	0	0	0	0	0	0
10. Time to Disposition													
a. Original. Mean Number of days	0	0	0	0	0	118	345	293	0	208	0	0	0
b. Original. Median Num. of days	0	0	0	0	0	118	345	293	0	208	0	0	0
c. Reopened. Mean Num. of days	0	0	0	0	0	0	0	0	0	0	0	0	0
d. Reopened. Median Num. of days	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Self-Represented Litigants	0	0	0	0	0	0	0	0	0	0	0	0	0

Nevada Trial Courts

Criminal Statistics Reporting
Caseload Worksheet

Court: DAYTON JUSTICE COURT J031102

Date: 11/1/2025 - 11/30/2025

Gross Misdemeanor Case Types (Dictionary, p.1-5)

Criminal Caseload (Dictionary p. 10-13)	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Child Abuse and Neglect	Protection Order Violation	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - Other	Other Gross Misdeamors
1. Begin Pending											
a. Active	3	1	0	0	2	1	0	0	0	0	0
b. Inactive	2	0	0	0	3	5	0	0	1	0	0
2. New Filings	0	0	0	0	0	0	0	0	0	0	0
a. Charges	0	0	0	0	0	0	0	0	0	0	0
3. Reopened	0	0	0	0	0	0	0	0	0	0	0
4. Reactivated	0	0	0	0	0	0	0	0	0	0	0
5. Disposition (Entry of Judgment)											
a. Original	1	0	0	0	0	0	0	0	0	0	0
b. Reopened	0	0	0	0	0	0	0	0	0	0	0
6. Placed on Inactive Status	0	0	0	0	0	0	0	0	0	0	0
7. End Pending											
a. Active	2	1	0	0	2	1	0	0	0	0	0
b. Inactive	2	0	0	0	3	5	0	0	1	0	0
8. Set for Judicial Review	0	0	0	0	0	0	0	0	0	0	0
9. Age of Active Pending Caseload											
i. Original. 0-90 days	0	1	0	0	0	0	0	0	0	0	0
ii. Original. 91-180 days	0	0	0	0	1	0	0	0	0	0	0
iii. Original. 181-365 days	0	0	0	0	1	1	0	0	0	0	0
iv. Original. > 365 days	1	0	0	0	0	0	0	0	0	0	0
v. Reopened. 0-60 days	0	0	0	0	0	0	0	0	0	0	0
vi. Reopened. 61-180 days	1	0	0	0	0	0	0	0	0	0	0
vii. Reopened. > 180 days	0	0	0	0	0	0	0	0	0	0	0
10. Time to Disposition											
a. Original. Mean Number of days	128	0	0	0	0	0	0	0	0	0	0
b. Original. Median Num. of days	128	0	0	0	0	0	0	0	0	0	0
c. Reopened. Mean Num. of days	0	0	0	0	0	0	0	0	0	0	0
d. Reopened. Median Num. of days	0	0	0	0	0	0	0	0	0	0	0
11. Self-Represented Litigants	0	0	0	0	0	0	0	0	0	0	0

Nevada Trial Courts

Criminal Statistics Reporting
Caseload Worksheet

Court: DAYTON JUSTICE COURT **J031102**

Date: 11/1/2025 - 11/30/2025

Misdemeanor, Traffic, and Civil Infraction Case Types (Dictionary, p.1-5)

Criminal Caseload (Dictionary p. 10-13)	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Protection Order Violation	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - DUI	Motor Vehicle - Reckless Driving	Other Misdemeanor	Traffic Misdemeanor	Traffic Civil Infraction	Parking	Other Civil Infraction
1. Begin Pending															
a. Active	19	24	0	4	22	44	1	5	27	7	32	560	461	1	0
b. Inactive	9	9	0	3	23	14	0	8	26	2	9	87	0	0	0
2. New Filings	3	2	0	0	2	5	0	0	10	2	5	105	244	0	0
a. Charges	5	2	0	0	2	6	0	0	10	2	11	160	245	1	0
3. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Reactivated	1	0	0	0	0	0	0	0	1	1	0	3	0	0	0
5. Disposition (Entry of Judgment)															
a. Original	1	1	0	2	2	9	0	1	5	1	5	74	176	0	0
b. Reopened	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6. Placed on Inactive Status	0	0	0	0	0	1	0	0	0	1	0	5	0	0	0
7. End Pending															
a. Active	22	25	0	2	22	39	1	4	33	8	32	589	529	1	0
b. Inactive	8	9	0	3	23	15	0	8	25	2	9	89	0	0	0
8. Set for Judicial Review	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0
9. Age of Active Pending Caseload															
i. Original. 0-90 days	11	13	0	0	6	14	0	0	23	5	13	119	393	0	0
ii. Original. 91-180 days	3	8	0	1	5	12	0	1	5	0	2	17	31	0	0
iii. Original. 181-365 days	3	4	0	0	1	7	1	0	0	1	7	19	41	0	0
iv. Original. > 365 days	5	0	0	1	10	6	0	3	4	1	10	432	64	1	0
v. Reopened. 0-60 days	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
vi. Reopened. 61-180 days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
vii. Reopened. > 180 days	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0
10. Time to Disposition															
a. Original. Mean Number of days	84	178	0	196	129	203	0	135	147	86	110	51	50	0	0
b. Original. Median Num. of days	84	178	0	196	129	232	0	135	172	86	100	20	40	0	0
c. Reopened. Mean Num. of days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
d. Reopened. Median Num. of days	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Self-Represented Litigants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Nevada Trial Courts

Criminal Statistics Reporting
Disposition Worksheet

Court: DAYTON JUSTICE COURT **J031102**

Date: 11/1/2025 - 11/30/2025

Criminal Case Dispositions
(Dictionary p. 16-19)

	Felony Case Types (Dictionary, p.1-5)												
	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Child Abuse and Neglect	Protection Order Violation	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - DUI	Motor Vehicle - Reckless Driving	Motor Vehicle - Other	Other Felony
Non-Trial Disposition													
Other Manner of Disposition	0	0	0	0	0	0	0	0	0	0	0	0	0
Default Judgement (Civil Infraction Only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Uncontested Civil Violation (Civil Infrac. Only)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bail Forfeitures	0	0	0	0	0	0	0	0	0	0	0	0	0
Nolle Prosequi (before trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Transferred (before/during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Dismissed (before trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Pleas with Sentence (before trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Dismissed (after diversion)	0	0	0	0	0	0	0	0	0	0	0	0	0
Contested Civil Infraction													
FTA Default Judgment	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Infraction Dismissed	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Infraction Committed	0	0	0	0	0	0	0	0	0	0	0	0	0
Preliminary Hearing													
Waiver of Preliminary Hearing	0	0	0	0	0	1	0	0	0	2	0	0	0
Dismissed (during prelim.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Pleas with Sentence (during prelim.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bindover	0	0	0	0	0	0	1	1	0	0	0	0	0
Total Non-Trial Dispositions	0	0	0	0	0	1	1	1	0	2	0	0	0
Trial Dispositions													
Bench Trial													
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Bench Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0	0	0
Jury Trials													
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Jury Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL DISPOSITIONS	0	0	0	0	0	1	1	1	0	2	0	0	0

Nevada Trial Courts

Court: DAYTON JUSTICE COURT **J031102**

Date: 11/1/2025 - 11/30/2025

Criminal Statistics Reporting
Disposition Worksheet

Criminal Case Dispositions (Dictionary p. 16-19)	Gross Misdemeanor Types (Dictionary, p.1-5)										
	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Child Abuse and Neglect	Protection Order Violation	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - Other	Other Gross Misdemeanor
Non-Trial Disposition											
Other Manner of Disposition	0	0	0	0	0	0	0	0	0	0	0
Default Judgement (Civil Infraction Only)	0	0	0	0	0	0	0	0	0	0	0
Uncontested Civil Violation (Civil Infrac. Only)	0	0	0	0	0	0	0	0	0	0	0
Bail Forfeitures	0	0	0	0	0	0	0	0	0	0	0
Nolle Prosequi (before trial)	0	0	0	0	0	0	0	0	0	0	0
Transferred (before/during trial)	0	0	0	0	0	0	0	0	0	0	0
Dismissed (before trial)	0	0	0	0	0	0	0	0	0	0	0
Guilty Pleas with Sentence (before trial)	0	0	0	0	0	0	0	0	0	0	0
Dismissed (after diversion)	0	0	0	0	0	0	0	0	0	0	0
Contested Civil Infraction											
FTA Default Judgment	0	0	0	0	0	0	0	0	0	0	0
Civil Infraction Dismissed	0	0	0	0	0	0	0	0	0	0	0
Civil Infraction Committed	0	0	0	0	0	0	0	0	0	0	0
Preliminary Hearing											
Waiver of Preliminary Hearing	1	0	0	0	0	0	0	0	0	0	0
Dismissed (during prelim.)	0	0	0	0	0	0	0	0	0	0	0
Guilty Pleas with Sentence (during prelim.)	0	0	0	0	0	0	0	0	0	0	0
Bindover	0	0	0	0	0	0	0	0	0	0	0
Total Non-Trial Dispositions	1	0	0	0	0	0	0	0	0	0	0
Trial Dispositions											
Bench Trial											
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0
Total Bench Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0
Jury Trials											
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0
Total Jury Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL DISPOSITIONS	1	0	0	0	0	0	0	0	0	0	0

Nevada Trial Courts

Criminal Statistics Reporting
Disposition Worksheet

Court: DAYTON JUSTICE COURT **J031102**

Date: 11/1/2025 - 11/30/2025

Misdemeanor, Traffic, and Civil Infraction Case Types (Dictionary, p.1-5)

Criminal Case Dispositions (Dictionary p. 16-19)	Crimes Against Persons	Domestic Violence	Older/Vulnerable Person(s) Abuse	Protection Order Violations	Crimes Against Property	Drugs	Weapons	Public Order	Motor Vehicle - DUI	Motor Vehicle - Reckless Driving	Other Misdemeanor	Traffic Misdemeanor	Traffic Civil Infractions	Parking	Other Civil Infractions
Non-Trial Disposition															
Other Manner of Disposition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Default Judgement (Civil Infraction Only)	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
Uncontested Civil Violation (Civil Infrac. Only)	0	0	0	0	0	0	0	0	0	0	0	0	155	0	0
Bail Forfeitures	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0
Nolle Prosequi (before trial)	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0
Transferred (before/during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dismissed (before trial)	0	1	0	0	2	0	0	0	1	0	0	10	1	0	0
Guilty Pleas with Sentence (before trial)	1	0	0	2	0	5	0	1	4	1	5	23	1	0	0
Dismissed (after diversion)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Contested Civil Infraction															
FTA Default Judgment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Infraction Dismissed	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Civil Infraction Committed	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Preliminary Hearing															
Waiver of Preliminary Hearing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dismissed (during prelim.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Pleas with Sentence (during prelim.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bindover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-Trial Dispositions	1	1	0	2	2	9	0	1	5	1	5	74	176	0	0
Trial Dispositions															
Bench Trial															
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Bench Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jury Trials															
Dismissed (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Acquittal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Guilty Plea with Sentence (during trial)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conviction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Jury Trial Dispositions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL DISPOSITIONS	1	1	0	2	2	9	0	1	5	1	5	74	176	0	0

Nevada Trial Courts

Criminal Statistics Reporting
Additional Statistics Worksheet

Court: DAYTON JUSTICE COURT J031102

Date: 11/1/2025 - 11/30/2025

Additional Criminal Caseload Statistics (p. 5-9)

Contested Civil Infraction Hearings	6
Bench Trials	0
Jury Trials	0
DV Misd Charges (District Court Only)	

Death Penalty (Rule 250) Statistics (p. 6)

NOI to Seek Death Penalty Filed	0
NOI Withdrawn	0
Death Penalty Imposed	0

Mental Competency Statistics (p. 6)

Orders for Mental Competency Evaluation	0
Mental Competency Hearing	0
Findings of Incompetence	0

Court Interpreter Statistics (p. 6)

Cases with Court Interpreters		0
Languages Used by Party	Spanish	0
	Tagalog	0
	Chinese (Mandarin/Cantonese)	0
	American Sign Language	0
	Other Languages	0

Additional Criminal Proceedings (p. 7-9)

Extraordinary Writs	
Search Warrants Requests	0
Pre-trial Custody Hearings	0
Probable Cause Findings/Hearings	37
Extradition Hearings	0
72-Hour Hearings	0
Arraignment Hearings	49
Preliminary Hearings	2
Sentencing Hearings	40
Grand Jury Proceedings	

Post-Adjudication Case Activity

Remanded Cases	0
Request for Modification of Sentence	0
Sentencing Violation	0
Post-Conviction Relief	0

Preliminary Hearing Continuances (p.9)

Court Need	0
Prosecution Request	0
Defendant Request (pro per)	0
Defense Attorney Request	0
Other	0
Total Prelim Hearing Continuances	0

Trial Continuances (p.9)

Court Need	0
Prosecution Request	0
Defendant Request (pro per)	0
Defense Attorney Request	0
Other	0
Total Trial Continuances	0

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
11.a

Subject:
For Possible Action: Review and accept claims and financial reports.

Summary:
Under NRS 244, the Comptroller approves bills for payment and the Board reviews the claims report.

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Claims Report 12-1-25 to 12-15-25
- Cash Report 12-15-25

CLAIMS REPORT
DECEMBER 1 THROUGH DECEMBER 15, 2025

LYON COUNTY	BILLS	PAYROLL
Governmental Funds		
General	518,063.24	1,608,997.00
Employee Benefits		
Park Construction Tax		
Co-Op Extension	406.70	
Unemployment		
Room Tax	5,028.79	
Aid to Domestic Violence		
Vehicle Acquisition		
Fair and Rodeo		
Capital Improvements	1,205,160.62	
Justice Court Special Assessment		
District Court Restricted Fees		
Juvenile Probation Special Assessment		828.85
County Library Gift		
911 Surcharge	14,820.99	
Mining Claim Map		
Road	11,878.80	74,776.23
R T C	284.00	
Road Improvement	7,847.26	
Opioid Settlement		3,629.27
General Indigent	14,053.96	108,697.83
Medical Indigent	650.00	7,926.82
Senior Services	23,032.21	78,345.20
Senior Services Donations	292.85	
Animal Control Donations		
Enterprise Funds		
Dayton Water Utility	59,381.24	79,993.84
Dayton Sewer Utility	143,513.29	68,859.84
Component Unit Funds		
Mason Valley Mosquito Control District	44.51	5,476.76
Central Lyon Vector Control District		
Walker River Weed Control District		
Silver Springs General Improvement District	4,390.00	
Willowcreek General Improvement District	730.87	
Subtotal	**2,009,579.33**	**2,037,531.64**

TRUST AND AGENCY	BILLS	PAYROLL
DNA Testing	1,208.86	
Western Regional Youth Facility	30,548.11	81,869.47
Mason Valley Swimming Pool District	1,934.20	
Silver Springs/Stagecoach Hospital	9,836.46	4,164.44
Fernley Swimming Pool	157,006.35	29,163.33
City of Fernley	57,539.98	
Mason Valley Fire Protection District	6,932.66	52,378.00
North Lyon County Fire Protection District	58,761.29	
Smith Valley Fire Protection District	6,980.79	8,388.27
Stagecoach General Improvement District		
South Lyon Hospital District	202,918.65	
State of Nevada	321,035.69	
City of Yerington	9,338.24	
Fish and Game	192.00	
Walker River Irrigation District		
Range Improvement	24,333.13	
Lyon County Bond	3,704.00	
Coroner Estate Proceeds		
County Trust Property		
Social Security Payee Program	11,379.35	
Central Lyon County Fire Protection District	306,389.12	
Carson Water Sub-Conservancy District		
Dayton Valley Ground Water		
Smith Valley Artesia		
Mason Valley Artesia		
Churchill Valley Ground Water		
Truckee Carson Irrigation District		
Fernley Ground Water		
Brady Hot Springs Ground Water		
Lyon County School District	1,037,235.84	
Subtotal	**2,247,274.72**	**175,963.51**

SUMMARY		
Lyon County	2,009,579.33	2,037,531.64
Trust & Agency	2,247,274.72	175,963.51
TOTAL	**4,256,854.05**	**2,213,495.15**

CASH REPORT

December 15, 2025

LYON COUNTY	BALANCE
Governmental Funds	
General	11,246,957.89
Park Construction Tax	1,331,456.49
Cooperative Extension	656,131.35
Unemployment	394,157.59
Room Tax	48,918.00
County Stabilization	3,450,000.00
Aid to Domestic Violence	-
Vehicle Acquisition	453,658.10
Fair and Rodeo	311,346.41
Justice Court Special Assessment	1,095,047.60
District Court Restricted Fees	906,497.79
Juvenile Probation Special Assessment	171,187.00
Library Gift	10,033.86
Mining Claim Map	30,534.07
911 Surcharge	653,673.24
Animal Control Donations	190,812.61
Road	851,079.47
R T C	16,950,517.38
Road Improvement	793,313.86
Opioid Settlement	1,228,028.07
General Indigent	965,549.68
Medical Indigent	5,558,170.05
Senior Services	997,677.59
Senior Services Donations	225,959.44
Capital Improvements	26,180,915.43
Subtotal Governmental Funds	**74,701,622.97**
Enterprise Funds	
Dayton Water Utility	18,794,030.33
Dayton Sewer Utility	22,262,427.95
Subtotal Enterprise Funds	**41,056,458.28**
Component Unit Funds	
Mason Valley Mosquito Control District	1,080,720.47
Central Lyon County Vector Control District	754,651.66
Walker River Weed Control District	360,830.79
Silver Springs General Improvement District	5,333,391.75
Willowcreek General Improvement District	1,096,622.24
Subtotal Component Unit Funds	**8,626,216.91**
Total Lyon County	**124,384,298.16**

CUSTODIAL FUNDS	BALANCE
DNA Testing	1,521.27
Western Nevada Regional Youth Center	1,829,767.37
Mason Valley Swimming Pool District	3,899,853.97
Silver Springs/Stagecoach Hospital	2,277,517.20
Fernley Swimming Pool District	3,048,430.11
City of Fernley	92,121.69
Mason Valley Fire Protection District	.
General Fund	440,773.70
Ambulance Fund	2,131,291.37
Acquisition Fund	697,095.59
Emergency Fund	18,075.79
North Lyon County Fire Protection District	35,746.94
Smith Valley Fire Protection District	
General Fund	441,109.72
Emergency Fund	423,753.21
Acquisition Fund	1,687,863.64
Stagecoach General Improvement District	19,964.33
South Lyon Hospital District	1,385,533.04
State of Nevada	949,848.26
City of Yerington	6,555.30
Fish and Game	7,062.27
Walker River Irrigation District	13,199.22
Range Improvement	446.45
Lyon County Bond	572,262.96
Coroner Estate Proceeds	5,177.08
County Trust Property & Inmate Trust	1,024,637.78
Social Security Payees/Public Guardianships	587,718.18
Central Lyon County Fire Protection District	
General Fund	97,524.03
Ambulance Fund	7,899.03
Carson Water Sub-Conservancy District	60,558.65
Dayton Valley Ground Water	4,241.03
Smith Valley Artesia	7,913.48
Mason Valley Artesia	24,906.02
Churchill Valley Ground Water	1,589.23
Truckee Carson Irrigation District	13,316.27
Brady Hot Springs Ground Water	-
Fernley Ground Water	1,684.15
Lyon County School District	
General Fund	210,761.65
Debt Service Fund	158,691.10
Total Custodial Funds	**22,186,411.08**

SUMMARY	
Lyon County	124,384,298.16
Custodial Funds	22,186,411.08
Unallocated Cash	
Unapportioned Purchase Cards	(16,463.02)
Unapportioned Interest	33,839.97
TOTAL	**146,588,086.19**

BANK ACCOUNTS AND PETTY CASH	
Wells Fargo Bank Checking	3,877,902.90
US Bank Investment	83,902,556.55
Local Government Investment Pool	58,781,455.47
Inmate Trust	17,571.27
Fernley Swimming Pool Imprest	300.00
Dayton Utilities Imprest	500.00
Silver Springs GID Imprest	500.00
Petty Cash	7,300.00
TOTAL	**146,588,086.19**

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
11.b

Subject:
For Possible Action: Review and accept travel claims.

Summary:
The Board of Commissioners has requested to have the travel report presented to them. It is not required by statute.

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Travel Report 12-1-25 to 12-15-25

LYON COUNTY TRAVEL REPORT

December 1-15, 2025

Department / Name	Description	Amount
Sheriff		
Jeffrey Miller	Sheriffs and Chiefs Las Vegas, NV 10/26-10/30/2025 - Airport Parking, Lodging	115.00
Jacquelyn Miller	Women in Command Las Vegas, NV 12/14-12/17/2025 - Per Diem	266.00
Jeremy Tafelmeyer	Search and Seizure Folsom, CA 12/14-12/17/2025 - Per Diem	154.00
Vanessa Westbrook	Evidence Management Las Vegas, NV 12/07-12/13/2025 - Registration, Lodging	1,266.14
Trevor Bonds	Decoy/Agitator Course Manteca, CA 11/09-11/13/2025 - Lodging	493.68
Zachary Westbrook	CNT Phase 3 Las Vegas, NV 12/07-12/13/2025 - Lodging, Registration	1,271.14
Sean Shannon	OMG St George, UT 11/13-11/15/2025 - -Lodging	248.76
Brad Pope	Sherriffs & Chiefs Las Vegas, NV 10/26-10/30/2025 - Lodging	25.00
Travis Bennett	Glock Armorer Carson City, NV 04/23/2026 - Resgistration	300.00
Shane Joyner	FETT Breaching Circle Buckeye, AZ 110/2-11/08/2025 - Lodging	934.79
Daniel Boyer	FETT Breaching Circle Buckeye, AZ 110/2-11/08/2025 - Lodging	1,134.21
Kathleen Clanton	Background Pick Up Reno, NV 12/11/2025 - Mileage	97.72
Norman Cori	Search and Seizure Folsom, CA 12/14-12/17/2025 - Per Diem	154.00
Nicholas Walker	K9 Handler Banning, CA 01/25/26-03/09/2026 - Registration	8,000.00
District Court		
Sara Glover	Dayton Juvenile Court 11/6/2025 - Mileage	72.90
Sara Glover	Fernley Juvenile Court 11/13/2025 - Mileage	65.80
Emergency Management		
Taylor Allison	2025 International Association for Emergency Managers Louisville, KY 11/16-11/20/2025 - Uber, Lodging	640.13
Celeste McFarlane	2025 International Association for Emergency Managers Louisville, KY 11/16-11/20/2025 - Lodging	564.76
Library		
Kay Edwards	Trustee Meeting Yerington, NV 12/02/2025 - Mileage	44.80
Patti Palmer	Trustee Meeting Yerington, NV 12/02/2025 - Mileage	65.80
Sara Ross	Trustee Meeting Yerington, NV 12/02/2025 - Mileage	74.20
Planning		
Audrey Allan	Planning Meeting Commission 12/09/2025 - Mileage	66.78
Loretta Sell	Planning Meeting Commission 12/09/2025 - Mileage	46.20
Mark Jones	Planning Meeting Commission 12/09/2025 - Mileage	40.74
Wendy Loomis	Planning Meeting Commission 12/09/2025 - Mileage	40.74
Andrew Merritt	Planning Meeting Commission 12/09/2025 - Mileage	53.48
Kathryn Baker	Planning Meeting Commission 12/09/2025 - Mileage	25.06
Utilities		
Kishora Panda	WEFTEC Conference Chicago, IL 09/27-10/01/2025 - Lodging	962.68
Juvenile Probation		
Abram Minnitte	Transport Minor Churchill, NV 12/02/2025 - Per Diem	28.00
Kevin Montgomery	ASP Instructor Training Carson City, NV 02/03-02/05/2025 - Registration	100.00
Katlin Brown	Filed Training Officer Las Vegas, NV 01/11-01/15/2025 - Registration	375.00
Abram Minnitte	Transport Minor Fallon, NV 12/04/2025 - Per Diem	19.00
District Attorney		
Stephen Rye	Judges Conference Tonopah, NV 11/13/2025 - Lodging	108.99
		17,855.50

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
11.c

Subject:
For Possible Action: Approve the changes on Assessor's tax roll due to correction in assessments and review of tax roll changes.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Secured Factual Corrections
- Unsecured Factual Corrections

Meeting: 1/5/2026

LYON COUNTY

The Assessor's Office deems the following Secured Property accounts to be factual corrections:

Acct #	Name/Owner	Reason for Deletion	Tax Dist.	Tax. Year.	Tax Amount
017-432-11	DAYTON, KRISTIN	SECURE RP TO NON PAYMENT	8.2	2024-2025	$1,387.83
017-432-11	DAYTON, KRISTIN	SECURE RP TO NON PAYMENT	8.2	2025-2026	1491.37
020-535-14	COVERT, JACOB	APPLY DV EXEMPT	6.0	2025-2026	$515.00
020-691-04	GENTRY-DUNN, BETTY	APPLY DV EXEMPT	6.0	2025-2026	$193.87
020-441-24	COURCHAINE, MATTHEW	APPLY DV EXEMPT	6.0	2025-2026	$888.54
029-793-02	SALDANA, PEDRO JR	APPLY DV EXEMPT	8.5	2025-2026	$610.21
022-152-03	RITCH, RAYMOND	REMOVE PARTIAL DV EXEMPT	8.4	2025-2026	($485.58)
020-843-10	ORNELAS, ELOY	APPLY DV EXEMPT	6.0	2025-2026	$998.61
					$5,599.85

Meeting: 1/5/2026

LYON COUNTY

The Assessor's Office deems the following Unsecured Property accounts to be factual corrections:

Acct #	Name/Owner	Reason for Deletion	Tax Dist.	Tax. Year.	Tax Amount
MH014511	PORTER, CHARVEL ALEXIS	DUPLICATE BILL	9.2	2025-2026	$1,514.14
MH014628	ZELAYA, HENRY	DRS REC'D LATE	8.2	2025-2026	-$537.85
FE010033	G W DIEGEL INSURANCE & FINANCIAL	CREATE NEW TAX BILL ADDITIONS SENT	6.0	2025-2026	-$31.09
MH014540	DAYTON, KRISTIN	SECURE MH FOR NO PAYMENT	8.2	2024/2025	$1,387.73
MH014540	DAYTON, KRISTIN	SECURE MH FOR NO PAYMENT	8.2	2025/2026	$1,491.36
TOTAL:					**$3,824.29**

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
11.d

Subject:
For Possible Action: Approve the December 18, 2025 minutes.

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- December 18, 2025 Minutes

Board of County Commissioners
Lyon County, Nevada

The Honorable Board of Lyon County Commissioners met this day, Thursday, December 18, 2025, at 9:00 A.M. in the LYON COUNTY ADMINISTRATIVE COMPLEX, 27 S. MAIN STREET, YERINGTON, NV 89447.

1. Roll Call

Present: Chairman Scott Keller, Vice-Chair Tammy Hendrix, Commissioner Robert Jacobson, Commissioner John Cassinelli and Commissioner David Hockaday

Staff Present: County Manager Andrew Haskin, District Attorney Steve Rye and Comptroller Josh Foli

2. Invocation given by John Poundstone of Joy Church via Zoom

3. Pledge of Allegiance

4. Public Participation

Chair Keller asked for public comment and there was none.

5. For Possible Action: Review and Adoption of Agenda

Chair Keller asked for public comment and there was none.

Comm. Jacobson moved to adopt the agenda, Comm. Hockaday seconded, and the motion passed 5-0.

6. Time Certain

6.a. Time Certain at 9:15 AM: For Possible Action: Approve the Fiscal Year 2025 Annual Comprehensive Financial Report, which has been audited by Sciarani & Co. in accordance with Nevada Revised Statute 354.624. (Comptroller, Josh Foli)

Comptroller Josh Foli gave a presentation reviewing the Fiscal Year 2025 Annual Comprehensive Financial Report that was audited by Sciarani & Co. He also thanked his staff for all their efforts.

Additionally, Mr. Foli and the Board discussed preventative maintenance, how often fiduciary funds are sent, and the benefits of saving up funds versus taking a loan for large expenses.

Chair Keller thanked Mr. Foli and staff.

Jim Sciarani of Sciarani & Co. presented his audit findings to the board, discussed transaction sample testing processes and results, and confirmed no statute violations.

Chair Keller asked for public comment and there was none.

Comm. Jacobson moved to approve the Fiscal Year 2025 Annual Comprehensive Financial Report, which has been audited by Sciarani & Co. in accordance with Nevada Revised Statute 354.624, Comm. Cassinelli seconded and the motion passed 5-0.

7. Commissioners/County Manager Reports

Comm. Hockaday attended an SB Energy meeting, a special meeting for Smith Valley Park & Recreation Advisory, did a jail inspection, and had a long discussion with Bert Bryan of Walker River Irrigation District on water rights in regards to Yerington's solar business.

Comm. Cassinelli attended a volunteer donors' appreciation luncheon at the Sutro Tunnel, the Planning Commission meeting via Zoom, the Room Tax Board Meeting via Zoom, the CAMPO Board meeting, the NNDA Christmas party, a meeting with Mason Valley Boys & Girls Club and representatives from the Dayton Youth Sports Foundation regarding a potential gym in Dayton, had a discussion with two developers in Dayton regarding the Legacy49 and Traditions developments, and attended the tree lighting at the Dayton Dog Park.

Comm. Hendrix attended the WWII Pearl Harbor Memorial dedication ceremony in Stagecoach, the Planning Commission via Zoom, the NACO Public Lands and Natural Resources Board meeting, the NACO Board of Directors meeting, the NACO Public Lands Steering Committee meeting, and the Carson Water Sub-Conservancy District meeting.

Comm. Jacobson attended the Planning Commission via Zoom, Room Tax Board meeting, the NACO Board of Directors Meeting, a District Court Hearing, and the Fernley City Council meeting. He wished residents and employees of Lyon County a Merry Christmas and Happy New Year.

Chair Keller attended the Planning Commission, an informal meeting with County Manager Andrew Haskin and representatives from Washoe County, Fernley and Storey County regarding transportation issues, the Regional Transportation Commission meeting, the Fernley City Council meeting, the Intergovernmental Executive Committee of the Fallon Range Training Complex, the NACO Public Lands and Natural Resources Committee, the NACO General Board Meeting via Zoom, the NACO Agriculture and Rural Affairs Committee Meeting, the NACO West Region monthly meeting, the NACO Rural Action Caucus, and the Presidential Symposium. He thanked Dustin Homan for providing requested information when contacted, even on a day off.

County Manager Andrew Haskin updated the board that BLM did confirm SB Energy and the Libra Solar Project got concurrence from the Secretary of the Interior and the Notice to Proceed will be posted soon. He met with the Washoe Regional Transportation Commission to discuss regional transportation issues. He attended a meeting with the NDEP regarding Intent to Serves in the Dayton Area and will be bringing broader updates to the board in the near future.

8. Elected Officials' Reports

Assessor Troy Villines reported the completion of the annual reappraisal cycle and assessment notices have been sent out. He discourages reliance on social media platforms for information due to misinformation and advises his office is available to answer any questions.

Sheriff Brad Pope reported the Shop with a Sheriff event was able to help 54 children and thanked Jenna Dykes for assisting and planning. He also noted a donor requested $500 of their donation to be allocated to the Silver Springs Senior Center. He gave brief descriptions of a couple recent calls for service.

9. Appointed Officials Reports

There were no reports at this time.

10. Advisory Board Reports

There were none at this time.

11. CONSENT AGENDA

Chair Keller asked for public comment and there was none.

Comm. Hockaday requested to pull item 11.e. for further discussion.

Comm. Hendrix moved to approve the Consent Agenda items 11.a. through 11.c. and items 11.e. through 11.i. as presented, Comm. Cassinelli seconded, and the motion passed 5-0.

11.a. For Possible Action: Review and accept claims and financial reports.

County claims totaled $1,140,140.95 and payroll totaled $1,548,682.06. The cash balance was $125,724,060.44.

11.b. For Possible Action: Review and accept travel claims.

Travel claims total was $7,547.14.

11.c. For Possible Action: Approve the changes on Assessor's tax roll due to correction in assessments and review of tax roll changes.

The secured factual corrections totaled $6,394.73. The unsecured factual corrections totaled $105,116.11.

11.d. For Possible Action: Approve the December 4, 2025 minutes.

Comm. Hockaday shared that the motion on item 17.e. needs to reflect the “Dayton Regional Advisory Board” as stated, rather than “Smith Valley Park & Recreation Board”.

Chair Keller asked for public comment and there was none.

Comm. Hockaday moved to approve the Consent Agenda item 11.d. with the correction as presented, Comm. Cassinelli seconded, and the motion passed 5-0.

11.e. For Possible Action: Accept a grant award amendment from the State of Nevada, Aging and Disability Services Division subaward for the In Home Support Handyman Services funding source from State Match to State Senior Services.

11.f. For Possible Action: Accept the Nevada Public Libraries FY2026 State Collection Development Grant funding of $5,458.

11.g. For Possible Action: Approval to release the Maintenance Bond currently held for the COPPER CANYON ESTATES, PHASE 3, Subdivision and accept the offer of Dedication and Resolution for the roadways as shown on said map.

11.h. For Possible Action: To approve Amendment No. 1 to the Agreement with AtkinsRealis, Inc. for the Review of the Aspen Creek RIB design and the County's Sewer Ordinance Project, to extend the Agreement ending date to March 31, 2026.

11.i. For Possible Action: Approve a two year Master Services Agreement with Soundthinking Inc., with an optional third year, to provide ResourceRouter for an annual subscription fee of $29,500.

****END OF CONSENT AGENDA****
REGULAR AGENDA

12. Public Hearing on Planning Items

12.a. For Possible Action: To approve a request for the abandonment of two easements; a 50-foot and 25-foot wide Public Access and Utility Easement as granted on Land Map 303574 and a 30-foot wide Access and Maintenance Easement as granted on Land Maps 393537 and 398011, located within the Brookview Ranch Subdivision at the terminus of Comstock Road in Dayton (APN's 016-022-19, -31, and -32), PLZ-2025-079 (Senior Planner, Lisa Nash)

Senior Planner Lisa Nash discussed a request from Vidler Water Company for the abandonment of two easements located within the Brookview Ranch Subdivision at the terminus of Comstock Road in Dayton with details including a site location map, multiple recorded parcel maps, easement abandonment exhibits, and a draft final map in progress.

Chair Keller asked for clarification of whether there is an issue with abandoning these easements before a new easement is built, and Ms. Nash advised there is already an alternate easement that is still accessible.

Comm. Cassinelli raised residents' concerns that this did not go through the Dayton Regional Advisory Board. Ms. Nash stated the last meeting was cancelled. Additionally, County Manager Andrew Haskin clarified it is not required for abandonments to go to Advisory Boards for review.

Chair Keller asked for public comment.

Russ Harig of the Dayton Citizen Advisory Board requested the Board table the abandonment request so the community can be aware of what it entails.

Chair Keller asked if would cause a problem to the County if the item were tabled. Ms. Nash asked to reach out to applicant. District Attorney Steve Rye clarified it would be okay to table so that it can be presented to the Advisory Board, however because it is not required as the County Manager stated, the applicant would need to agree.

Comm. Hendrix moved to recess the item, Comm. Cassinelli seconded, and the motion passed 5-0.

District Attorney Steve Rye advised the applicant agreed to a continuance. Mr. Rye made a few key points: this abandonment is a requirement of the tentative map, which was approved by the Board, the tentative map shows these easements interfere with the lots and need to be abandoned, and the only way to abandon them is by this public hearing. He advised this abandonment is required to carry out what board approved and presenting to the

Advisory Board won't change what needs to be done. Mr. Rye clarified that these public easements are access to the infiltration well, are not currently used for that purpose as there is a separate easement currently being utilized, and that, in this case, "public access" means Utilities access to private property but does not mean anyone in the public can access.

Comm. Hendrix asked if the Advisory Board saw this during the tentative map process and if the tentative map showed the easements as abandoned, and Ms. Nash advised this was done in 2021, wasn't sure if the Advisory Board was involved, and that future tentative maps will include abandonments.

Chair Keller stated he'd like someone to return to the Advisory Board to provide them the information and explain what happened. Both Ms. Nash and Mr. Rye agreed.

Chair Keller asked for public comment.

Russ Harig of the Dayton Citizen Advisory Board stated the CAB would like the opportunity to participate in the process.

Comm. Hockaday moved, based on the aforementioned findings, to approve a request for the abandonment of two easements; a 50-foot and 25-foot wide Public Access and Utility Easement as granted on Land Map 303574 and a 30-foot wide Access and Maintenance Easement as granted on Land Maps 393537 and 398011, located within the Brookview Ranch Subdivision at the terminus of Comstock Road in Dayton (APN's 016-022-19, -31, and -32), PLZ-2025-079, Comm. Hendrix seconded and the motion passed 5-0.

13. Community Development

13.a. For Possible Action: To propose an ordinance amending Lyon County Development Code Title 15, Chapter 239, Section 1 and Section 5 thereby adopting the 2024 IFC Building Codes and 2024 Northern Nevada Amendments to the 2024 IFC. (Community Development Director, Gavin Henderson and Elizabeth Mink, CLFPD)

Community Development Director Gavin Henderson gave a presentation on the purpose of adopting updated fire codes from 2024, what is being adopted, the participating fire districts and departments, why county adoption is necessary, key updates in the 2024 IFC, 2024 IFC Northern Nevada Amendments, what the adoption does not do, the proposed ordinance, and the recommended motion. It was noted that Elizabeth Mink, CLFPD, was not present.

Comm. Jacobson asked if there is really a choice of whether to adopt these updates or not. Mr. Henderson clarified that Fire Protection Districts apply their own codes and standards, and adopting the updated fire code makes standards compatible; the County does not review fire safety plans, so the adoption is essentially a formality.

Comm. Cassinelli asked if the IFC will be modified again in 2026, and Mr. Henderson clarified codes are updated on a three-year cycle (which will be 2027) and jurisdictions typically adopt on a six-year cycle.

Comm. Keller raised concerns over late backup and retroactive updates, and wants more time to review the information. Mr. Henderson said it can be tabled, and brought back, but Central Lyon will still impose adoption.

Comm. Cassinelli asked if it is possible to have County amendments, and whether notices went out to the community. Mr. Henderson confirmed the County could make amendments, but that Fire Protection District amendments would supersede them, and that Central Lyon Fire did conduct a business impact study.

Chair Keller asked for public comment and there was none.

Chair Keller moved to table for a future date, Comm. Cassinelli seconded, and the motion passed 4-1. Comm. Jacobson was opposed.

14. Facilities

14.a. For Possible Action: Approve a two year contract from January 1, 2026 to December 31, 2027 for janitorial service for the Lyon County Fernley facilities to Able Janitorial Services in the amount of $71,292 per year. Of the 3 bids received, Able Janitorial Services was the lowest bidder. (Facilities Director, Doug Homestead)

Facilities Director Doug Homestead requested approval of a two-year contract for the current janitorial company, which has good reviews. He stated the building increased by about 9,000 sq. feet and this contract would save about $700 per month.

Chair Keller asked for public comment and there was none.

Comm. Hendrix moved to approve a two-year contract from January 1, 2026 to December 31, 2027 for janitorial service for the Lyon County Fernley facilities to Able Janitorial Services in the amount of $71,292 per year, Comm. Cassinelli seconded and the motion passed 5-0.

15. Human Resources

15.a. For Possible Action: Approve County Manager's annual performance evaluation, and, provided his performance is deemed satisfactory, approve a merit increase in the amount of 2.5% of his base salary. (HR Director, Ben Evans)

Human Resources Director Ben Evans shared that all Commissioners individually completed the County Manager's performance evaluation form. Attached are their compiled responses. As the County Manager's performance appears to be at least satisfactory overall, it is recommended that the Board approve his merit increase. Under the FY 2025-2026 Management Pay Plan, the amount of the merit increase is 2.5%, which is the same as for all other County employees.

Comm. Jacobson mentioned feedback should be in comments for areas that state “in need of improvement” for transparency, to which Chair Keller clarified that “needs improvement” can mean personal growth and development.

Chair Keller asked for public comment and there was none.

Comm. Hendrix moved to approve County Manager's annual performance evaluation, and, provided his performance is deemed satisfactory, which it is, approve a merit increase in the amount of 2.5% of his base salary on his anniversary date, Comm. Jacobson seconded, and the motion passed 5-0.

Chair Keller commented that documents show Appraisal Fiscal Year 2026 fiscal year and should be Year Ending 2025. Human Resources Director Ben Evans clarified the review period is the last anniversary date to current, and the notation denotes a review was done in the Fiscal Year ’26; moving forward, documents will be updated to reflect the actual evaluation period, rather than the Fiscal Year the evaluation was conducted in.

15.b. For Possible Action: Approve a four-year employment agreement with Andrew Haskin to serve as County Manager. (HR Director, Ben Evans)

Human Resources Director Ben Evans shared the proposed agreement is for four years with the salary to reflect the increases set forth in the Management Pay Plan, which includes merit increases of 2.5% and any annual increases approved by the Board of Commissioner to the salary ranges. The salary amount reflects a 2.5% merit increase effective on the County Manager's anniversary date. Termination provisions include a 90 day notice with pay, plus an additional nine months of pay if terminating without cause.

Chair Keller asked why the severance provision went from 6 to 9 months, and Mr. Evans advised this was based on a 2018 study recommending between 6 and 12 months, and based on other counties' examples.

Chair Keller asked for clarification of whether gaining employment after termination would negate the severance pay; HR Director Ben Evans and County Manager Andrew Haskin clarified a severance clause is unrelated to future employment, and pointed out the clauses are based on termination with or without cause.

Comptroller Josh Foli clarified this does not apply to or set precedence for any other contracts, and mentioned that having a contract may save money down the line by not having to negotiate.

Chair Keller asked for public comment and there was none.

Comm. Jacobson moved to approve a four-year employment agreement with Andrew Haskin to serve as County Manager, as presented, Comm. Hockaday seconded, and the motion passed 5-0.

16. Human Services

16.a. For Possible Action: Accept a donation in the amount of $5,097.51 from Meals on Wheels of America and Target Circle. (Human Services Director, Shayla Homes)

Human Services Director Shayla Holmes shared Lyon County is a member of the National Meals on Wheels Association, which makes Lyon County eligible for some of these funds that come down from a national level. These funds received will go toward local Meals on Wheels recipients.

Chair Keller asked for public comment and there was none.

Comm. Hendrix moved to accept a donation in the amount of $5,097.51 from Meals on Wheels of America and Target Circle, Comm. Cassinelli seconded and the motion passed 5-0.

16.b. For Possible Action: Adjust currently open Transportation Specialist out of the Yerington Senior Center from 30 hours to 25 hours and increase the Transportation Specialist out of the Dayton Senior Center from 30 hours to 35. (Human Services Director, Shayla Holmes)

Human Services Director Shayla Holmes explained that with available positions coming up, it is a good time to rearrange hours without affecting an existing employee, and shifting the hours between locations will allow a reduction of the waitlist in Dayton.

Comm. Jacobson and Ms. Holmes discussed eligibility requirements for home delivered meals versus being able to provide meal services in other ways.

Comm. Cassinelli asked why not eliminate the second Yerington position and add an additional position to Dayton, and Ms. Holmes advised Yerington uses the most mileage due to rural recipients, so reallocation of some hours would be most beneficial to assist in serving more in Dayton to reduce the waitlist.

Chair Keller asked for public comment and there was none.

Comm. Jacobson moved to adjust currently open Transportation Specialist out of the Yerington Senior Center from 30 hours to 25 hours and increase the Transportation Specialist out of the Dayton Senior Center from 30 hours to 35, Comm. Hockaday seconded and the motion passed 5-0.

A break commenced at 11:27am and meeting resumed at 11:30am.

RECESS TO CONVENE AS THE SILVER SPRINGS GENERAL IMPROVEMENT DISTRICT BOARD

17. Public Participation

Chair Keller asked for public comment and there was none.

18. Utilities

18.a. For Possible Action: To approve Amendment No. 1 to the Agreement with AtkinsRealis, Inc. for the RIB Exploration and SSGID WWTP Rehab Improvements Project, to extend the Agreement ending date to December 31, 2026. (Utilities Engineer, Kishora Panda)

Utilities Engineer Kishora Panda shared that Amendment No. 1 will add additional time to the contract to accommodate some field investigations and complete the engineering evaluations. AtkinsRealis USA Inc. (Atkins) has completed two of the four tasks of this engineering study and requested to extend the contract duration to December 31, 2026 to complete the remaining two tasks of the project. Atkins completed the effluent filtration system rehabilitation study and the effluent disinfection process chemical feed system rehabilitation study. The other two tasks, such as, the effluent disposal site (within Silver Spring Airport) evaluation and the effluent disposal alternative evaluation preliminary engineering report, are in progress and need more time to complete some field investigations. The current Agreement expires on December 31, 2025 and this Amendment No. 1 will extend the Agreement ending date to December 31, 2026.

Chair Keller asked for public comment and there was none.

Comm. Hockaday moved to approve Amendment No. 1 to the Agreement with AtkinsRealis, Inc. for the RIB Exploration and SSGID WWTP Rehab Improvements Project, to extend the Agreement ending date to December 31, 2026, Comm. Cassinelli seconded and the motion passed 5-0.

19. Public Participation

Chair Keller asked for public comment and there was none.

ADJOURN TO RECONVENE AS THE LYON COUNTY BOARD OF COMMISSIONERS

20. Board Appointments

20.a. For Possible Action: Appoint up to 3 members to the Smith Valley Advisory Board, with one term expiring December 31, 2026 and two terms expiring December 31, 2027.

Advisory Board Liaison Martha Tapia stated at the last meeting, 4 members were appointed with the same term expiration date of December 31, 2027, however, one of the members is resigning at the end of this month. One of the members will be assuming that term ending December 31, 2026 and the other two members would be renewing their terms.

County Manager Andrew Haskin confirmed Keri Kidder and Mark Phillips did volunteer to take the term of Thomas Renner, who is resigning.

Comm. Hockaday moved to appoint up to three members to the Smith Valley Advisory Board, with one term expiring December 31, 2026, which would be Mark Phillips and two terms expiring December 31, 2027, which would be Keri Kidder and Joanne Lawson. Comm. Cassinelli seconded, and the motion passed 5-0.

21. Agenda Requests

Comm. Hendrix requested an agenda item to see about reestablishing the Mason Valley Advisory Board.

22. Commissioner Comments

Comm. Hockaday said Smith Valley will have the Parade of Lights on Saturday, December 20, 2025 starting at 7pm from Dressler Park to Rosie's on 208. He wished everyone a Merry Christmas and Happy New Year.

The Commissioners wished everyone Happy Holidays.

23. Public Participation

Chair Keller asked for public comment and there was none.

25. Closed Session pursuant to NRS 241.015(3)(b)(2)

There was none.

26. Adjourn

Meeting was adjourned at 11:39 A.M.

LYON COUNTY BOARD OF COMMISSIONERS

_____

SCOTT KELLER, Chairman

ATTEST

_____

STACI LINDBERG, Lyon County Clerk/Treasurer

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
11.e

Subject:
For Possible Action: Approval to release the Improvement Bond, accept the Maintenance Bond and accept the Certificates of Completion, for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision, located in Dayton, NV.

Summary:
The applicant is requesting the release of the Improvement Bond for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision. A Performance Improvement Bond was provided at the time of recording the subdivision map, to ensure that the improvements were constructed and completed in a timely manner. The improvements have been inspected and were found to be complete and the roadways to be constructed to Lyon County Improvement Standards. A Certificate of Completion, certifying that all the improvements for this phase of the project are complete to the satisfaction of the County Engineer, Roads Director and Lyon Utilities Director. A Maintenance Bond equaling 10% of the Cost of Construction estimate, has been provided. This bond ensures that the completed improvements are constructed to the satisfaction of Lyon County and that they remain in good condition for a period of one year.

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Heritage Ranch PH 4 - Backup

LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT
27 SOUTH MAIN STREET, YERINGTON, NV 89447
PHONE: 775-463-6592 FAX: 775-463-5305

MEETING DATE: **January 5, 2026** **ITEM #_____**

TITLE:

Approval to release the Improvement Bond, accept the Maintenance Bond and accept the Certificates of Completion, for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision, located in Dayton, NV.

SUMMARY:

The applicant is requesting the release of the Improvement Bond for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision.

A Performance Improvement Bond was provided at the time of recording the subdivision map, to ensure that the improvements were constructed and completed in a timely manner.

The improvements have been inspected and were found to be complete and the roadways to be constructed to Lyon County Improvement Standards. A Certificate of Completion, certifying that all the improvements for this phase of the project are complete to the satisfaction of the County Engineer, Roads Director and Lyon Utilities Director.

A Maintenance Bond equaling 10% of the Cost of Construction estimate, has been provided. This bond ensures that the completed improvements are constructed to the satisfaction of Lyon County and that they remain in good condition for a period of one year.

RECOMMENDED ACTION:

The Lyon County Board of Commissioners finds that the requested release of the Performance Bond and acceptance for Maintenance of the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision:

A. Is consistent with the applicable provisions of Lyon County Code and the Nevada Revised Statutes;

B. Will not be detrimental to the public health, safety, convenience and welfare; and

C. Will not result in material damage or prejudice to other property in the vicinity.

Based on the aforementioned findings, the Lyon County Board of Commissioners approves the release of the Performance Bond and acceptance of the Maintenance Bond for the improvements associated with the HERITAGE RANCH, PHASE 4, subdivision.

For Information:

Gavin Henderson, Community Development Director
Shannon Juntunen, Planning Technician

List of Attachments:

Certificates of Completion
Copy of Maintenance Bond
Copy of Engineer's Cost Estimate

LYON COUNTY COMMUNITY DEVELOPMENT
PLANNING DIVISION

CERTIFICATE OF COMPLETION

I, Charles Reno, Lyon County Engineer, do hereby certify that the construction of the improvements within the Heritage Ranch Phase 4 subdivision located in Dayton, Nevada, which are further identified as curb, gutter, sidewalk, asphalt paving, underground utilities, drainage facilities, and related appurtenances, have been completed in accordance with the standards of Lyon County and do hereby recommend acceptance of the improvements by the Lyon County Board of Commissioners.

Dated this 5th day of December, 2025.

Charles Reno,
Lyon County Engineer

Recording requested by:

Lyon County Comm. Development
Planning Division
27 South Main Street
Yerington, NV 89447
Phone: (775) 463-6592
Fax: (775) 463-5305

ENGINEER'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Heritage Ranch Subdivision Phase 4- Dayton, Nevada

August 8,2023 update from February 12, 2020

A. SITE PREPARATION

NO.	ITEM	QTY	UNIT	PRICE	TOTAL
1	Mobilization / Demobilization	1	LS	$ 38,000	$ 38,000
2	Clear & Grub	12.32	AC	$ 3,500	$ 43,120
3	Temporary Erosion Control	1	LS	$ 15,000	$ 15,000
4	Temporary Traffic Control	1	LS	$ 3,500	$ 3,500
5	Stabilized Construction Entrance	1	EA	$ 3,000	$ 3,000
6	On-Site Demolition (remove existing AC Pavement)		SF	$ 4	$ -
				SUBTOTAL FOR SITE PREPARATION	**$ 102,620**

B. SITE IMPROVEMENTS

NO.	ITEM	QTY	UNIT	PRICE	TOTAL
7	Earthwork, Cut to Fill	25,424	CY	$ 6.50	$ 165,260
8	Type 2 PCC Curb and Gutter (incl. agg. base)	5,570	LF	$ 20.00	$ 111,400
9	ADA Access Ramps (incl. agg. base)	11	EA	$ 1,500	$ 16,500
10	PCC Sidewalks (incl. agg. base)	22,280	SF	$ 6.20	$ 138,140
11	PCC Valley Gutter / Street Apron (incl. agg. base)	2	EA	$ 11,500	$ 23,000
12	AC Pavement (3" AC on 6" agg. base)	32,395	SF	$ 5.50	$ 178,170
13	Centerline Survey Monument	12	EA	$ 850	$ 10,200
14	Type 7 Street Lights with PCC Foundation	3	EA	$ 10,000	$ 30,000
15	Type N-9 Pull Box (for street lights)	3	EA	$ 450	$ 1,350
16	Street / Speed Signs	3	EA	$ 750	$ 2,250
17	Combination Street / Stop Signs	3	EA	$ 1,250	$ 3,750
18	24" Stop Bars	3	EA	$ 50	$ 150
19	End of Roadway Barricade	3	EA	$ 1,800	$ 5,400
20	Emergency Access Control Gate	1	EA	$ 2,750	$ 2,750
21	Common Dry Utility Trench, Boxes, & Conduit Allowance	2,932	LF	$ 50	$ 146,580
22	Common Dry Utility Laterals Allowance (conduit to BW)	600	LF	$ 40	$ 24,000
23	6" Aggregate Base Access Road		SF	$ 1.25	$ -
				SUBTOTAL FOR SITE IMPROVEMENTS	**$ 669,640**

C. SANITARY SEWER SYSTEM IMPROVEMENTS

NO.	ITEM	QTY	UNIT	PRICE	TOTAL
24	8" SDR35 PVC Sewer Main	3,435	LF	$ 40	$ 137,400
25	4" SDR35 PVC Sewer Lateral (incl. cleanout & marker)	54	EA	$ 900	$ 48,600
26	48" Standard SSMH	16	EA	$ 4,500	$ 72,000
				SUBTOTAL FOR SANITARY SEWER SYSTEM IMPROVEMENTS	**$ 258,000**

ENGINEER'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS

Heritage Ranch Subdivision Phase 4- Dayton, Nevada
August 8,2023 update from February 12, 2020

D. WATER SYSTEM IMPROVEMENTS

NO.	ITEM	QTY	UNIT	PRICE	TOTAL
27	Pothole and Tie Into Ex. 12" Water Main		EA	$ 1,800	$ -
28	Pothole and Connect to Ex. Water Line	1	EA	$ 1,700	$ 1,700
29	12" Water Main		LF	$ 120	$ -
30	8" Class 235 Water Main (incl. fittings)	2,950	LF	$ 75	$ 221,250
31	Restrain Water Main at Sewer & SD Lateral Crossing	21	EA	$ 200	$ 4,200
32	Pressure Release Valve	39	EA	$ 2,250	$ 87,750
33	6" Fire Hydrant Assembly (incl. gate valve)	6	EA	$ 8,500	$ 51,000
34	Water Service Pit & Meter - Single	12	EA	$ 3,000	$ 36,000
35	Water Service Pit & Meter - Double	24	EA	$ 4,000	$ 96,000
	SUBTOTAL FOR WATER SYSTEM IMPROVEMENTS				**$ 497,900**

E. STORM DRAINAGE SYSTEM IMPROVEMENTS

NO.	ITEM	QTY	UNIT	PRICE	TOTAL
36	15" RCP Storm Drain (incl. laterals)	190	LF	$ 80	$ 15,200
37	18" RCP Storm Drain	670	LF	$ 90	$ 60,300
38	24" RCP Storm Drain		LF	$ 110	$ -
39	30" RCP Storm Drain		LF	$ 125	$ -
40	60" RCP Storm Drain		LF	$ 400	$ -
41	Type 4-R Catch Basin	6	EA	$ 2,500	$ 15,000
42	Type I SDMH (48")	5	EA	$ 4,500	$ 22,500
43	Type II SDMH (48")		EA	$ 5,250	$ -
44	Type IV SDMH		EA	$ 6,000	$ -
45	6'-High, 12'-Wide Access Gate (incl. posts)		EA	$ 2,000	$ -
46	6'-High Chain-Link Fence		LF	$ 25	$ -
47	18" Flared End Section w/ Splash Pad	1	EA	$ 1,500	$ 1,500
48	24" Flared End Section w/ Splash Pad		EA	$ 1,800	$ -
49	60" Flared End Section w/ Splash Pad		EA	$ 2,250	$ -
50	36" Dia Headwallw/ 12'x3' Box Culvert		LF	$ 1,250	$ -
51	Detention Pond Outlet Structure (48")		EA	$ 15,500	$ -
52	Detention Pond Outlet Structure (60")		EA	$ 17,000	$ -
	SUBTOTAL FOR STORM DRAINAGE SYSTEM IMPROVEMENTS:				**$ 114,500**

ENGINEER'S PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COSTS $ 1,642,660

Notes:
1. Item totals and category subtotals have been rounded to the nearest $10.
2. Quantities and bid items are based on draft improvement plan design signed 6.26.19.
3. Costs for concrete flatwork, curb and gutter, and asphalt concrete paving include subgrade preparation and compacted
4. Costs do not include gas and power contracts, permit fees, construction support (CQA, survey, engineer of record), or Final

Cut/Fill Report

Generated: 2023-07-13 09:24:23

By user: jturner

Drawing: Y:\Client Files\2443\2443-001\CAD\Engineering\Common Files\SUBGRADE\Y:\Client Files\2443\2443-001\CAD\Engineering\Common Files\SUBGRADE\2443-001-RoadsSub.dwg

Volume Summary PHASE 4

Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
EG v SUB	full	1.000	1.000	526483.18	25424.70	7002.70	18422.00<Cut>

Totals

	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Total	526483.18	25424.70	7002.70	18422.00<Cut>

* Value adjusted by cut or fill factor other than 1.0

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SUBDIVISION IMPROVEMENTS BOND

Bond No.: 800214175
Premium: $9,049.00

KNOW ALL MEN BY THESE PRESENTS, that we, **Heritage Ranch LLC**, a Nevada limited liability company, as Principal, and **Atlantic Specialty Insurance Company**, a **New York** corporation licensed to do business in the state of Nevada, are held and firmly bound unto Lyon County, NV, as Obligee, in the penal sum of **Three Hundred Sixty-One Thousand Nine Hundred Fifty and 00/100 Dollars ($361,950.00)**, lawful money of the United States of America, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, **Heritage Ranch LLC** has agreed to construct in Lyon County, NV, the subdivision improvements set out in that certain Subdivision Improvements Agreement between **Heritage Ranch LLC** and Lyon County, NV dated _____ (the "Agreement"), according to the construction drawings for **Heritage Ranch Subdivision Phase 4 Final Map – Dayton, NV**, approved by Lee County, NV on _____ (the "Improvements").

NOW THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall construct, or have constructed, the Improvements herein described and shall save the Obligee harmless from any loss, cost or damage by reason of its failure to complete said work, then this obligation shall be null and void; otherwise to remain in full force and effect. The Surety on this Bond binds itself to said Obligee, to the amount hereinabove stated penal sum, that said Improvements shall be completed in accordance with the Agreement.

IN WITNESS WHEREOF, said Principal has hereunto set its hands and seals, and said Surety has caused these presents to be executed by its officers thereunto authorized this **17th** day of **October**, 2025.

PRINCIPAL:
Heritage Ranch LLC

By: _____
its authorized signatory
Print: Leo A. Hawley

SURETY:
Atlantic Specialty Insurance Company

By: _____
Print: Brook T. Smith, Attorney-in-Fact

intact INSURANCE

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that ATLANTIC SPECIALTY INSURANCE COMPANY, a New York corporation with its principal office in Plymouth, Minnesota, does hereby constitute and appoint: **Audria R. Ward, Barbara J. Benton, Brett Rosenhaus, Brian S. Turner, Brook T. Smith, Cathy Phan, Charles J. Nielson, David R. Hoover, Davor Mimica, Deborah S. Neichter, Denise Donelson, Devin J. Phillips, Donald P. Bramlage, Edward T. Ward, F. Danny Gann, James T. Smith, Jarrett Merlucci, Jason D. Cromwell, Jessica Martin, Jessica Pamela Reno, Joseph P. Nielson, Justin Vokus, Kevin R. Wojtowicz, Laura D. Mosholder, Matthew T. Smith, Michelle D. Liwosz, Patricia Schmaltz, Raymond M. Hundley, Shawn Alan Burton, Tracey C. Brown, William L Parker, William O. Walker**, each individually if there be more than one named, its true and lawful Attorney-in-Fact, to make, execute, seal and deliver, for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof; provided that no bond or undertaking executed under this authority shall exceed in amount the sum of: **unlimited** and the execution of such bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof in pursuance of these presents, shall be as binding upon said Company as if they had been fully signed by an authorized officer of the Company and sealed with the Company seal. This Power of Attorney is made and executed by authority of the following resolutions adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the President, any Senior Vice President or Vice-President (each an "Authorized Officer") may execute for and in behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and affix the seal of the Company thereto; and that the Authorized Officer may appoint and authorize an Attorney-in-Fact to execute on behalf of the Company any and all such instruments and to affix the Company seal thereto; and that the Authorized Officer may at any time remove any such Attorney-in-Fact and revoke all power and authority given to any such Attorney-in-Fact.

Resolved: That the Attorney-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed and sealed by an Authorized Officer and, further, the Attorney-in-Fact is hereby authorized to verify any affidavit required to be attached to bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under the authority of the following Resolution adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the signature of an Authorized Officer, the signature of the Secretary or the Assistant Secretary, and the Company seal may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing an Attorney-in-Fact for purposes only of executing and sealing any bond, undertaking, recognizance or other written obligation in the nature thereof, and any such signature and seal where so used, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, ATLANTIC SPECIALTY INSURANCE COMPANY has caused these presents to be signed by an Authorized Officer and the seal of the Company to be affixed this first day of January, 2023.

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

By _____
Sarah A. Kolar, Vice President and General Counsel

STATE OF MINNESOTA
HENNEPIN COUNTY

On this first day of January, 2023, before me personally came Sarah A. Kolar, Vice President and General Counsel of ATLANTIC SPECIALTY INSURANCE COMPANY, to me personally known to be the individual and officer described in and who executed the preceding instrument, and she acknowledged the execution of the same, and being by me duly sworn, that she is the said officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the seal of said Company and that the said seal and the signature as such officer was duly affixed and subscribed to the said instrument by the authority and at the direction of the Company.

ALISON D. NASH-TROUT
NOTARY PUBLIC - MINNESOTA
My Commission Expires
January 31, 2030

_____
Notary Public

I, the undersigned, Secretary of ATLANTIC SPECIALTY INSURANCE COMPANY, a New York Corporation, do hereby certify that the foregoing power of attorney is in full force and has not been revoked, and the resolutions set forth above are now in force.

Signed and sealed. Dated 17th day of October, 2025

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

_____
Kara L.B. Barrow, Secretary

This Power of Attorney expires
January 31, 2030

Please direct bond verifications to surety@intactinsurance.com

FINAL SUBDIVISION MAP

HERITAGE RANCH PHASE IV

LOCATED WITHIN A PORTION OF SECTION 11, TOWNSHIP 16 NORTH, RANGE 21 EAST, MOUNT DIABLO MERIDIAN, LYON COUNTY, NEVADA

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT THE UNDERSIGNED HERITAGE RANCH, LLC IS THE OWNER OF THE TRACT OF LAND REPRESENTED ON THIS PLAT AND HAS CONSENTED TO THE PREPARATION AND RECORDATION OF THIS PLAT AND THAT THE SAME IS EXECUTED IN COMPLIANCE WITH AND SUBJECT TO THE PROVISIONS OF N.R.S CHAPTER 278 AND LYON COUNTY CODE TITLE 15. THAT THE PUBLIC WAYS, RIGHTS-OF-WAY, ROADS, STREETS AND AVENUES AS IDENTIFIED HEREON INCLUDING ALL APPURTENANCES THERETO ARE HEREBY OFFERED FOR DEDICATION TO THE COUNTY OF LYON, STATE OF NEVADA AND THAT THOSE ACCEPTED BY THE COUNTY OF LYON ARE SET APART TO BE A PUBLIC THOROUGHFARE FOREVER. THAT ALL EASEMENTS SHOWN HEREON ARE GRANTED AS PERMANENT EASEMENTS FOR THE STATED PURPOSE. THE OWNER DECLARES THAT HE EXECUTED THIS CERTIFICATE FOR THE PURPOSE STATED HEREIN, IN WITNESS WHEREOF, THE UNDERSIGNED HAVE AFFIXED THEIR NAME.

THE OWNER OF THIS FINAL MAP AND HEIRS, ASSIGNS, AND SUCCESSORS, AGREE TO PROVIDE NOTICE OF THE PROVISIONS OF NRS 40.140 AND TITLE 15.20 OF THE LYON COUNTY CODE TO ANY AND ALL SUBSEQUENT PURCHASERS.

HERITAGE RANCH, LLC (a Nevada Limited Liability Company)

BY: SANTA YNEZ VALLEY CONSTRUCTION COMPANY
ITS: MANAGING MEMBER

LEO A. HANLY
ITS: PRESIDENT

COUNTY OF
STATE OF NEVADA SS:

ON THIS 28 DAY OF May, IN THE YEAR 2025, BEFORE ME, A NOTARY PUBLIC, PERSONALLY APPEARED LEO A. HANLY, PERSONALLY KNOWN BY ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE INSTRUMENT WHO ACKNOWLEDGED THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY AND THAT BY HIS SIGNATURE ON THE INSTRUMENT, THE PERSON, OR THE ENTITY ON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL
NOTARY'S SIGNATURE: Allison J. Ikehara
MY COMMISSION EXPIRES: 8/16/2026

ALLISON IKEHARA
Notary Public - State of Nevada
Appointment No. 18-3298-3
My Appointment Expires 08/16/2026

TITLE COMPANY CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT HAS BEEN EXAMINED AND THAT HERITAGE RANCH, LLC OWNS A RECORD OF INTEREST IN THE LAND AND THAT ALL OWNERS OF RECORD OF THE LAND HAVE SIGNED THE FINAL SUBDIVISION MAP; LISTING OF ANY LIEN OR MORTGAGE HOLDERS OF RECORD, IF ANY. IF THERE ARE NO LIEN OR MORTGAGE HOLDERS OF RECORD, THE FACT THAT THERE ARE NONE SHALL BE STATED IN THE CERTIFICATE AND THE CERTIFICATE OF TITLE SHALL BE SIGNED AND DATED BY AN OFFICER OF THE TITLE COMPANY RESPONSIBLE FOR THE STATEMENTS CONTAINED WITHIN SAID TITLE CERTIFICATE (LCC 15.607.06.C.3) (NRS 278.374.3.A):

DEED OF TRUST DOCUMENT NO. 0936005

SIGNATURE: _____ DATE: 5/21/2025
PRINTED NAME: Rishic K. Thompson VP
TITLE COMPANY: Tiger Title

SECURITY INTEREST HOLDERS CERTIFICATE

THIS IS TO CERTIFY THAT THE SECURITY INTEREST HOLDERS HAVE CONSENTED TO THE PREPARATION AND RECORDATION OF THIS PLAT AS EVIDENCED BY SEPARATE DOCUMENT RECORDED AS DOCUMENT NO. 699196, LYON COUNTY RECORDS, AND REFERENCING DEEDS OF TRUST NO. 0936005.

~~TITLE~~: _____

GIS DEPARTMENT

A DIGITAL COPY OF THIS MAP HAS BEEN DELIVERED TO THE LYON COUNTY GIS DEPARTMENT.

BY: HOLLY VILLINES - MAPPING ADMINISTRATOR DATE 10/21/25

SURVEYOR'S CERTIFICATE

I, GERALD D. JUAREZ, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA CERTIFY THAT:

1) THIS IS A TRUE AND ACCURATE REPRESENTATION OF THE LANDS SURVEYED UNDER MY DIRECT SUPERVISION AT THE INSTANCE OF HERITAGE RANCH, LLC.

2) THE LANDS SURVEYED LIE WITHIN A PORTION OF THE NE 1/4 OF SECTION 11, T.16N., R.21E., M.D.M. AND THE SURVEY

WAS COMPLETED ON _____.

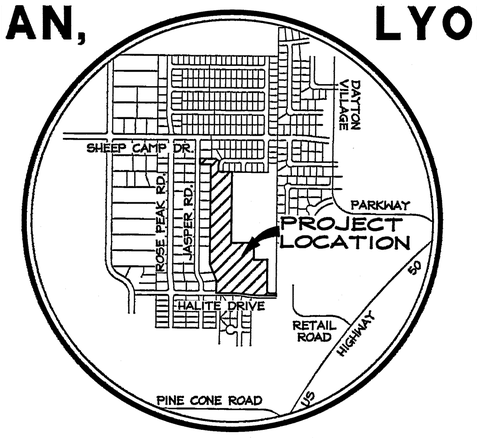
3) THIS PLAT COMPLIES WITH THE APPLICABLE STATE STATUTES AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE GOVERNING BODY GAVE ITS FINAL APPROVAL.

4) THE MONUMENTS DEPICTED ON THE PLAT ARE OF THE CHARACTER SHOWN AND OCCUPY THE POSITIONS INDICATED.

GERALD D. JUAREZ, P.L.S. 12140

PROFESSIONAL LAND SURVEYOR - STATE OF NEVADA
GERALD D. JUAREZ
EXP: 6-30-25
No. 12140

5/15/2025



VICINITY MAP

NEVADA DIVISION OF ENVIRONMENTAL PROTECTION

THIS FINAL MAP IS APPROVED BY THE NEVADA DIVISION OF ENVIRONMENTAL PROTECTION OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES. THIS APPROVAL CONCERNS SEWAGE DISPOSAL, WATER POLLUTION, WATER QUALITY AND WATER SUPPLY FACILITIES AND IS PREDICATED UPON PLANS FOR A PUBLIC WATER SUPPLY AND A COMMUNITY SEWAGE DISPOSAL SYSTEM.

SIGNATURE: Marina Holcomb EI DATE: 9/17/25
PRINTED NAME: Marina Holcomb EI

UTILITY COMPANIES' CERTIFICATE

WE, THE UNDERSIGNED PUBLIC UTILITIES, ACCEPT AND APPROVE THE PUBLIC UTILITY EASEMENT AS GRANTED ON THIS PLAT. THIS APPROVAL DOES NOT GUARANTEE ACCESSIBILITY FOR SERVICE. ALL P.U.E.'S INCLUDE CATV.

CHARTER COMMUNICATIONS

SIGNATURE: _____ DATE: 5/21/2025
PRINTED NAME: Armando Grajeda Const. Supervisor

NEVADA BELL TELEPHONE COMPANY D/B/A AT&T NEVADA

SIGNATURE: _____ DATE: 5/21/2025
PRINTED NAME: SR SPECIALIST OSP DSGN ENGR

A PUBLIC UTILITY EASEMENT IS HEREBY GRANTED TO SOUTHWEST GAS ~~FACILITIES~~ CORPORATION WITHIN EACH PARCEL AS SHOWN FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY SERVICE FACILITIES TO THAT PARCEL, WITH THE RIGHT TO EXIT THAT PARCEL WITH SAID UTILITY ~~FACILITIES~~ FACILITIES FOR THE PURPOSE OF SERVING ADJACENT PARCELS.

SOUTHWEST GAS CORPORATION

SIGNATURE: Frank Lee DATE: 5/29/2025
PRINTED NAME: Frank Lee

A PUBLIC UTILITY EASEMENT IS HEREBY GRANTED TO NV ENERGY WITHIN EACH PARCEL AS SHOWN FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY SERVICE FACILITIES TO THAT PARCEL, WITH THE RIGHT TO EXIT THAT PARCEL WITH SAID UTILITY FACILITIES FOR THE PURPOSE OF SERVING ADJACENT PARCELS, AT LOCATIONS MUTUALLY AGREED UPON BY THE OWNER OF RECORD AT THAT TIME OF INSTALLATION AND THE UTILITY COMPANY.

SIERRA PACIFIC POWER COMPANY D/B/A NV ENERGY

SIGNATURE: _____ DATE: 5/21/2025
PRINTED NAME: CHRIS ROBINSON

RIGHT TO FARM

THE LANDS SHOWN HEREON ARE SUBJECT TO THE PROVISIONS OF NEVADA REVISED STATUTES 40.140 AND TITLE 15 OF THE LYON COUNTY CODE, THE RIGHT TO FARM. LYON COUNTY HAS DETERMINED THAT THE HIGHEST AND BEST USE FOR AGRICULTURAL LAND IS TO DEVELOP OR PRESERVE SAID LANDS FOR THE PURPOSES OF AGRICULTURAL OPERATIONS AND IT WILL NOT CONSIDER THE INCONVENIENCES OR DISCOMFORTS ARISING FROM OR RELATED TO AGRICULTURAL OPERATIONS TO BE A PERCEIVED NUISANCE IF SUCH OPERATIONS ARE LEGAL, CONSISTENT WITH ACCEPTED CUSTOMS AND STANDARDS AND OPERATED IN A NON-NEGLIGENT MANNER.

TREASURER'S CERTIFICATE

I, STACI LINDBERG, LYON COUNTY CLERK/TREASURER HEREBY CERTIFY THAT THERE ARE NO LIENS FOR UNPAID STATE, COUNTY, CITY OR LOCAL TAXES OR SPECIAL ASSESSMENTS AND THAT ALL TAXES FOR THE FISCAL YEAR HAVE BEEN PAID ON PROPERTY THAT IS THE SUBJECT OF THIS MAP. A.P.N. 016-404-16

BY: STACI LINDBERG 10/21/2025 DATE
LYON COUNTY CLERK/TREASURER

DEPARTMENT HEAD'S CERTIFICATE

THE UNDERSIGNED LYON COUNTY DEPARTMENT HEADS AND LOCAL FIRE DISTRICT HEREBY CERTIFY THAT THE FINAL SUBDIVISION MAP HAS BEEN REVIEWED BY EACH DEPARTMENT OR LOCAL FIRE DISTRICT FOR ALL IMPROVEMENTS THEREOF.

BY: _____ 10/9/2025 DATE
LYON COUNTY ROAD DIRECTOR

BY: _____ 9/17/2025 DATE
FIRE PROTECTION DISTRICT CHIEF

BY: _____ 10/20/25 DATE
LYON COUNTY ASSESSOR (AS TO OWNERSHIP ONLY)

BY: _____ 9/17/2025 DATE
LYON COUNTY PUBLIC WORKS/UTILITIES DIRECTOR

COMMUNITY DEVELOPMENT & PLANNING COMMISSION CERTIFICATE

THE PLAT HAS BEEN EXAMINED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE TENTATIVE MAP APPROVED BY THE BOARD OF COUNTY COMMISSIONERS ON THE 6TH DAY OF JULY, 2017, AND ALL CONDITIONS IMPOSED UPON ITS APPROVAL HAVE BEEN SATISFIED. IN ADDITION, ALL OFFERS OF DEDICATION FOR ALL PUBLIC ROADWAYS WERE REJECTED WITH THE RESERVATION TO ACCEPT SAID OFFERS AT A LATER DATE.

PLANNING COMMISSION CHAIRMAN 10-9-2025 DATE

COMMUNITY DEVELOPMENT DIRECTOR 10/14/25 DATE

NEVADA DIVISION OF WATER RESOURCES CERTIFICATE

THIS FINAL MAP IS APPROVED BY THE DIVISION OF WATER RESOURCES OF THE STATE OF NEVADA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES CONCERNING WATER QUANTITY, SUBJECT TO THE REVIEW OF APPROVAL ON FILE IN THIS OFFICE.

BY: Malcolm J. Wilson, P.E. 5/21/2025 DATE
DIVISION OF WATER RESOURCES

COUNTY ENGINEER'S CERTIFICATE

I, Charles Reno, CERTIFY THAT I HAVE EXAMINED THIS FINAL MAP OF HERITAGE RANCH IN SECTION 11, TOWNSHIP 16 NORTH, RANGE 21 EAST, M.D.M., AS SHOWN ON THIS PLAT, AND THAT IT IS SUBSTANTIALLY AS IT APPEARS ON THE APPROVED TENTATIVE MAP, THAT ALL PROVISIONS OF NRS 278 AND ALL LOCAL ORDINANCES HAVE BEEN COMPLIED WITH AND THAT THIS MAP IS TECHNICALLY CORRECT. A PROPER PERFORMANCE BOND HAS BEEN DEPOSITED GUARANTEEING THAT THE MONUMENTS WILL BE OF THE CHARACTER SHOWN AND OCCUPY THE POSITION INDICATED. WITHIN ONE YEAR OF THE RECORDING DATE OF THIS MAP.

BY: _____ 5/29/25 DATE
LYON COUNTY ENGINEER

RECORDER'S CERTIFICATE

FILED NO. 700242 FEE: $ 88.00

FILED FOR RECORD THIS 21ST DAY OF October, 2025, AT 55 MINUTES PAST 3 O'CLOCK P M., IN THE OFFICIAL RECORDS OF LYON COUNTY, NEVADA, AT THE REQUEST OF HERITAGE RANCH, LLC A NEVADA LIMITED LIABILITY COMPANY

BY: Anita Talbot, Recorder
ANITA TALBOT, LYON COUNTY RECORDER

BY DEPUTY:

SHEET 1 OF 3

FINAL SUBDIVISION MAP
FOR
HERITAGE RANCH PHASE IV
BEING A DIVISION OF PARCEL 4-D OF PARCEL MAP #597582

LOCATED WITHIN A PORTION OF THE NE 1/4 OF SECTION 11, T.16N., R.21E., M.D.M. LYON COUNTY, NEVADA

WILSON ENGINEERS
MINDEN
1603 Esmeralda Ave
P.O. Box 2229
Minden, NV 89423
p 775.782.2322
f 775.782.7084
WWW.ROANDERSON.COM
RENO
9060 Double Diamond Pkwy, Unit 1B
Reno, NV 89521
p 775.782.2322
f 775.782.7084

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#= 700242 10/21/2025 1 of 3

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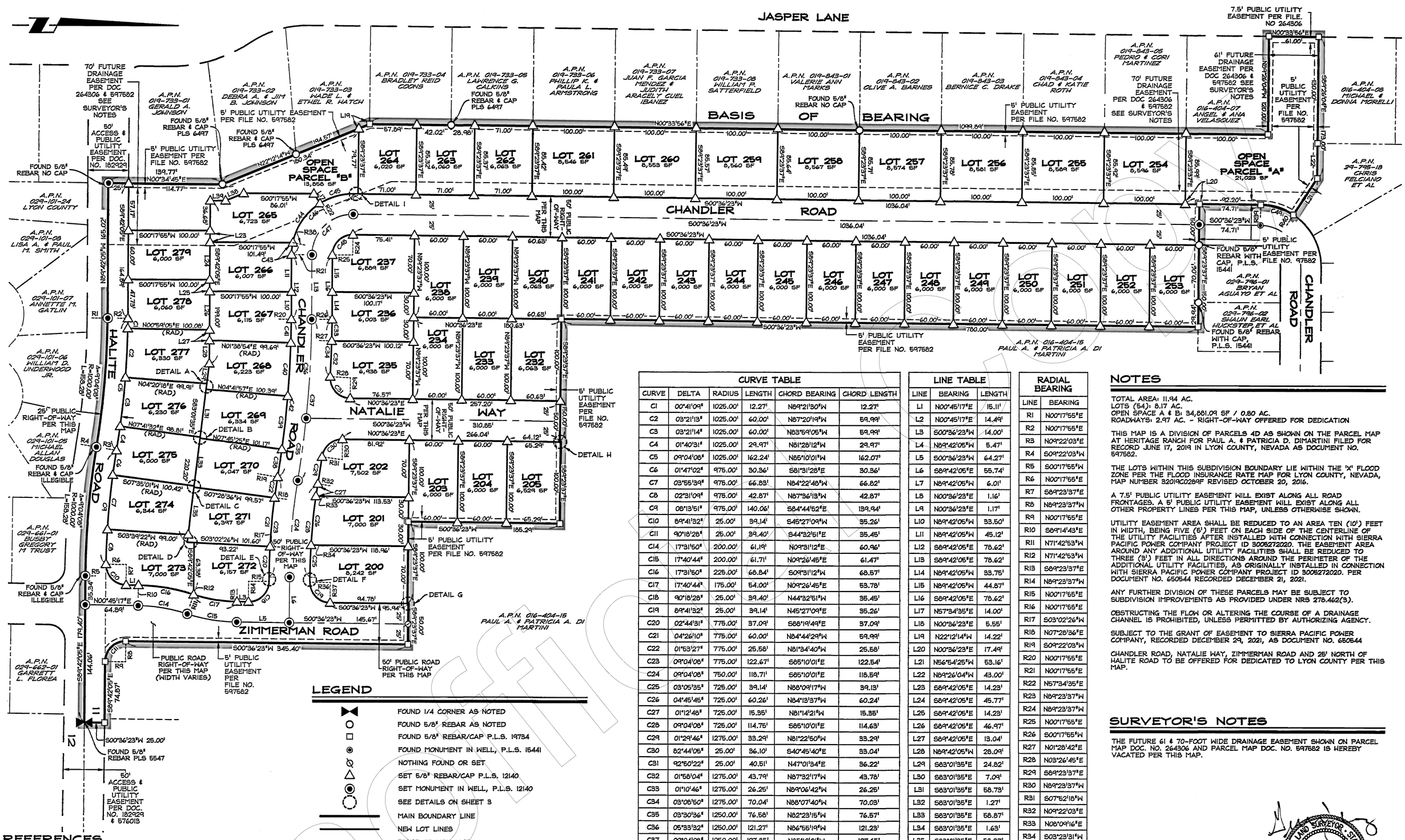
JASPER LANE
BASIS OF BEARING
N00°33'56"E
CHANDLER ROAD
HALITE ROAD
NATALIE WAY
ZIMMERMAN ROAD
OPEN SPACE PARCEL "A" 21,023 SF
OPEN SPACE PARCEL "B" 13,858 SF
LOT 254 6,596 SF
LOT 255 6,588 SF
LOT 256 6,581 SF
LOT 257 6,574 SF
LOT 258 6,567 SF
LOT 259 6,560 SF
LOT 260 6,553 SF
LOT 261 6,646 SF
LOT 262 6,063 SF
LOT 263 6,060 SF
LOT 264 6,020 SF
LOT 265 6,723 SF
LOT 266 6,007 SF
LOT 267 6,115 SF
LOT 268 6,223 SF
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LOT 271 6,347 SF
LOT 272 6,157 SF
LOT 273 7,000 SF
LOT 274 6,344 SF
LOT 275 6,000 SF
LOT 276 6,230 SF
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LOT 278 6,060 SF
LOT 279 6,000 SF
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LOT 201 7,000 SF
LOT 202 7,502 SF
LOT 203 6,000 SF
LOT 204 6,000 SF
LOT 205 6,529 SF
LOT 200 8,242 SF
7.5' PUBLIC UTILITY EASEMENT PER FILE. NO 264306
61' FUTURE DRAINAGE EASEMENT PER DOC 264306 & 597582 SEE SURVEYOR'S NOTES
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
70' FUTURE DRAINAGE EASEMENT PER DOC 264306 & 597582 SEE SURVEYOR'S NOTES
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
50' ACCESS & PUBLIC UTILITY EASEMENT PER DOC. NO. 182423
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
50' PUBLIC RIGHT-OF-WAY PER THIS MAP
25' PUBLIC RIGHT-OF-WAY PER THIS MAP
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
50' PUBLIC ROAD RIGHT-OF-WAY PER THIS MAP
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
50' PUBLIC ROAD RIGHT-OF-WAY PER THIS MAP
5' PUBLIC UTILITY EASEMENT PER FILE NO. 597582
FOUND 5/8" REBAR NO CAP
FOUND 5/8" REBAR & CAP PLS 6497
FOUND 5/8" REBAR WITH CAP, P.L.S. 15441
FOUND 5/8" REBAR & CAP ILLEGIBLE
FOUND 5/8" REBAR PLS 5547
50' ACCESS & PUBLIC UTILITY EASEMENT PER DOC. NO. 182929 & 576013
DETAIL A
DETAIL B
DETAIL C
DETAIL D
DETAIL E
DETAIL F
DETAIL G
DETAIL H
DETAIL I
A.P.N. 019-733-01 GERALD A. JOHNSON
A.P.N. 019-733-02 DEBRA A. & JIM B. JOHNSON
A.P.N. 019-733-03 WADE L. & ETHEL R. HATCH
A.P.N. 019-733-04 BRADLEY REID COONS
A.P.N. 019-733-05 LAWRENCE G. CALKINS
A.P.N. 019-733-06 PHILLIP K. & PAULA L. ARNSTRONG
A.P.N. 019-733-07 JUAN F. GARCIA MENDEZ & JUDITH ARACELY CUEL IBANEZ
A.P.N. 019-733-08 WILLIAM P. SATTERFIELD
A.P.N. 019-843-01 VALERIE ANN MARKS
A.P.N. 019-843-02 OLIVE A. BARNES
A.P.N. 019-843-03 BERNICE C. DRAKE
A.P.N. 019-843-04 CHAD & KATIE ROTH
A.P.N. 019-843-05 PEDRO & CORI MARTINEZ
A.P.N. 016-424-07 ANGEL & ANA VELASQUEZ
A.P.N. 016-424-08 MICHAEL & DONNA MORELLI
A.P.N. 029-101-24 LYON COUNTY
A.P.N. 029-101-28 LISA A. & PAUL M. SMITH
A.P.N. 029-101-07 ANNETTE M. GATLIN
A.P.N. 029-101-06 WILLIAM D. UNDERWOOD JR.
A.P.N. 029-101-05 MICHAEL ALLAN DOUGLAS
A.P.N. 029-661-01 BUSBY GREGORY M TRUST
A.P.N. 029-662-01 GARRETT L. FLOREA
A.P.N. 29-715-18 CHRIS FELCIANO ET AL
A.P.N. 029-796-01 BRYAN AGUAYO ET AL
A.P.N. 029-796-02 SHAUN EARL HUCKSTEP ET AL
A.P.N. 016-424-15 PAUL A. & PATRICIA A. DI MARTINI
A.P.N. 016-424-15 PAUL A. & PATRICIA A. DI MARTINI
N00°17'55"E 1320.00'
S89°23'37"E 1780.00'
S00°36'23"W 1036.04'
N00°36'23"E 1036.04'
N00°36'23"E 780.00'
S00°36'23"W 780.00'
N00°36'23"E 345.40'
S00°36'23"W 345.40'
N00°36'23"E 185.29'
S00°36'23"W 185.29'
S00°36'23"W 25.00'
N00°36'23"E 25.00'
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S00°17'55"W 100.00'
S00°17'55"W 101.49'
S00°17'55"W 100.00'
S00°17'55"W 100.00'
N00°54'05"E 100.08' (RAD)
N01°38'54"E 99.69' (RAD)
N04°20'18"E 99.91' (RAD)
N04°41'57"E 100.39' (RAD)
N07°41'32"E 98.81' (RAD)
N07°45'25"E 101.17' (RAD)
S07°35'01"W 100.42' (RAD)
S07°28'36"W 99.57'
S03°39'22"W 99.00' (RAD)
S03°02'26"W 101.60'
S00°36'23"W 118.53'
S00°36'23"W 118.96'
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S00°36'23"W 145.67'
S00°36'23"W 100.17'
S00°36'23"W 100.12'
N00°36'23"E 150.63'
N00°36'23"E 310.85'
N00°36'23"E 266.04'
N00°36'23"E 81.92'
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N00°36'23"E 76.57'
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S89°42'05"E 74.57'
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S89°42'05"E 179.40'
S89°42'05"E 220.65'
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S89°42'05"E 57.17'
S89°42'05"E 164.89'
S89°42'05"E 41.73'
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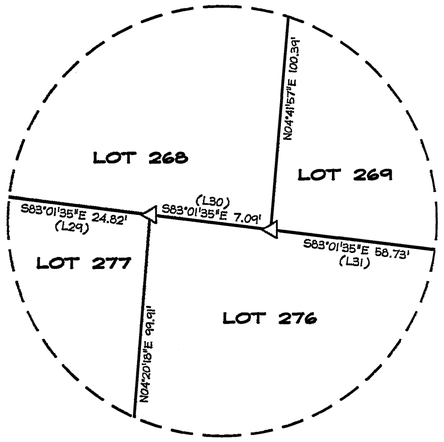
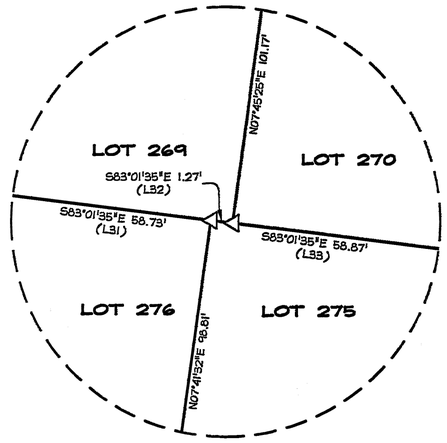
S89°42'05"E 100.00'
S89°42'05"E 100.00



DETAIL A

SCALE: 1"=5'



DETAIL B

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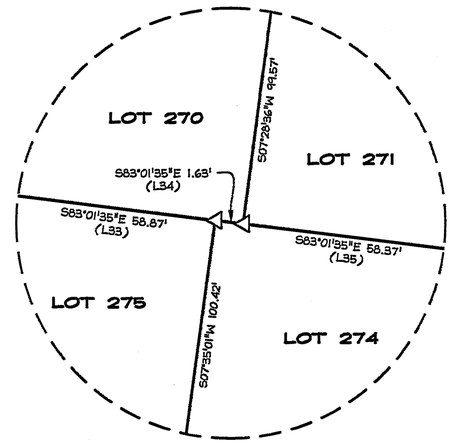
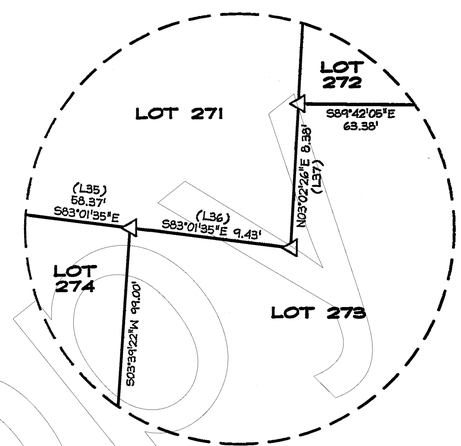


DETAIL C

SCALE: 1"=5'



DETAIL D

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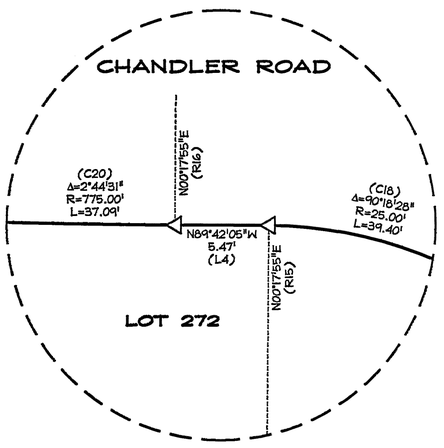

DETAIL E

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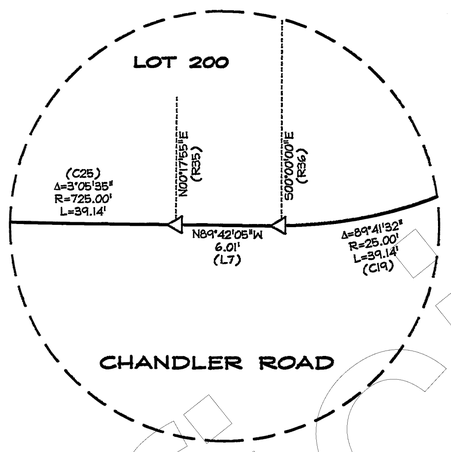
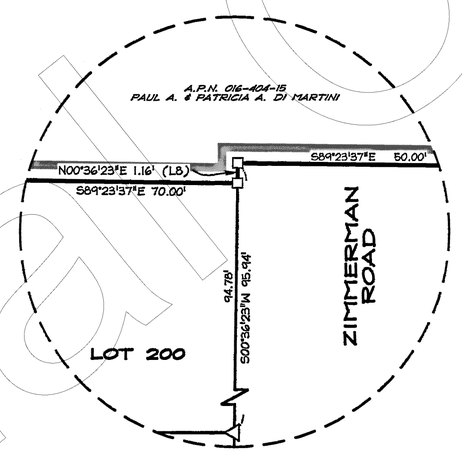


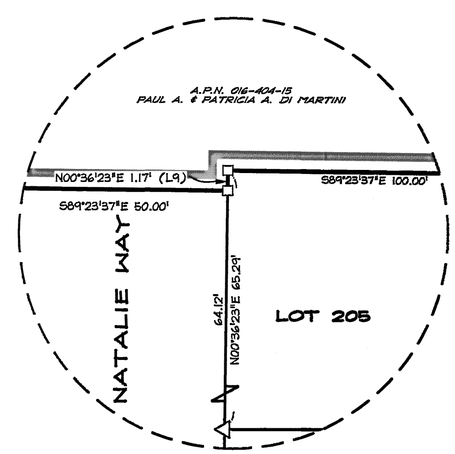
DETAIL F

SCALE: 1"=5'



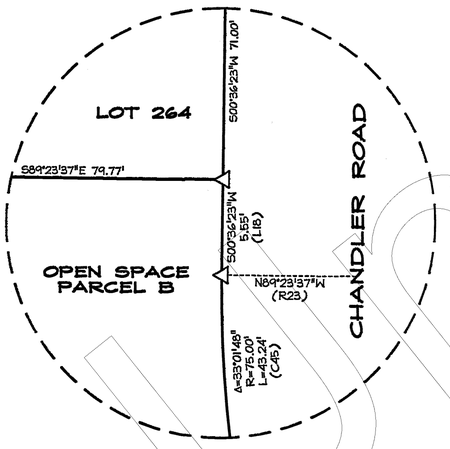
DETAIL G

SCALE: 1"=5'



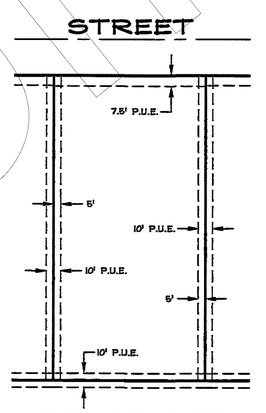
DETAIL H

SCALE: 1"=5'



DETAIL I

SCALE: 1"=5'



TYPICAL LOT EASEMENT DETAIL

NOT TO SCALE

1 0 1 2
5' 0 5' 10'

SCALE: 1" = 5'

PROFESSIONAL LAND SURVEYOR · STATE OF NEVADA
GERALD D. JUAREZ
EXP: 6-30-25
No. 12140

5/15/2025

SHEET 3 OF 3

FINAL SUBDIVISION MAP
FOR
HERITAGE RANCH PHASE IV

BEING A DIVISION OF PARCEL 4-D OF PARCEL MAP #597582

LOCATED WITHIN A PORTION OF THE
NE 1/4 OF SECTION 11, T.16N., R.21E., M.D.M.
LYON COUNTY, NEVADA

2255-016FM

WILSON ENGINEERS
WWW.ROANDERSON.COM
MINDEN
1603 Esmeralda Ave
P.O. Box 2229
Minden, NV 89423
p 775.782.2322
f 775.782.7084
RENO
9060 Double Diamond Pkwy, Unit 1B
Reno, NV 89521
p 775.782.2322
f 775.782.7084

#: 700242 10/21/2025 3of3

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Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
12.a

Subject:
For Possible Action: To approve the request from Stanton Park Development Inc. for a Conditional Use Permit for a Chevron Truck Stop/Convenience Store on land subject to CC (Community Commercial) zoning located in the southwest corner of the intersection of Six Mile Canyon and Highway 50 in Dayton on an approximately 12.41-acre parcel (APN 016-025-38); PLZ-2025-078. (Senior Planner Lisa Nash)

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Staff Report
- Backup
- Public Comment

LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING • DEVELOPMENT ENGINEERING • PLANNING

27 S. MAIN STREET
YERINGTON, NEVADA 89447
(775) 463-6591
FAX: (775) 463-5305

34 LAKES BOULEVARD
DAYTON, NEVADA 89403
(775) 246-6135
FAX: (775) 246-6147

BOARD OF COUNTY COMMISSIONERS

PLZ-2025-078

Proposed Action	Conditional Use Permit for a Chevron Truck Stop/Convenience Store
Meeting Date	January 5, 2026
Property Owners	Stanton Park Development Inc.
Applicant	Stanton Park Development Inc.
Representative	Heartfelt Engineering, LLC / Christopher Moltz, PE
Community	Dayton
Location	Southwest Corner of Intersection of Six Mile Canyon Road and Highway 50
Parcel Number	016-025-38 (formerly 016-025-16)
Parcel Size	12.41-acre parcel
Master Plan	Mixed Use
Current Zoning	C-2 (General Commercial District)
Flood Zone(s)	X-Shaded per FIRM 32019C0292F (effective 10/20/2016)
Case Planner	Lisa Nash

REQUEST

The applicant requests a Conditional Use Permit (CUP) to operate a Chevron Truck Stop/Convenience Store on an approximately 12.41-acre parcel located in the southwest corner of the intersection of Six Mile Canyon and Highway 50 in Dayton.

PROJECT SUMMARY

The Conditional Use Permit (CUP) is for a Chevron with associated convenience store with petroleum sales (20 passenger vehicle fueling positions and 6 truck fueling stations), overnight truck and RV parking, two quick serve restaurants, a pretzel stand, automatic car wash with vacuum stalls, RV dump station, propane sales, and limited gaming. The site is located in the southwest corner of the intersection of Six Mile Canyon and Highway 50 in Dayton and is zoned C-2 (General Commercial District) and is subject to CC (Community Commercial) zoning.

PLANNING COMMISSION

The Planning Commission heard the item on December 9, 2025. The Commission forwarded a recommendation of approval, voting 7-0 (7 Ayes; 0 Nays; 0 Abstentions). The recommendation was based on the findings listed in the staff report.

RECOMMENDED MOTION

If after review and public comment the Board of County Commissioners determines that they should approve the requested Conditional Use Permit application, then the Board should make a motion similar to the following.

The Board of County Commissioners finds that:

A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;

F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and

G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

Based on the aforementioned Findings and the following 21 Conditions of Approval, I move that the Board of County Commissioners approves the request from Stanton Park Development Inc. for a Conditional Use Permit for a Chevron Truck Stop/Convenience Store on land subject to CC (Community Commercial) zoning generally located in the southwest corner of the intersection of Six Mile Canyon Road and Highway 50 in Dayton on a 12.41-acre parcel (APN 016-025-38), PLZ-2025-078.

CONDITIONS OF APPROVAL

1. No change in the terms and conditions of the Conditional Use Permit (CUP), as approved, shall be undertaken without first submitting the changes to Lyon County Community Development and having them modified in conformance with Lyon County Code.
2. The applicant shall comply with all applicable Fire, building, zoning and improvement code requirements and obtain any necessary public inspections. All construction documents and separate applications must be submitted to the Central Lyon County Fire Protection District and the Lyon County Building Department for review and approval to obtain the required Mass Grading Permit.

3. The applicant is required to submit for a separate and independent Fire Plan review by the Central Lyon County Fire Protection District (CLCFPD) and will be required to comply with the 2018 Northern Nevada Code Amendments package including 2018 IFC, 2018 IBC, 2018 IWUIC and all applicable NFPA standards. Applications can be found at www.centrallyonfire.org under the Construction drop down menu. Contact the CLCFPD Fire Prevention Division at (775)246 6209 for more information and direction if necessary.

4. The proposed building shall meet all the requirements of the Lyon County Building Department and is subject to the following Conditions.
    a. All grading, site improvement, utilities and structures must adhere to the current Nevada State Revised Statutes (NRS), Lyon County Title 15 & the 2018 Northern Nevada Amendments.
    b. All structures must be designed to Lyon County specific design criteria or greater. This information may be found on the Lyon County website under the building department tab.
    c. This project shall comply with the 2018 IBC & ICC A117 code for accessibility as applicable.
    d. All work is to be performed by licensed professionals. All licensed professionals shall carry state and local licenses.
    e. Applicant will need to provide an accurate occupancy count to required toilet count at the time of the building permit application.
    f. Prior to requesting a building permit for this project, the applicant must submit an application and receive an approval letter and approved set of plans from the local Fire Department and submit these documents with the building permit application.
    g. Submit a full and complete building permit application packet for review. The minimum requirements for this may be found on the Lyon County website under the building department tab.

5. This project is within the water and sewer service boundaries of the Lyon County Utilities Department (LCUD). The applicant is required to submit an application to the Utilities Department, and is subject to the following Conditions.
    a. There is a 12" water main located across Six Mile Canyon Rd.
    b. There is a sewer main located across Six Mile Canyon Rd.
    c. Any proposed connection to the existing LCUD water system will require a permit submission and approval prior to construction.
    d. All connections to the LCUD water infrastructure will require an approved backflow preventer.
    e. Any connection to the existing water main will require a submittal and approval to Nevada Division of Environmental Protection Bureau of Safe Drinking Water (NDEP BSDW), NDEP BSDW requires an NAC letter from the utility, this letter is generated by our County Engineer's office (DOWL). DOWL will need the project information including plans, fire flow requirements and domestic and irrigation fixture unit calculations. Please be aware the NAC letter may take 3-4 weeks to receive, then the applicant can submit to NDEP BSDW which can also take an additional 3-4 weeks of review and approval. It's recommended to contact Sean Sinclair with LCUD directly to discuss if this project will be connected to the existing LCUD water system to help navigate the NAC letter and NDEP BSDW submittal process.
    f. Water Rights will be required for any commercial/Industrial and/or irrigation use.
    g. Water & sewer connection fees will be required for any commercial and irrigation needs.

6. The project is within the jurisdiction of the Lyon County Roads Dept. and is subject to the following Conditions.
    a. Existing/Proposed driveway may need to be widened for truck traffic. Currently it is only 24" wide. If this is the case, an Encroachment Permit will need to be obtained through the Road Department.
    b. County ROW ditch lines in front of the property on Six Mile Canyon Road may need to be redefined by the developer/contractor.
    c. If the current driveway approach in County ROW is used and not replaced, it is the responsibility of the developer/owner to slurry the asphalt of the driveway. Lyon County will not slurry driveway approaches into private property.

d. The power pole at this driveway approach/exit may need to be protected per NV Energy.
e. The newly installed LED "No Truck" sign, directly across the intersection of this driveway and 6 Mile Canyon Road, will need to be relocated further up 6 Mile by the developer/contractor. The new location for this sign will be called out for by Lyon County and Storey County, as the new sign belongs to Storey County.

7. The applicant shall acquire all Lyon County, state and federal permits necessary for the operation of the truck stop/convenience store and any accessory uses as well as obtain all of the necessary public inspections.

8. Prior to issuance of a mass grading permit and/or building permit for the project, the developer shall submit documentation of approval by the Nevada Division of Environmental Protection (NDEP) Surface Area Disturbance permit and the Stormwater Pollution Prevention Plan (SWPPP) permit.

9. The applicant shall comply with the Storm Drainage Guidelines for Lyon County, dated September 20, 2024 to the satisfaction of the County Engineer prior to issuance of a Site Improvement Permit, Grading Permit, and/or Building Permit. Drainage report and plans must be submitted concurrently with any Site Improvement Plans, Grading Plans, and/or Building Permit applications.

10. In accordance with 15.800.08(A), the Applicant shall obtain approval of a flood plain development permit prior to any development.

11. The applicant shall comply with the Performance and Design Standards for “Community Commercial Uses” as listed in Chapter 15.335 and Chapter 15.360.04 and 15.360.05 of Lyon County Development Code.

12. The proposed use shall comply with all of the Performance Requirements for Commercial Uses provided in Lyon County code section 15.335.03(HHH), including but not limited to all requirements pertaining to outdoor storage areas, fencing and buffering, and lighting.

13. The applicant shall comply with the parking standards as set forth in Title 15, Chapter 15.401 to the satisfaction of the Community Development Director or their designee prior to issuance of the Certificate of Occupancy. The proposed development requires 43 parking stalls, with a minimum of 2 ADA compliant stalls required. The applicant is proposing 42 stalls with an additional 10 (ten) overnight truck parking spaces and 5 (five) RV parking spaces.

14. The application shall comply with the landscape standards as set forth in Title 15, Chapter 15.402 to the satisfaction of the Community Development Director or their designee prior to issuance of the Certificate of Occupancy for the truck stop and convenience store. This will include landscape buffers between the parking area and the Hwy 95A frontage as per LCDC 15.360.05 and screening of headlights etc. will be required between the Truck and RV parking areas and the adjacent residential development to the south.

15. Landscape and buffering plans must be submitted concurrently with any Building Permit applications.

16. Any exterior site and building lighting for the project shall incorporate cut-off shields or similar design features that prevent light and glare spillover onto adjacent properties and public rights-of-way to the satisfaction of the Community Development Director or their designee prior to the issuance of the Certificate of Occupancy. Lighting plans must be submitted concurrently with any Building Permit applications.

17. The project is within the jurisdiction of the Nevada Department of Transportation (NDOT) District II. The applicant is required to submit a Traffic Impact Study (TIS) to NDOT and Lyon County. The TIS will need to be reviewed and approved by NDOT and Lyon County to meet NDOT Access Management and other applicable standards before site improvement, grading, and building permits will be issued. Any required permits by NDOT must be obtained prior to issuance of the Certificate of Occupancy.

18. The applicant shall comply with all applicable environmental and health laws and regulations concerning water quality, air quality, solid waste disposal, and wastewater management.

19. The applicant shall maintain a Lyon County business license for the use while occupying the site. The Business License shall not be approved by the Planning Department until all of these conditions are met.
20. All contractors doing any construction, modifications, or remodels must be licensed in Lyon County and the State of Nevada.
    a. A separate building permit will be required for any/all building and freestanding signs.
21. The substantial failure to comply with the conditions imposed on the issuance of this conditional use permit or the operation of the conditional use in a manner that endangers the health, safety or welfare of Lyon County or its residents or the violation of ordinances, regulations or laws in the conditional use may result in the institution of revocation proceedings. **Failure to initiate the conditional use permit within two (2) years from the date of approval will result in the expiration of the conditional use permit approval.**

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Board of County Commissioners determines that additional information, discussion and public review are necessary for a more thorough review of the proposed conditional use permit; the Board should make appropriate findings and move to **continue** the Public Hearing with a specific time period for the applicant to provide additional specific information necessary for the analysis of the request. The Board may wish to consider a motion similar to the following:

The Board of County Commissioners finds that:

A. Additional information, discussion and public review are necessary for a more thorough review of the proposed Conditional Use Permit.

Based on the above findings and with the applicant's concurrence, I move that the Board of County Commissioners continues the request from Stanton Park Development Inc. for a Conditional Use Permit for a Chevron Truck Stop/Convenience Store on land subject to CC (Community Commercial) zoning generally located in the southwest corner of the intersection of Six Mile Canyon Road and Highway 50 in Dayton on a 12.41-acre parcel (APN 016-025-38), PLZ-2025-078 for ____ days.

Alternative Motion for Denial

If the Board of County Commissioners determines that they should recommend denial of the request for a Conditional Use Permit, then the Board needs to make findings supporting a recommendation of denial. The Board may wish to consider a motion similar to the following:

The Board of County Commissioners has considered:

15.230.06: FINDINGS:

When considering applications for a conditional use permit, the Board must evaluate the impact of the conditional use on and its compatibility with surrounding properties and neighborhoods to mitigate potential impacts of the use at a particular location and make the following findings:

A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;
B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

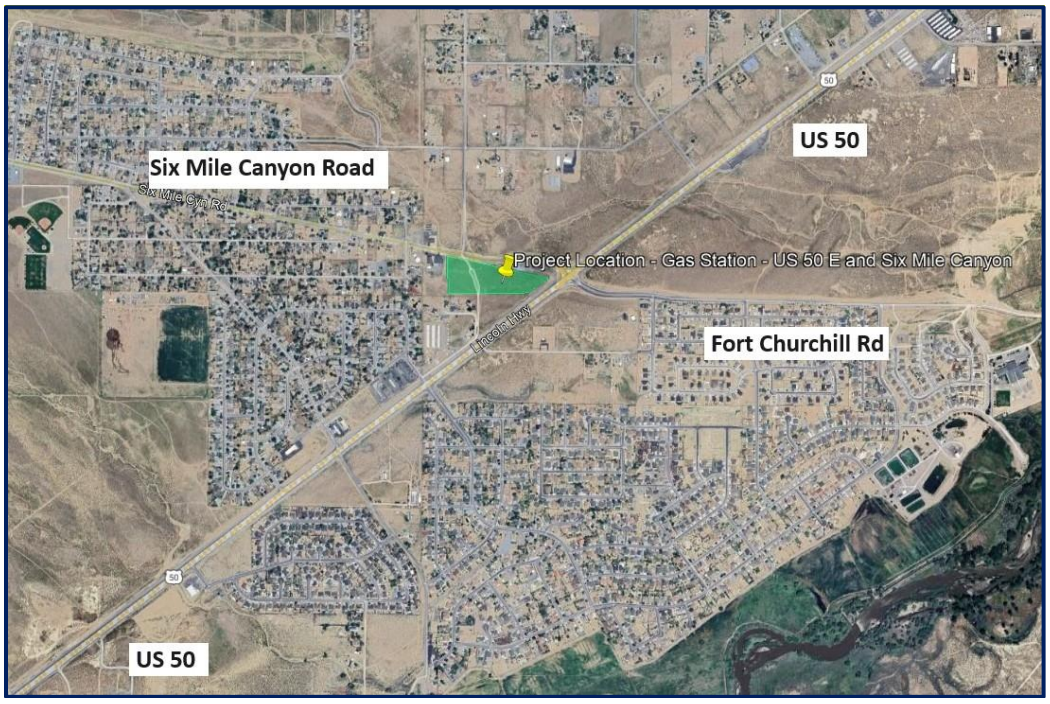
C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;
D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;
E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;
F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and
G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

After consideration of the above-listed findings, I move that the Board of County Commissioners <u>denies</u> the request from Stanton Park Development Inc. for a Conditional Use Permit for a Chevron Truck Stop/Convenience Store on land subject to CC (Community Commercial) zoning generally located in the southwest corner of the intersection of Six Mile Canyon Road and Highway 50 in Dayton on a 12.41-acre parcel (APN 016-025-38), PLZ-2025-078.

BACKGROUND AND PARCEL INFORMATION

<u>Location and Size</u>

The subject parcel is located in Dayton, in the southwest corner of the intersection of Six Mile Canyon and Highway 50. The parcel is 12.41 acres in size per the County Assessor. This parcel was recently part of the Six Mile Canyon Road/Fort Churchill Road abandonment and dedication. It was then subsequently part of a Record of Survey that combined the separated portion of APN 016-025-13 on the south side of the Six Mile Canyon Road into APN 016-025-16, creating the new parcel APN 016-025-38.



Vicinity Map (Provided by Applicant)

Existing Uses and Access

The vacant project site currently right-in and right-out access from Six Mile Canyon Road. Six Mile Canyon Road has access from US Highway 50. The assessor's map showing the parcel is shown below.

Assessor's Map

Public Facilities

The subject site is located within Lyon County Utility District's (LCUD) sanitary sewer and water service area and LCUD will require a dedication or relinquishment of water rights.

Flood Zone Designation

Per the FEMA (Federal Emergency Management Agency) Flood Insurance Rate Map (X-Shaded per FIRM 32019C0292F effective 10/20/2016) as shown on the following page, the project site is within an X-Shaded zone. Section 15.800.08(A) of the Lyon County Code states that a floodplain development permit must be approved before construction or development is allowed to begin within any area of special flood hazard established in subsection 15.800.07(A), such as Flood Zone X-Shaded.

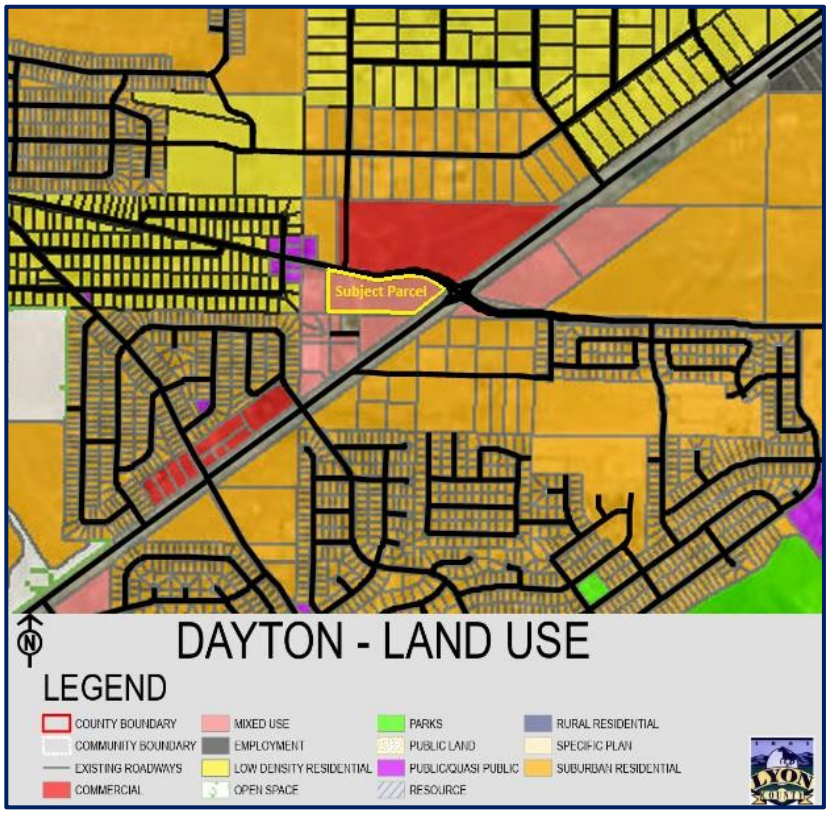
The floodplain development permit is required for all structures as well as for all development including fill and other activities as defined in 15.1200. In accordance with 15.800.08(A) and as a Condition of Approval for the proposed project, the Applicant shall obtain approval of a flood plain development permit prior to any development.

FEMA Map

Master Plan and Zoning

Master Plan

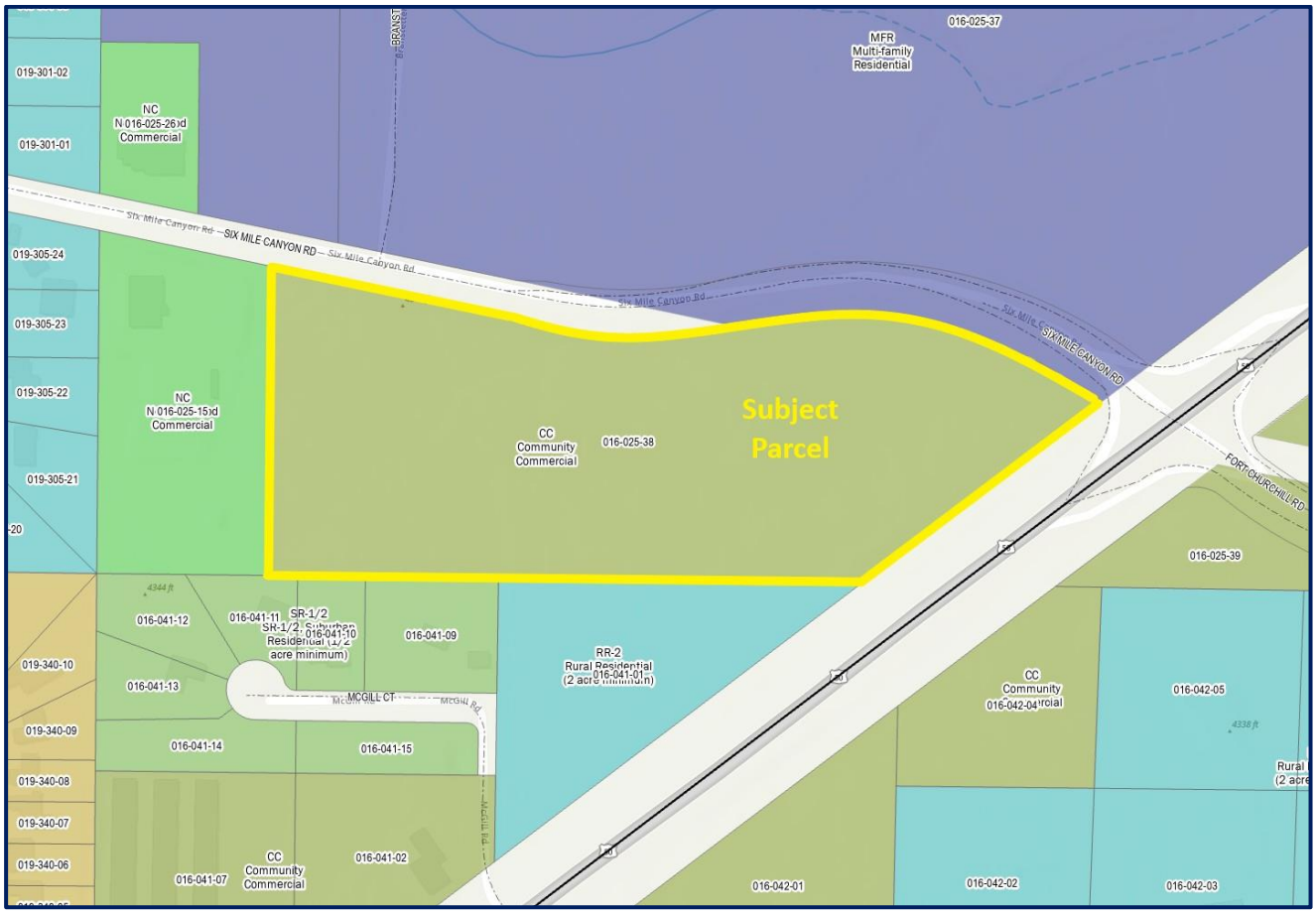
The site is located within the Suburban Character District for Dayton. The Master Plan designation for the site is Mixed Use.



Master Plan Land Use Map

Zoning

The subject parcel is zoned C-2 (General Commercial District) from the County's expired development code, Title 10, and is subject to CC (Community Commercial) zoning per the current code, Title 15, and the Zoning Consistency Matrix (adopted in 2018 with Title 15). The image below displays the zoning after conversion through the Matrix.



Zoning Map

STAFF REVIEW AND COMMENTS

The use of a Truck Stop/Convenience Store with Petroleum Sales on property subject to CC zoning requires a Conditional Use Permit per Land Use Table 15.320-2, as depicted below and in Title 15 of Lyon County Code (LCC).

TABLE 15.320-2
TABLE OF ALLOWED USES - SUBURBAN RESIDENTIAL, MIXED USE AND COMMERCIAL ZONING DISTRICTS

P = Permitted; C = Conditional use permit required; T = Temporary use permit required; - = Not permitted

Use Category	Use Type	Suburban Residential								Mixed Use/Commercial						Specific Use Regulations (Code Reference)
		SR-2	SR-1	SR-1/2	SR-12000	SR-9000	NR	MFR	RMU	NC	CC	RC	TC-S	CMU-S	HMU-S	
	Self storage/RV storage	-	-	-	-	-	-	-	-	C	C	C	-	C	C	Subsection 15.335.03WW and design review
	Truck stop	-	-	-	-	-	-	-	-	-	C	C	C	-	C	Subsection 15.335.03HHH

PROJECT DESCRIPTION

Applicants Narrative

Excerpts from the applicant's Project Description/Narrative are included below.

"The proposed project is a new fueling station / convenience store to be located in Dayton, Nevada. The project is located at the W1/4 Corner of US HWY 50 and Six Mile Canyon Road (project location is north of US 50 and south of Six Mile Canyon Road). "

"This project is planning on parceling the new parcel which has been realigned with Six Mile Canyon Road (Revised APN 016-025-38, 10.94 Acres in size) into two new resultant parcels: Parcel 1 (western portion of the existing lot, 6.49 Acres in Size) and Parcel 2 (eastern portion of the existing lot, 5.92 acres in size). All development will occur on new Parcel 2 (eastern portion of the existing lot, 5.92 acres in size). Remaining Parcel 2 (6.49 Acres on the west side of the current parcel) is to remain undeveloped at this time. "

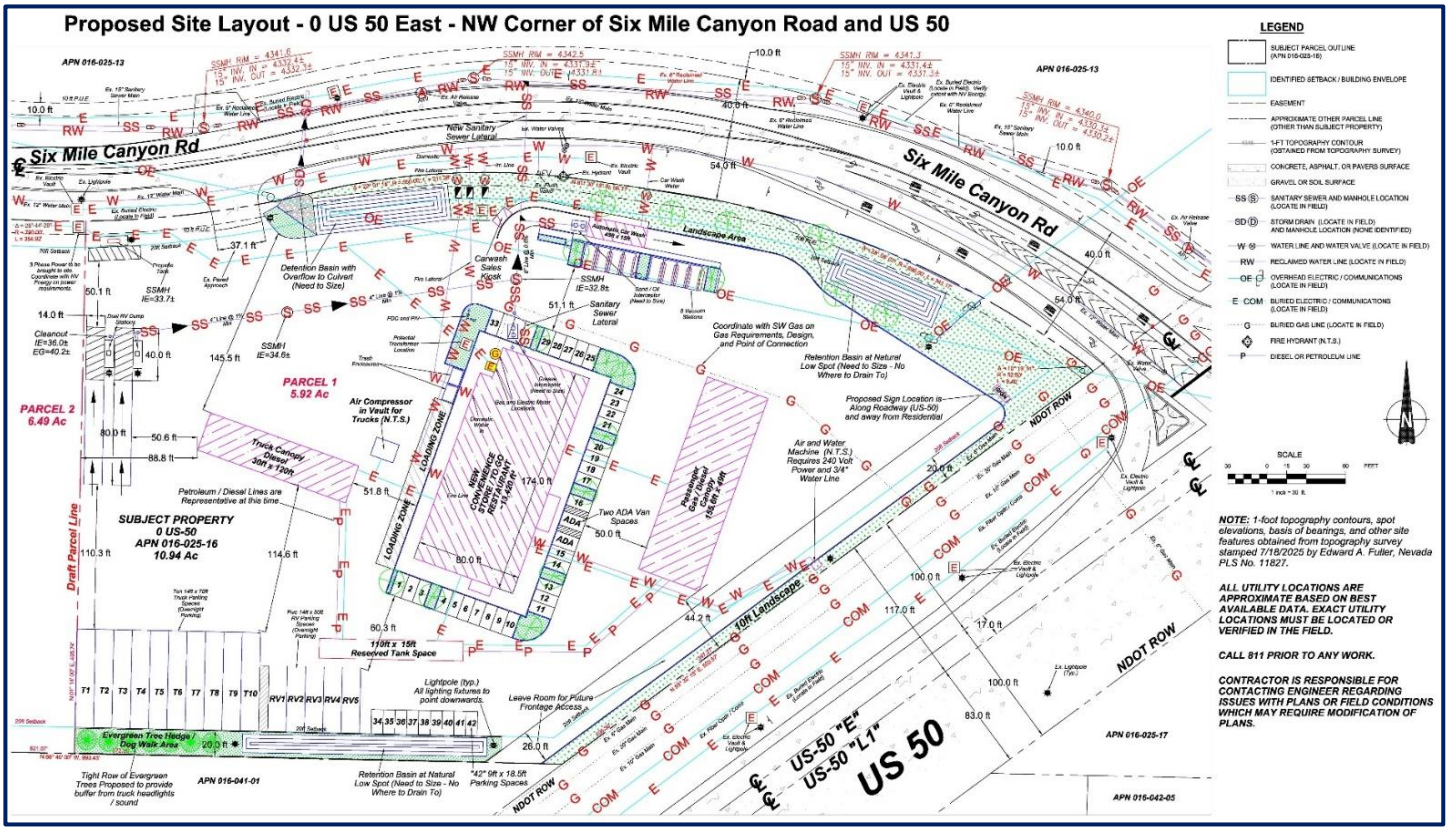
Based on requirements set forth by Lyon County, it was determined that petroleum sales with a convenience store would require a conditional use permit to be constructed if adjacent to residential. Additionally, overnight Truck and RV Parking is proposed as well (which also requires a conditional use permit). All petroleum sales and the entirety of the convenience store will be located on Parcel 1 (eastern portion of the existing lot, 5.92 acres in size). The property is currently vacant with no structures. The property abuts both US HWY 50 and Six Mile Canyon Road. There is an existing paved approach off Six Mile Canyon Road that is to serve as the main approach for this project. Emergency access will be provided as needed, but all commercial access will be off the existing Six Mile Canyon Road approach. No utilities are currently in use, but utilities are available to the property. No existing drainage facilities are identified on site. Because the lot is not only extremely flat, but is also lower in elevation than much of US HWY 50, a combination of detention basins and retention basins will need to be provided on site.

The proposed project has the following elements:

- *New 13,420 ft² Convenience Store including two walk in Quick Serve Restaurants and a Pretzel Stand.*
- *Diesel Truck Canopy for Truck Fueling (6 Fueling Positions)*
- *Passenger Vehicle Gas / Diesel Canopy (20 Fueling Positions)*
- *1,500 ft² Automatic Car Wash with vacuum stalls. Automatic Car Wash will not have an on-site employee.*
- *Dual RV Dump Stations*
- *Propane sales*
- *Approximately 10 Truck Parking Spaces (with Overnight Truck Parking)*
- *Overnight Truck Parking to be screened by Evergreen Hedge*
- *Approximately 5 RV Parking Spaces (Day Use Only – No Overnight Parking)*
- *12 gaming stations within the Convenience Store. Gaming stations will require full time worker / attendee.*
- *Dog Walk Area*
- *10ft Min Landscaping Strips along US 50 and Six Mile Canyon Road.*
- *26ftwide drive aisle along US 50 for potential future frontage road along US 50 (to be on private property, not within the US 50 ROW). This 26ft wide approach will also provide a secondary emergency access*
- *Two Truck Loading Zones behind the convenience store*
- *Large paving areas and drive aisles to facilitate truck movements and truck turning as well as RV turning and movements*
- *Site Lighting will be faced downwards*
- *Proposed signage is along US 50, on the opposite side of the store and on the opposite side of the parcel from Residential zoned neighboring parcels*
- *A maximum of 11 employees are anticipated at the peak hours of operations.*
  - *3 for Quick Serve Restaurant 1*

- *2 for Quick Serve Restaurant 2*
- *1 for Pretzel Stand*
- *1 Employee for Gaming Area*
- *2 sales employees for Convenience Store*
- *2 Employees: 1 Manager and 1 Office Staff for Convenience Store (non-sales employee)*

The applicant's conceptual site plan is displayed below.

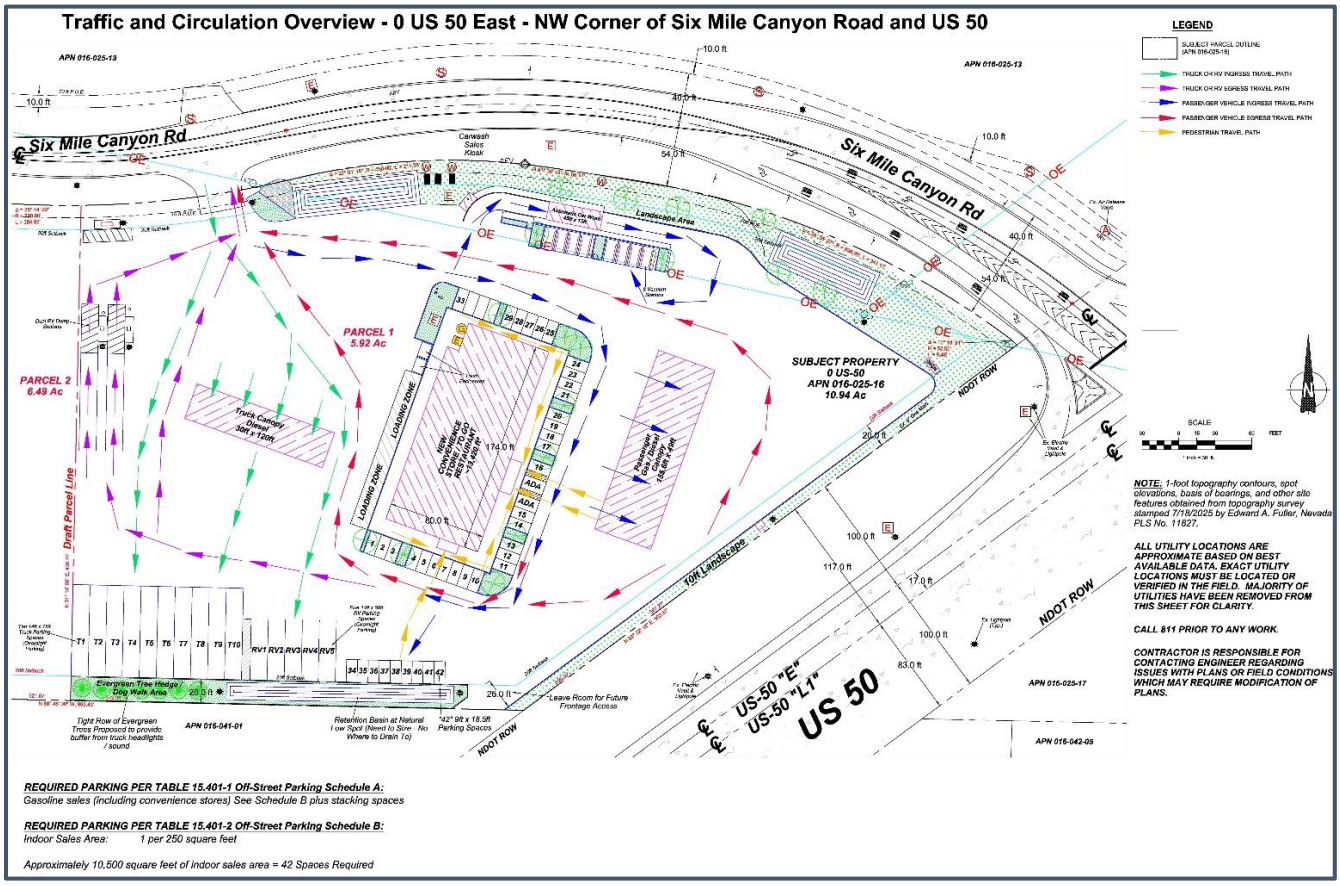


Conceptual Site Plan

Traffic and Circulation Plan

The applicant has also provided a Traffic and Circulation Overview plan, as shown on the following page, that demonstrates the traffic flows and separation of flows for the truck and passenger vehicles. The plan also shows the pedestrian access to the proposed building.

The parking, pedestrian safety and traffic flow will be reviewed again during the site and building improvement process. Additionally, although these items are not a required item for a CUP to allow for the truck stop land use, the applicant provided the attached plans and information. Staff's review of the additional plans and parking calculations finds that the proposed parking meets County requirements. The addition of the traffic flow plan also shows a planned separation between the passenger vehicle traffic and the truck traffic, providing for additional pedestrian safety.



Traffic and Circulation Overview Plan

Parking

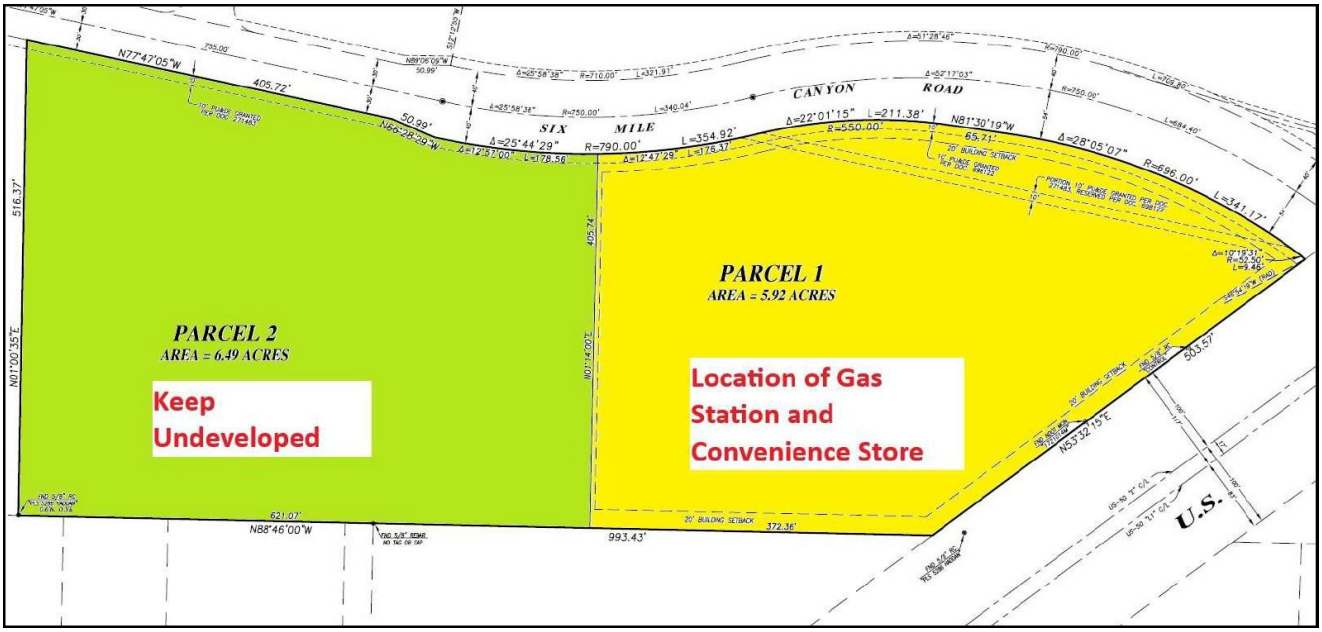
The following table summarizes the parking calculations for the project. The proposed parking provided by the applicant meets the Lyon County Code requirements.

Name	Area	Spaces Required	Spaces Provided
Office	243 SF	1/100 SF = 3	3
Convenience Store/Atrium	7,033 SF	1/250 SF = 29	28
Restaurants	1,484 SF	1/200 SF = 8	8
Gaming	580 SF	1/250 SF = 3	3
Truck/RV Parking	NA	0	15
	Total	**43**	**57**

Associated Tentative Parcel Map

The applicant has also submitted for a Tentative Parcel Map (TPM) (PLZ-2025-092) that is currently in review and will be going before the Planning Commission on January 13, 2026. The proposed TPM is the parceling of an existing 12.41-acre parcel into two parcels, one 5.92 acres in aize, and another 6.49 acres in size.

All development will occur on proposed Parcel 1 (eastern portion of the existing lot, 5.92 acres). Proposed Parcel 2 (western portion of the existing lot, 6.49 acres) is to remain undeveloped at this time. The plan on the below shows the proposed TPM configuration.



Proposed Tentative Parcel Map

CONDITIONAL USE PERMIT

When considering applications for a CUP, staff, the Planning Commission, and the Board must evaluate the impact of the conditional use on, and its compatibility with, surrounding properties and neighborhoods in order to mitigate potential impacts of the use at a particular location and make the following findings from *Chapter 15.230.06: FINDINGS.* Each Finding is listed with the applicant's response and staff's comments.

FINDINGS

Finding A: The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

Applicant's Response

The proposed development is identified as located within the Dayton Community Area. This project is within the Master Plan Designation of "Mixed Use" of which this project is consistent with. The zoning district is C2 (Commercial), in which the proposed use is considered an acceptable use. The proposed use of petroleum sales with convenience store is consistent with both Master Plan and Current Zoning. This project intends to comply with Lyon County Development Code section 15.335.03.M for convenience store with petroleum sales development standards.

Additionally, Section 15.335.HHH Truck Stop is to be met. The facility fronts a State Highway per Section 15.335.HHH.1.a., the lighting shall be shielded to prevent light and glare spillover onto adjacent properties per 15.335.HHH.1.b., all outside storage areas including the proposed dumpsters are sited to the rear of the building and are to be screened (masonry wall enclosures) per 15.335.HHH.1.c. It should be noted that this is not a full truck stop and does not include scales, tire sales, lodging, showers, lockers, washers or dryers. It will have restaurants, accessory retail sales, and overnight parking is proposed for up to ten trucks. It is proposed that the truck parking is mitigated by both distance to existing residential, as well as a full grown evergreen

tree hedge is proposed along the southern property line adjacent to proposed truck parking areas. The evergreen tree hedge will allow year round blocking of light pollution and will dampen noises from any trucks. It should be identified that this project is right along a major highway (US 50). Any idling trucks are anticipated to generate lower noise levels to surrounding properties than the existing highway (US 50) currently generates with trucks traveling at 60+ mph. This should satisfy 15.335.HHH.1.d. and 15.335.HHH.1.e.

Staff Comment

The use is approximately 330 feet from the closest current residential use to the west. Screening and buffering of the truck stop and parking areas are conditioned in this CUP and these plans will be further scrutinized by the Building Department and the Community Development Director during the site improvement and building permit phases to provide adequate mitigation of the proposed use from the residential uses to the south. As conditioned, this Finding may be met in the affirmative.

Finding B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

Applicant's Response

The proposed development (convenience store with petroleum sales) is compatible with the character and integrity of adjacent properties and developments. The highway corridor mixed use allows for a mix of commercial and residential land uses in close vicinity to one another. There will be no adverse impacts in regards to traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods that cannot be successfully mitigated. All access will be from Six Mile Canyon Road and then US HWY 50. As the project directly abuts US HWY 50, the quantity, speed, fumes, and noise of vehicles entering the project will pale in comparison to existing traffic, noise, odors, and visual nuisances from the existing highway. Overnight truck parking could be considered to have adverse impacts as often trucks are left idling for power overnight. It is proposed that the truck parking is mitigated by both distance to existing residential, as well as a full grown evergreen tree hedge is proposed along the southern property line adjacent to proposed truck parking areas. The evergreen tree hedge will allow year round blocking of light pollution and will dampen noises from any trucks. Landscaping and the buildings themselves will help block light pollution at nighttime from the highway. All lighting is to be directed downward as part of this project as to not impact neighboring properties. Signage which may be illuminated will be directed towards HWY 50 and not residences. The proposed landscaping, and distance of facilities will mitigate any adverse impacts from lighting.

Staff Comment

The location adjacent to a state highway is appropriate for the proposed development. The impact on the existing residential development to the southwest of the property will be further mitigated with the proposed Tentative Parcel Map (PLZ-2025-092) application that is currently under review. The split of the lots adds an additional buffer the west between the more intensive truck stop use and the existing residential use. Additionally, the conditions of approval included in this CUP application will limit the nuisances and help mitigate traffic, noise and light impacts from the proposed development. As conditioned, staff feels these impacts can be minimized.

Finding C. The proposed use will not generate vehicular traffic which cannot be accommodated by the existing, planned or conditioned roadway infrastructure;

Applicant's Response

The proposed development (convenience store with petroleum sales) will primarily be generating pass-by vehicular traffic. Pass-by traffic is when a vehicle is already traveling somewhere, and the driver sees a service they need or want (such as fuel or a convenience store) and decide to stop. Pass-By Trips by definition

do not add any additional vehicles to the road; however, they do alter and modify the turning movement of vehicles. Given the location and traffic counts performed, the proposed development will not generation any traffic or Pass-By Trips which cannot be accommodated by the existing, planned or conditioned roadway infrastructure. A Traffic Impact Study showing this is in the process of being developed for submittal to both Lyon County and for review by NDOT as part of the future site improvement plans to be submitted.

Staff Comment

The applicant will be required to provide a Traffic Impact Study as a condition for this CUP and it will be required to be reviewed and approved by NDOT and Lyon County before site improvement, grading, and building permits will be issued.

Finding D. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

Applicant's Response

As mentioned in the previous comment, the proposed development (convenience store with petroleum sales) will primarily be generating pass-by vehicular traffic. Pass-by traffic is when a vehicle is already traveling somewhere, and the driver sees a service they need or want (such as fuel or a convenience store) and decide to stop. Pass-By Trips by definition do not add any additional vehicles to the road; however, they do alter and modify the turning movement of vehicles. A Traffic Impact Study showing this is in the process of being developed for submittal to both Lyon County and for review by NDOT as part of the future site improvement plans to be submitted. This report (in the process of being completed) will be submitted to Lyon County to show that either the existing roadway improvements and traffic control devices and mechanisms are acceptable, or any required mitigation measures as far as traffic and access requirements will be implemented as part of the proposed site improvements. Either way, if any additional traffic mitigation measures are required as part of this project, they will be adequately designed for and call out in the forthcoming Traffic Impact Study for this project.

Staff Comment

At this time, the particulars of the ingress, egress and any roadway improvements by NDOT or Lyon County are unknown, and as stated above, requirements by NDOT and Lyon County Roads Department will be required per the Conditions of Approval.

Finding E. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;

Applicant's Response

The proposed development (convenience store with petroleum sales) incorporates features to address adverse effects including visual impacts of the proposed development on adjacent properties by (a) proposing a thick evergreen buffer between truck parking and neighboring residential properties, as well as the convenience store and petroleum sales and any residential properties, (b) having lighting that is directed downwards and away from the closest neighboring residences, (c) installing any nighttime or lit signage away from residences and closer towards US 50, and (d) providing appropriate landscaping and installing large canopy shade trees to provide a buffer to neighboring parcels. All access is to occur off US-50 and Six Mile Canyon Road. No traffic (or nighttime headlights) will be driving directly near any nearby residential areas.

Staff Comment

Per the recommended Conditions of Approval, the applicant is required per Lyon County Code Chapter 15.335, 15.360.04 and 15.360.05 to adhere to the standards for Commercial Uses related to outdoor storage areas, fencing and buffering, and lighting. A Condition is also included that specifically limits the visual impacts and light impacts to neighboring residential properties as outlined in Lyon County Code. As conditioned, staff feels these impacts can be minimized.

Finding F. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and

Applicant's Response

The proposed development (convenience store with petroleum sales) complies with all additional standards imposed on it by the particular provisions of this title, the Lyon County Design Criteria and Improvement Standards and all other requirements of this title applicable to the proposed development and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of chapter 110 of this title. Based on preliminary discussions with Lyon County staff, adequate public utilities are available for connection for this project in Six Mile Canyon Road. It is assumed that any additional concerns can be identified and addressed during the CUP process.

Staff Comment

Staff has included recommended Conditions of Approval that should address the proposed use and its potential impacts.

The Central Lyon County Fire Protection District will provide fire and emergency medical services.

The Lyon County Sheriff's Office will provide law enforcement services.

NDOT has authority over the intersection of Six Mile Canyon and Hwy 50.

The Community Development Director will approve light, noise and landscape/buffering mitigation plans.

Finding G. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

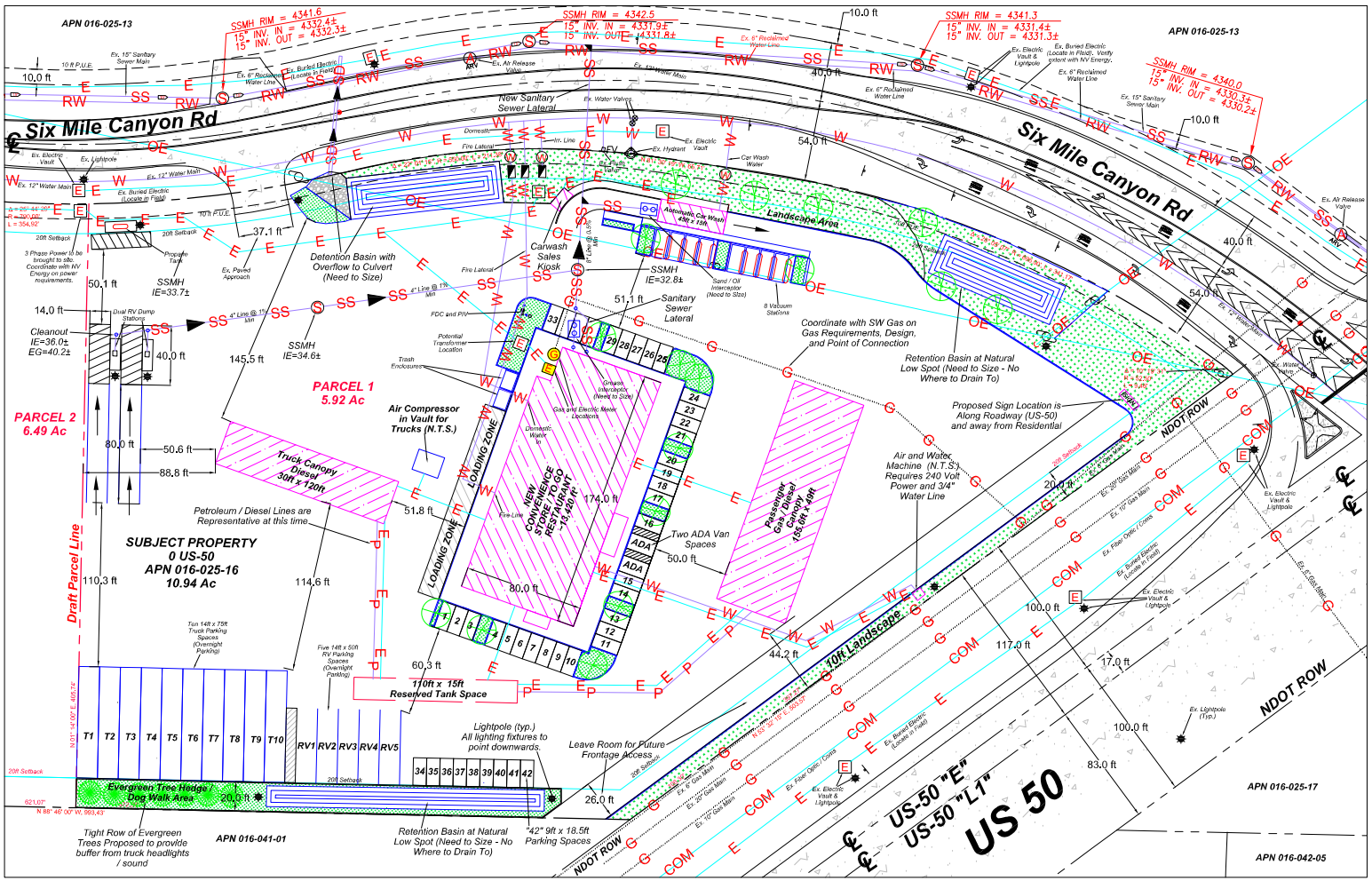
Applicant's Response

This project (convenience store with petroleum sales) will in no way or function be materially detrimental to the public health, safety, and welfare, or result in material damage or prejudice to other properties in the vicinity. No hazardous activities are proposed; however, additional precautions and safety measures do need to be in place for petroleum and propane sales. Any and all required permitting will be done in compliance with NDEP for any hazardous materials in order to keep the public safe. The proposed buffer parcels between the project and neighboring property will provide additional peace of mind.

Staff Comment

The proposed use with a CUP is allowed within the zoning on this parcel. The project will require approval by the Fire Protection District, NDOT and other agencies before the use will be permitted to operate. Compliance with LCC section 15.335.03 (HHH), which addresses odors, noise, and light impacts to neighboring properties, is required. As conditioned and with the information available at this time, staff feels the proposed CUP reduces the potential for the use to cause material damage or prejudice towards other properties or be detrimental to the public health, safety and welfare of citizens.

Proposed Site Layout - 0 US 50 East - NW Corner of Six Mile Canyon Road and US 50



LEGEND

- SUBJECT PARCEL OUTLINE (APN 016-025-16)
- IDENTIFIED SETBACK / BUILDING ENVELOPE
- EASEMENT
- APPROXIMATE OTHER PARCEL LINE (OTHER THAN SUBJECT PROPERTY)
- 1-FT TOPOGRAPHY CONTOUR (OBTAINED FROM TOPOGRAPHY SURVEY)
- CONCRETE, ASPHALT, OR PAVERS SURFACE
- GRAVEL OR SOIL SURFACE
- SS — SANITARY SEWER AND MANHOLE LOCATION (LOCATE IN FIELD)
- SD — STORM DRAIN (LOCATE IN FIELD) AND MANHOLE LOCATION (NONE IDENTIFIED)
- W — WATER LINE AND WATER VALVE (LOCATE IN FIELD)
- RW — RECLAIMED WATER LINE (LOCATE IN FIELD)
- OE — OVERHEAD ELECTRIC / COMMUNICATIONS (LOCATE IN FIELD)
- E COM — BURIED ELECTRIC / COMMUNICATIONS (LOCATE IN FIELD)
- G — BURIED GAS LINE (LOCATE IN FIELD)
- FIRE HYDRANT (N.T.S.)
- P — DIESEL OR PETROLEUM LINE

N

SCALE
30 0 15 30 60 FEET
1 inch = 30 ft.

NOTE: *1-foot topography contours, spot elevations, basis of bearings, and other site features obtained from topography survey stamped 7/18/2025 by Edward A. Fuller, Nevada PLS No. 11827.*

ALL UTILITY LOCATIONS ARE APPROXIMATE BASED ON BEST AVAILABLE DATA. EXACT UTILITY LOCATIONS MUST BE LOCATED OR VERIFIED IN THE FIELD.

CALL 811 PRIOR TO ANY WORK.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING ENGINEER REGARDING ISSUES WITH PLANS OR FIELD CONDITIONS WHICH MAY REQUIRE MODIFICATION OF PLANS.

REQUIRED PARKING PER TABLE 15.401-1 Off-Street Parking Schedule A:
Gasoline sales (including convenience stores) See Schedule B plus stacking spaces

REQUIRED PARKING PER TABLE 15.401-2 Off-Street Parking Schedule B:
Indoor Sales Area: 1 per 250 square feet

Approximately 10,500 square feet of indoor sales area = 42 Spaces Required

SETBACKS FOR PER CHAPTER 15.313.02 COMMUNITY COMMERCIAL (CC) ZONING DISTRICT:

From Property Lines Abutting Residential Uses:	*20 feet*
From Property Lines Abutting Adjacent Public ROW:	*20 feet*
From Front Property Line if the Building is Oriented Toward the Street and Accesses the Public Sidewalk:	*10 feet*
Rear (0 ft with Alley):	*10 feet*

Know what's below. Call before you dig.

BY:
REVISIONS:
ENGINEER'S STAMP:

For Review Only

Proposed Site Layout

Six Mile Canyon Chevron Station
0 US-50
Dayton, NV 89403
APN 016-025-16

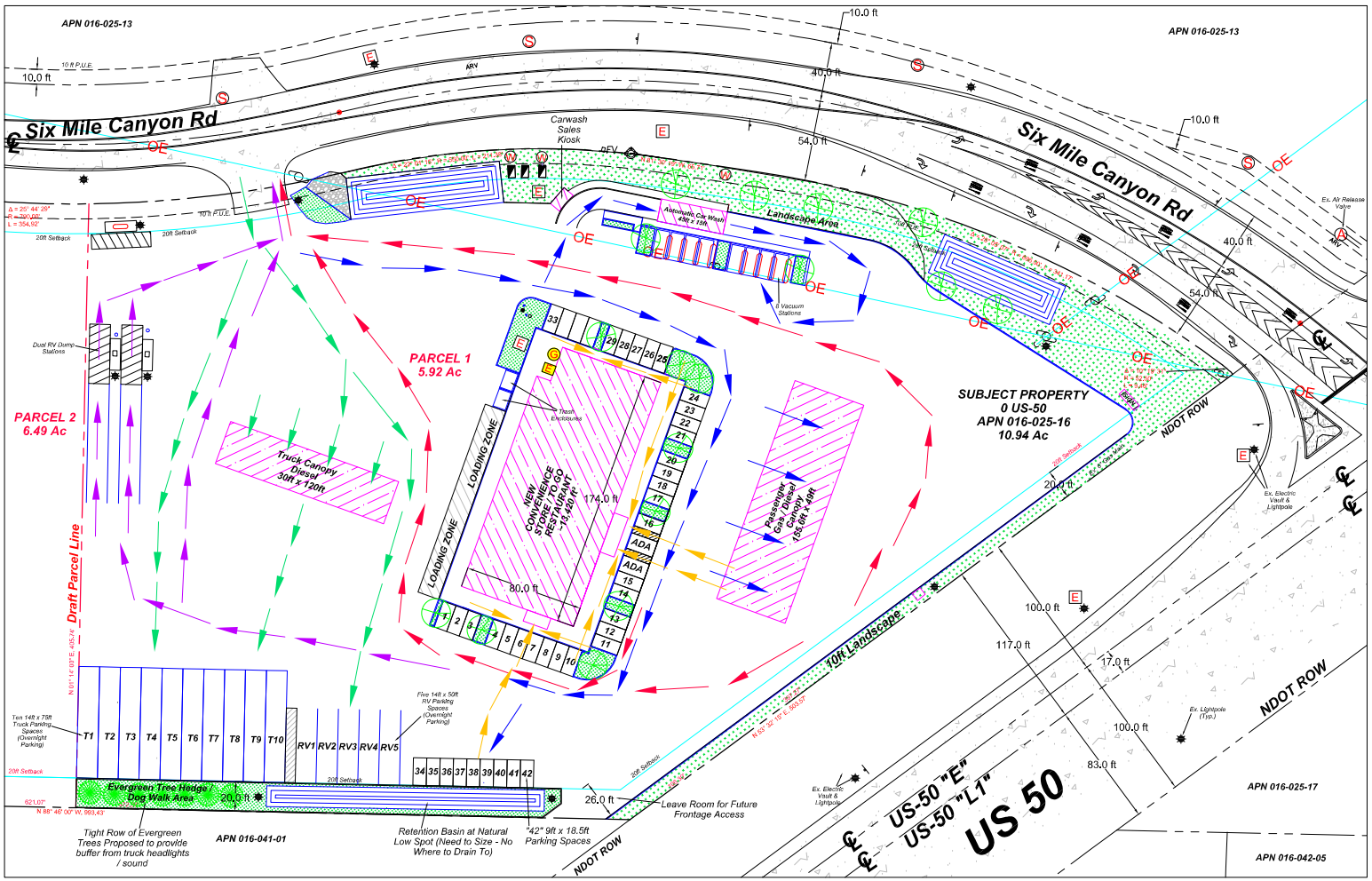
Heartfelt Engineering, LLC
PO Box 2457, Carson City, NV 89702
Chris Heartfelt, P.E.
(775) 546-5532
chris@heartfeltengineering.com

DRAWING DATE: 10/6/2025

SHEET
C1 OF 1

DRAWN FOR STANTON PARK DEVELOPMENT, INC. FOR SUBMITTAL TO LYON COUNTY, NEVADA

Traffic and Circulation Overview - 0 US 50 East - NW Corner of Six Mile Canyon Road and US 50



LEGEND

- SUBJECT PARCEL OUTLINE (APN 016-025-16)
- TRUCK OR RV INGRESS TRAVEL PATH
- TRUCK OR RV EGRESS TRAVEL PATH
- PASSENGER VEHICLE INGRESS TRAVEL PATH
- PASSENGER VEHICLE EGRESS TRAVEL PATH
- PEDESTRIAN TRAVEL PATH

SCALE 30 0 15 30 60 FEET — 1 inch = 30 ft.

NOTE: *1-foot topography contours, spot elevations, basis of bearings, and other site features obtained from topography survey stamped 7/18/2025 by Edward A. Fuller, Nevada PLS No. 11827.*

ALL UTILITY LOCATIONS ARE APPROXIMATE BASED ON BEST AVAILABLE DATA. EXACT UTILITY LOCATIONS MUST BE LOCATED OR VERIFIED IN THE FIELD. MAJORITY OF UTILITIES HAVE BEEN REMOVED FROM THIS SHEET FOR CLARITY.

CALL 811 PRIOR TO ANY WORK.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING ENGINEER REGARDING ISSUES WITH PLANS OR FIELD CONDITIONS WHICH MAY REQUIRE MODIFICATION OF PLANS.

REQUIRED PARKING PER TABLE 15.401-1 Off-Street Parking Schedule A:
Gasoline sales (including convenience stores) See Schedule B plus stacking spaces

REQUIRED PARKING PER TABLE 15.401-2 Off-Street Parking Schedule B:
Indoor Sales Area: 1 per 250 square feet

Approximately 10,500 square feet of indoor sales area = 42 Spaces Required

Know what's below. Call before you dig.

BY:
REVISIONS:
ENGINEER'S STAMP:
For Review Only

Traffic Circulation Overview

Six Mile Canyon Chevron Station
0 US-50
Dayton, NV 89403
APN 016-025-16

Heartfelt Engineering, LLC
PO Box 2457, Carson City, NV 89702
Chris Heartfelt, P.E.
(775) 546-5572
chris@heartfeltengineering.com

DRAWING DATE: 11/24/2025

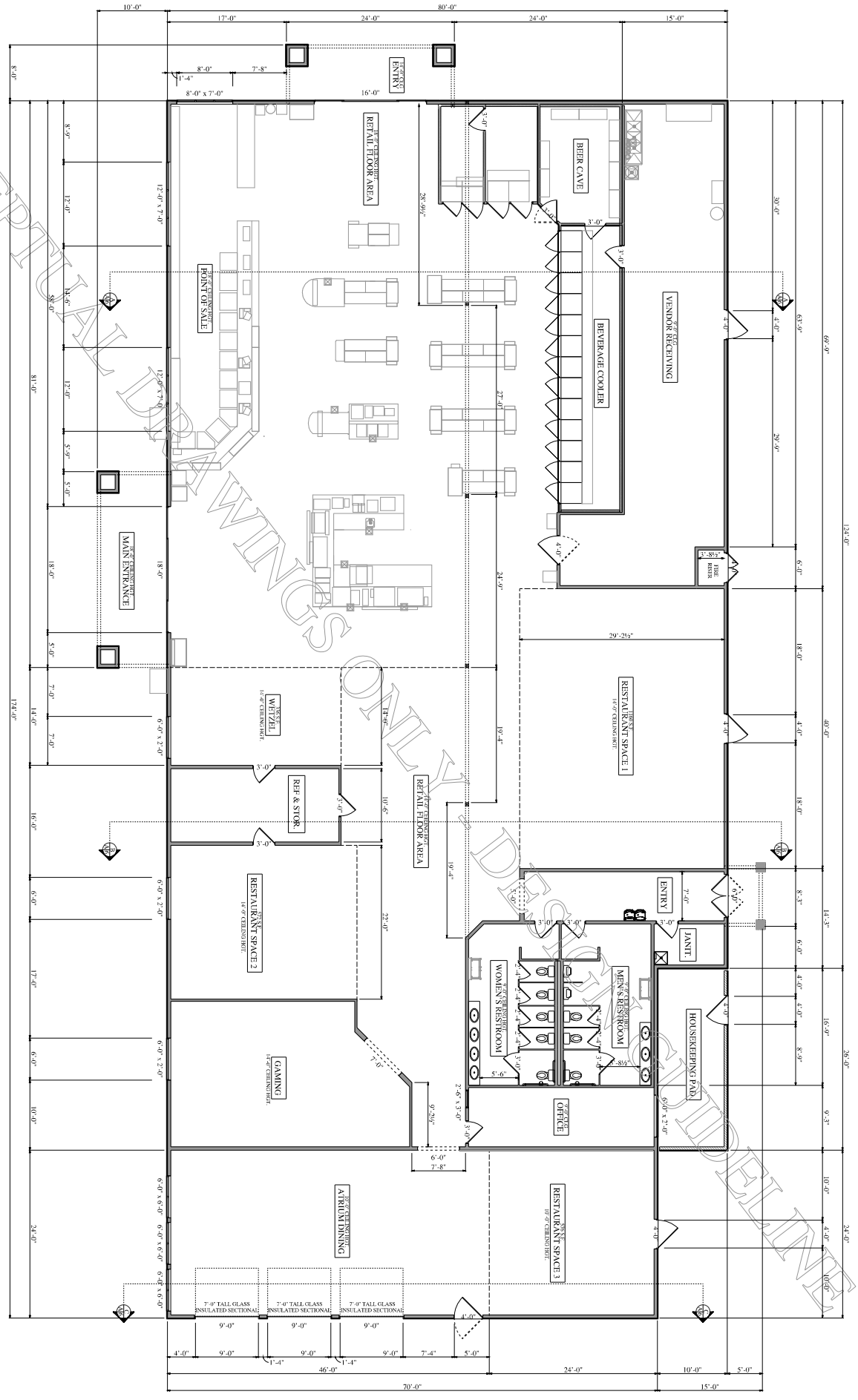
SHEET
C1 OF 1

DRAWN FOR STANTON PARK DEVELOPMENT, INC. FOR SUBMITTAL TO LYON COUNTY, NEVADA

CONVENIENCE STORE FLOOR PLAN

13,420 SQUARE FEET

SCALE: 3/16" = 1'-0"



CONCEPTUAL DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROJECT INFORMATION

Proposed Convenience Store

Six Mile Canyon Rd at Us Highway 50

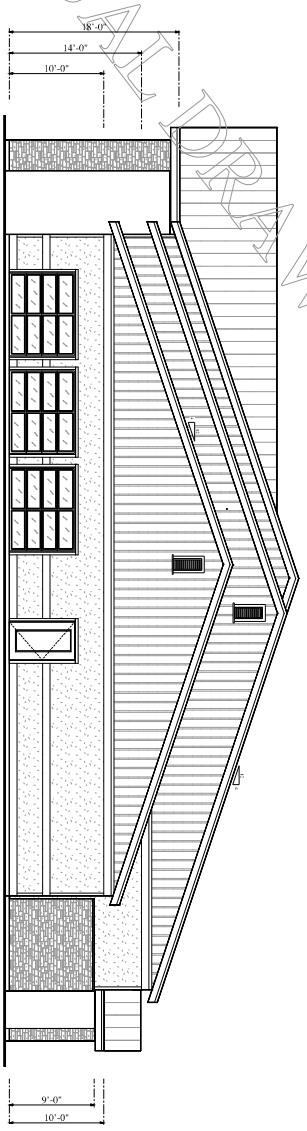
APN: 016-025-25

FLOOR PLAN

Clark Engineering & Design
1808 East William Street - Suite B
Carson City, Nevada
(775) 241-8801
bec.clarkengineering@gmail.com

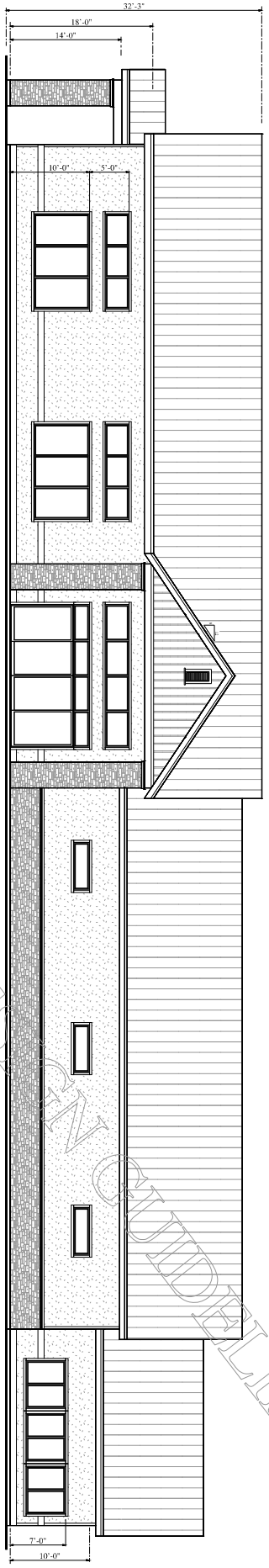
THESE DRAWINGS & SPECIFICATIONS ARE INSTRUMENTS OF SERVICE AND SHALL REMAIN THE PROPERTY OF CLARK ENGINEERING & DESIGN, WHETHER THE PROJECT IS CONSTRUCTED OR NOT. ANY USE OR REPRODUCTION OF THESE DOCUMENTS INCLUDING DESIGN CONCEPTS ARE STRICTLY PROHIBITED EXCEPT BY PRIOR WRITTEN PERMISSION BY CLARK ENGINEERING & DESIGN.

CONCEPTUAL DRAWINGS ONLY - DESIGN GUIDELINE



RIGHT ELEVATION

SCALE: 3/16"=1'-0"



FRONT ELEVATION

SCALE: 3/16"=1'-0"

SHEET A3

DATE MAY 2, 2025

SCALE as noted

PROJECT INFORMATION

Proposed Convenience Store

Six Mile Canyon Rd at Us Highway 50

APN: 016-025-25

ELEVATIONS

Clark Engineering & Design

1808 East William Street - Suite B

Carson City, Nevada

(775) 241-8801

bec.clarkengineering@gmail.com

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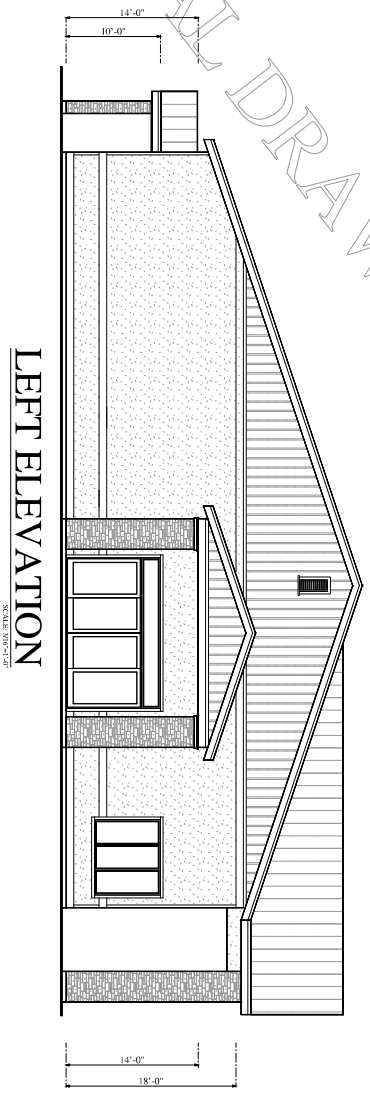
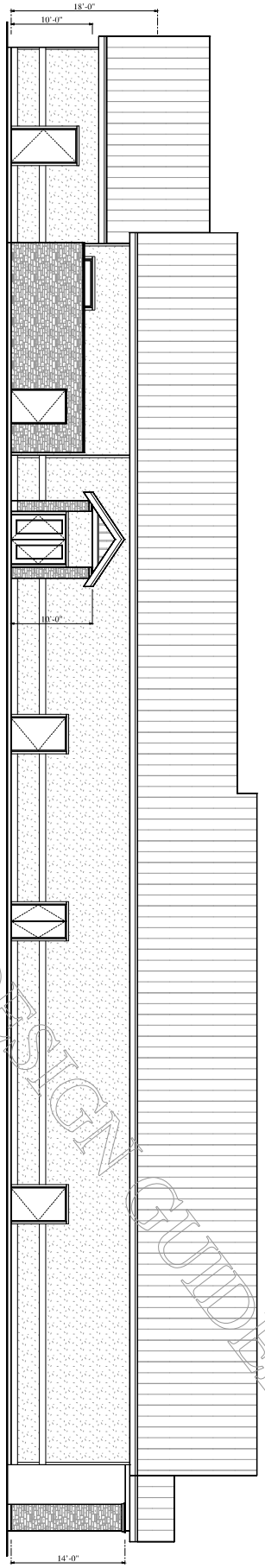
NO. | REVISIONS/ISSUE | DATE

CONCEPTUAL DRAWINGS ONLY - DESIGN GUIDELINE



LEFT ELEVATION

SCALE: 3/16"=1'-0"



REAR ELEVATION

SCALE: 3/16"=1'-0"

SHEET A3.1

DATE MAY 2, 2025

SCALE AS NOTED

PROJECT INFORMATION

Proposed Convenience Store

Six Mile Canyon Rd at Us Highway 50

APN: 016-025-25

ELEVATIONS

Clark Engineering & Design

1808 East William Street - Suite B

Carson City, Nevada

(775) 241-8801

bec.clarkengineering@gmail.com

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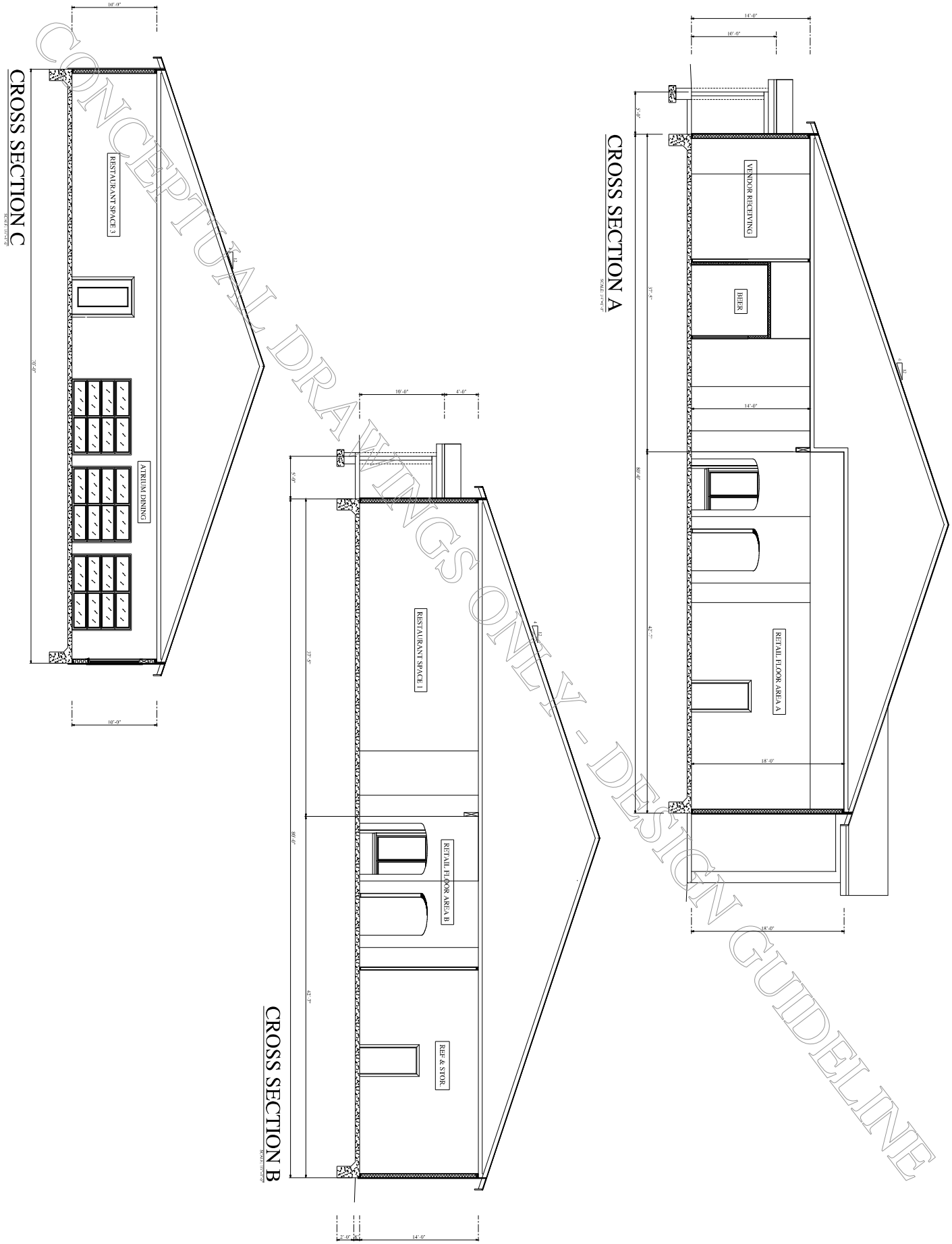
NO. DATE REVISIONS/ISSUE



CONCEPTUAL DRAWINGS ONLY - DESIGN GUIDELINE

SHEET: A6

DATE: May 5, 2021

SHEET NAME: PLAN SECTIONS

PROJECT INFORMATION

Proposed Convenience Store

Six Mile Canyon Rd at Us Highway 50

APN: 016-025-25

Clark Engineering & Design
1808 East William Street - Suite B
Carson City, Nevada
(775) 241-8601
bec.clarkengineering@gmail.com

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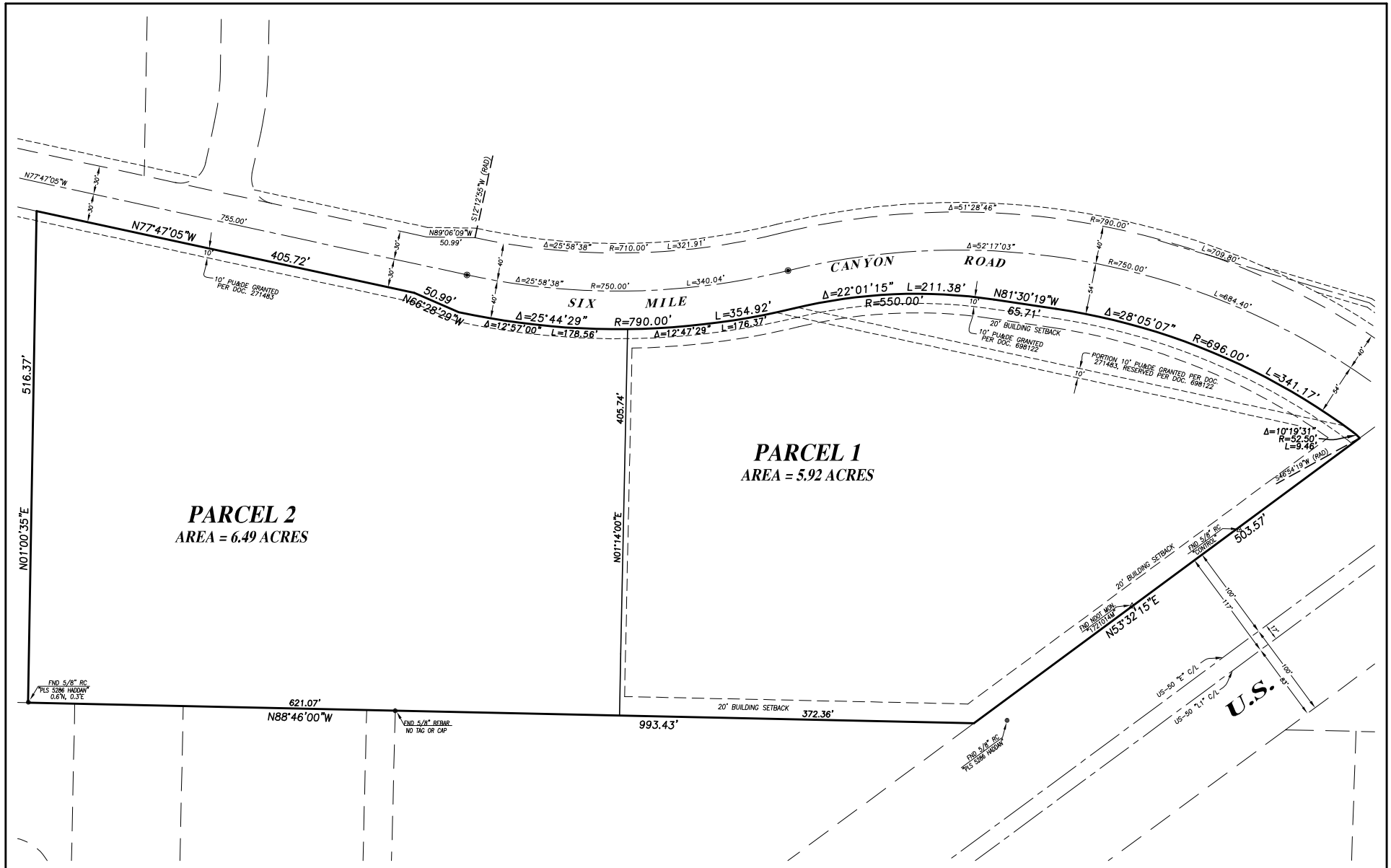
NO. REVISION/ISSUE DATE



TENTATIVE PARCEL MAP
FOR
STANTON PARK DEVELOPMENT, INC.

BEING A PORTION OF THE N1/2 OF THE N1/2, SECTION 33, TOWNSHIP 17 NORTH, RANGE 22 EAST, MOUNT DIABLO MERIDIAN
LYON COUNTY NEVADA

FULLER CONSULTING, PLLC
A PROFESSIONAL LIMITED LIABILITY COMPANY
Land and Boundary Surveys
2543 Henning Lane, Minden NV 89423
(775) 842-3690 nvsrvyr@yahoo.com

DRAWN BY: EAF
DATE: SEPT. 2025
SHEET 1 OF 1 SHEETS

Project Description / Narrative for

Six Mile Canyon Chevron

The proposed project is a new fueling station / convenience store to be located in Dayton, Nevada. The project is located at the W1/4 Corner of US HWY 50 and Six Mile Canyon Road (project location is north of US 50 and south of Six Mile Canyon Road). As part of this project, Six Mile Canyon Road was previously realigned; however, the parcel lines were only recently realigned to match the physical roadway in August of 2025. New parcel lines are not shown on the Lyon County Assessor's Office at this time. This project is planning on parceling the new parcel which has been realigned with Six Mile Canyon Road (Revised APN 016-025-16, 10.94 Acres in size) into two new resultant parcels: Parcel 1 (western portion of the existing lot, 6.49 Acres in Size) and Parcel 2 (eastern portion of the existing lot, 5.92 acres in size). All development will occur on new Parcel 2 (eastern portion of the existing lot, 5.92 acres in size). Remaining Parcel 2 (6.49 Acres on the west side of the current parcel) is to remain undeveloped at this time. Please see Figure 1 on the following page. Based on requirements set forth by Lyon County, it was determined that petroleum sales with a convenience store would require a conditional use permit to be constructed if adjacent to residential. Additionally overnight Truck and RV Parking is proposed as well (which also requires a conditional use permit). All petroleum sales and the entirety of the convenience store will be located on Parcel 1 (eastern portion of the existing lot, 5.92 acres in size). The property is currently vacant with no structures. The property abuts both US HWY 50 and Six Mile Canyon Road. There is an existing paved approach off Six Mile Canyon Road that is to serve as the main approach for this project. Emergency access will be provided as needed, but all commercial access will be off the existing Six Mile Canyon Road approach. No utilities are currently in use, but utilities are available to the property. No existing drainage facilities are identified on site. Because the lot is not only extremely flat, but is also lower in elevation than much of US HWY 50, a combination of detention basins and retention basins will need to be provided on site.

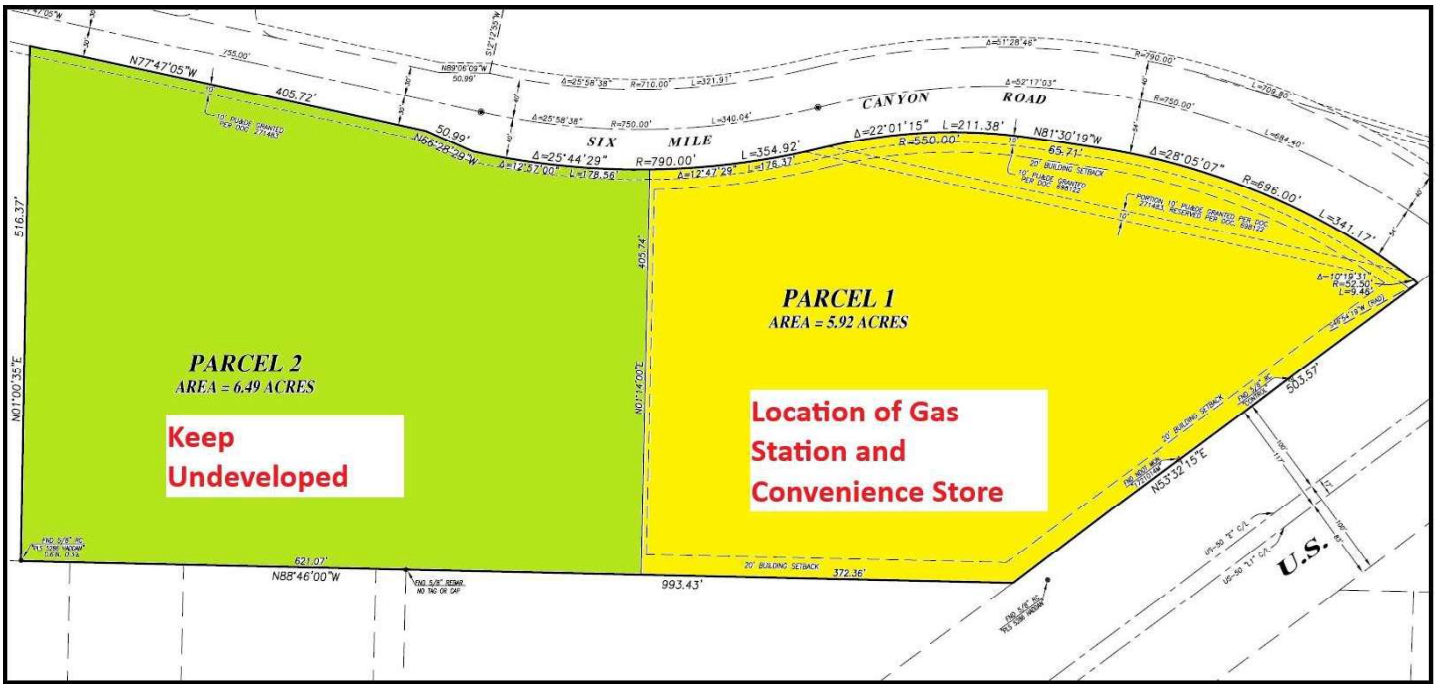


FIGURE 1 – Proposed Parcel Split.

Please reference attached Site Plan for the proposed / conceptual site layout

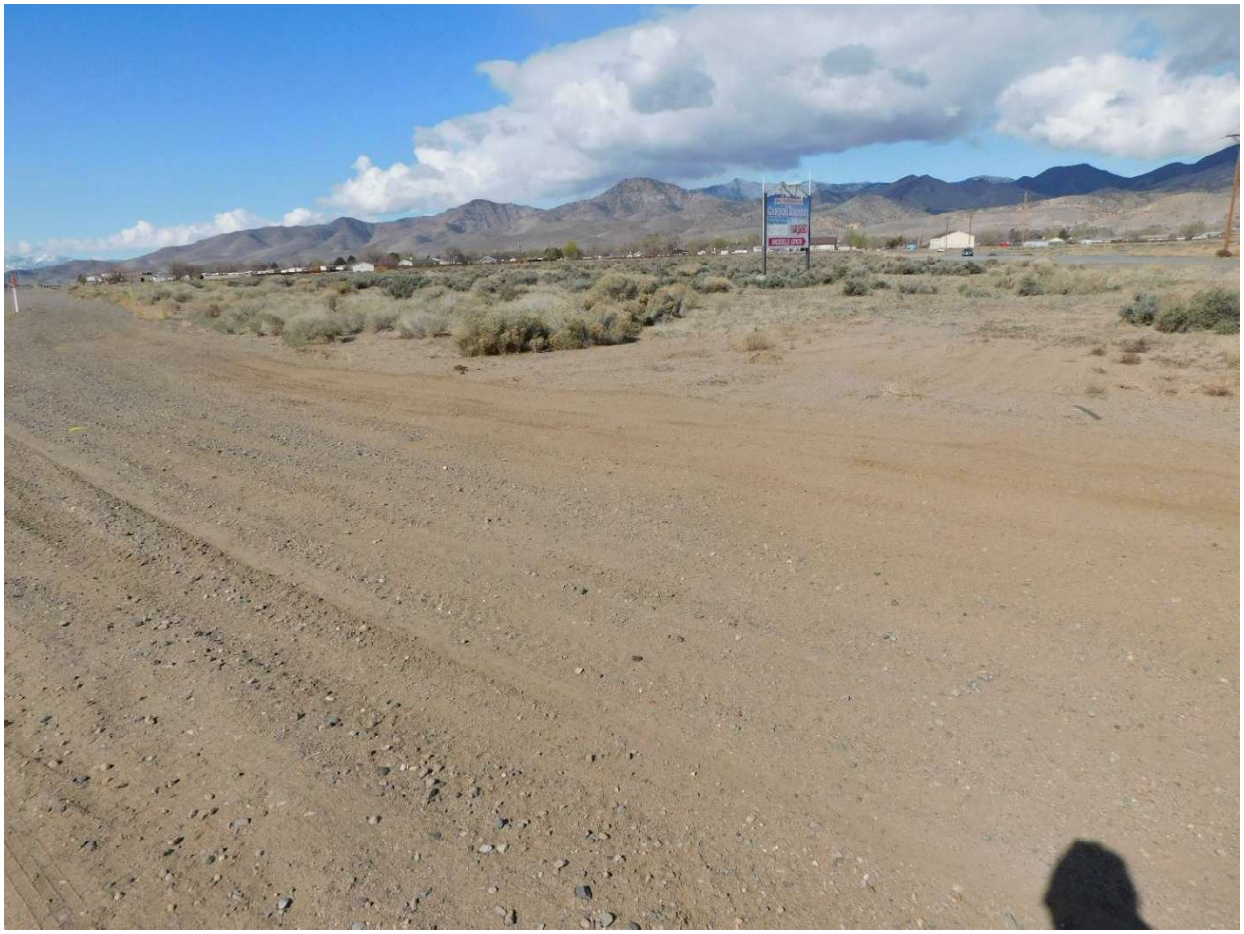
The proposed project has the following elements:

- New 13,420 ft² Convenience Store including two walk in Quick Serve Restaurants and a Pretzel Stand.
- Diesel Truck Canopy for Truck Fueling (6 Fueling Positions)
- Passenger Vehicle Gas / Deisel Canopy (20 Fueling Positions)
- 1,500 ft² Automatic Car Wash with vacuum stalls. Automatic Car Wash will not have an on-site employee.
- Dual RV Dump Stations
- Propane sales
- Approximately 10 Truck Parking Spaces (with Overnight Truck Parking)
- Overnight Truck Parking to be screened by Evergreen Hedge
- Approximately 5 RV Parking Spaces (Day Use Only – No Overnight Parking)
- 12 gaming stations within the Convenience Store. Gaming stations will require full time worker / attendee.
- Dog Walk Atrea
- 10ft Min Landscaping Strips along US 50 and Six Mile Canyon Road.

- 26ft wide drive aisle along US 50 for potential future frontage road along US 50 (to be on private property, not within the US 50 ROW). This 26ft wide approach will also provided a secondary emergency access
- Two Truck Loading Zones behind the convenience store
- Large paving areas and drive aisles to facilitate truck movements and truck turning as well as RV turning and movements
- Site Lighting will be faced downwards
- Proposed signage is along US 50, on the opposite side of the store and on the opposite side of the parcel from Residential zoned neighboring parcels
- A maximum of 11 employees are anticipated at the peak hours of operations.
    - 3 for Quick Serve Restaurant 1
    - 2 for Quick Serve Restaurant 2
    - 1 for Pretzel Stand
    - 1 Employee for Gaming Area
    - 2 sales employees for Convenience Store
    - 2 Employees: 1 Manager and 1 Office Staff for Convenience Store (non-sales employee)

Six Mile Canyon Chevron – Six Mile Canyon and HWY 50

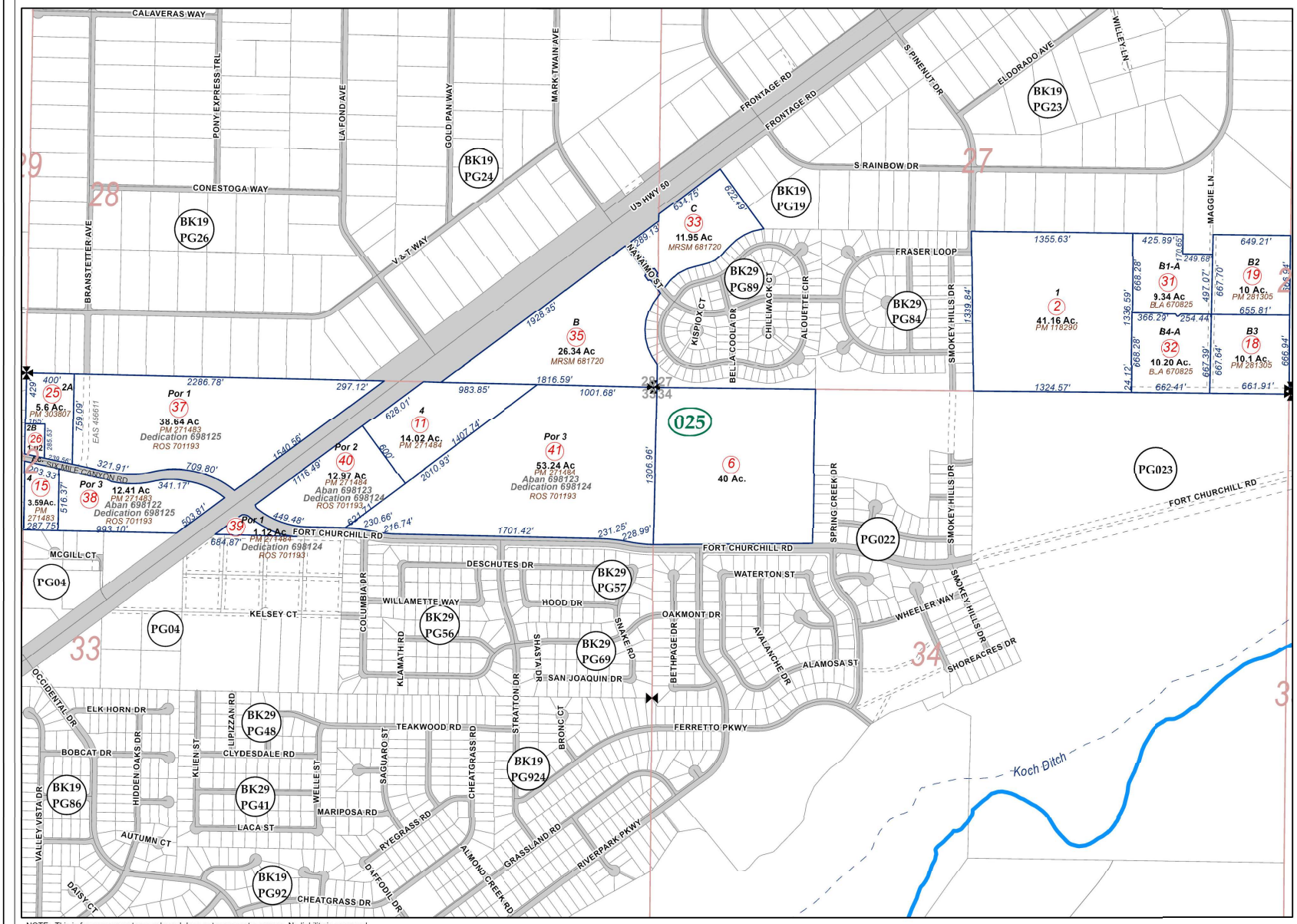
1



2

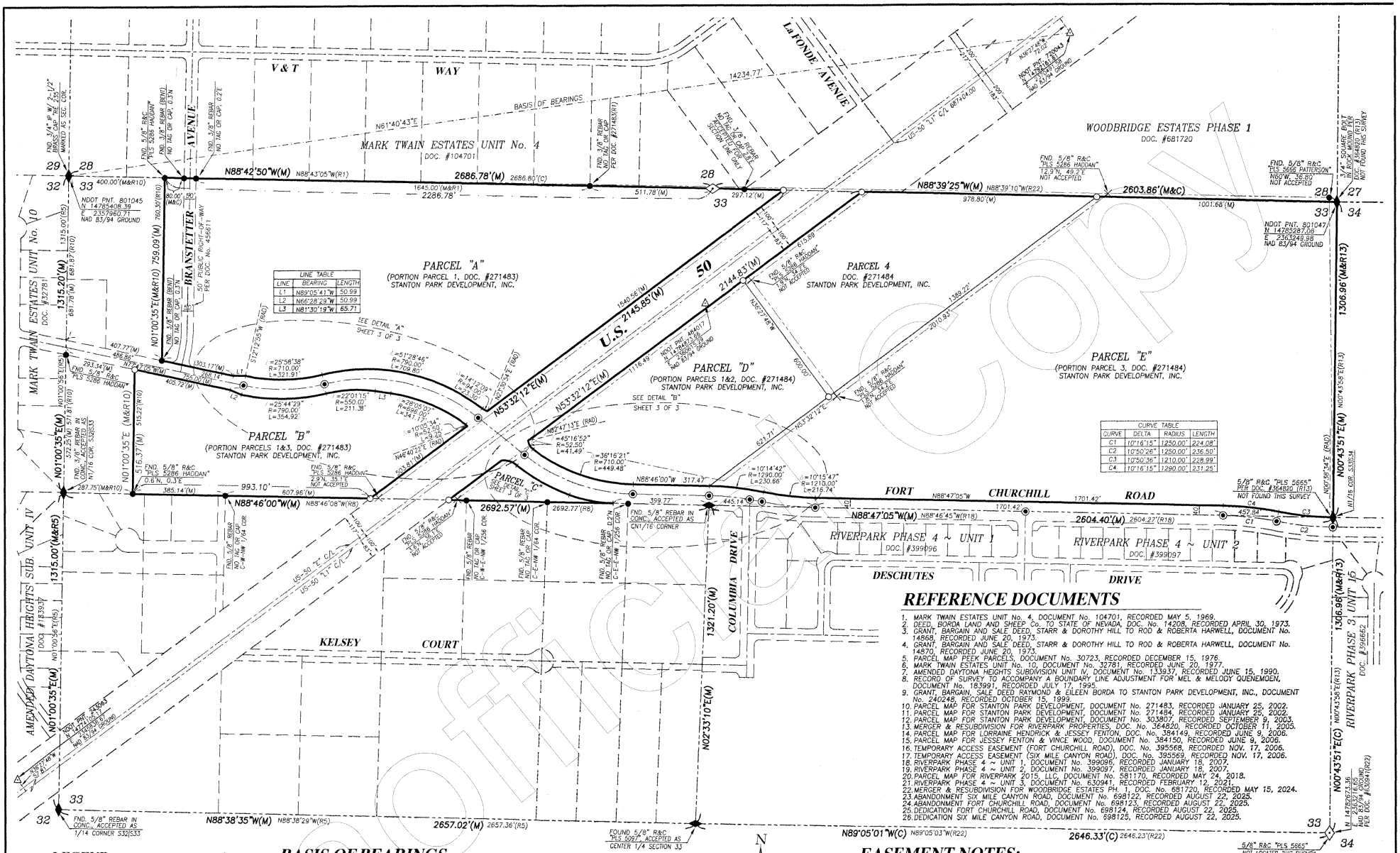
Portion Sections 27, 28, 33, 34, T17N-R22E, MD&M

16-025

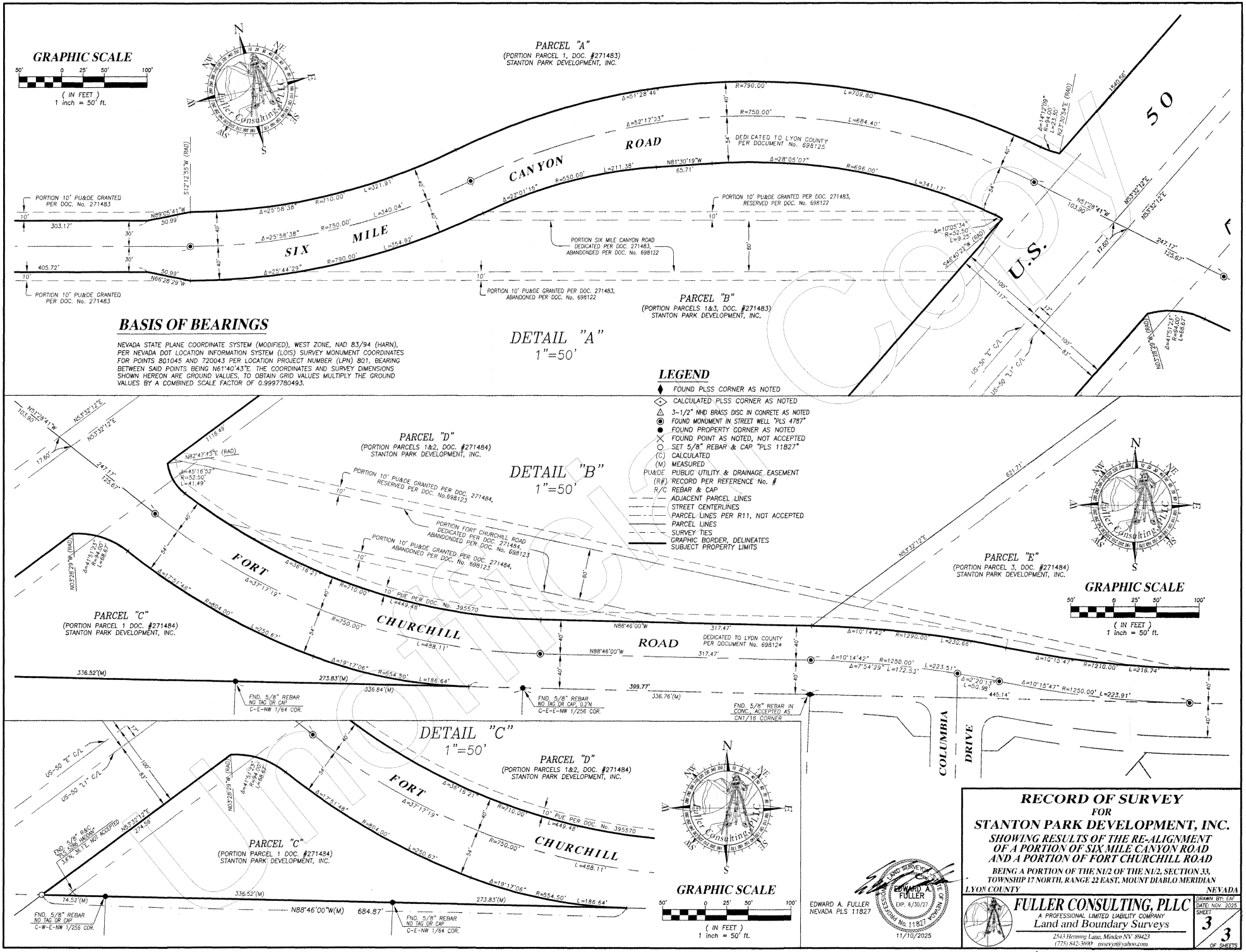


NOTE: This is for assessment use only and does not represent a survey. No liability is assumed as to the accuracy of the data delineated hereon. Use of this plat for other than assessment purposes is forbidden unless approved by the Lyon County Assessor's Office.

80


V & T WAY
LaFONDE AVENUE
BRANSTETTER AVENUE
MARK TWAIN ESTATES UNIT No. 4
DOC. #104701
WOODBRIDGE ESTATES PHASE 1
DOC. #681720
MARK TWAIN ESTATES UNIT No. 10
DOC. #32781
AMENDED DAYTONA HEIGHTS SUB. UNIT IV
DOC. #183997
RIVERPARK PHASE 4 ~ UNIT 1
DOC. #399096
RIVERPARK PHASE 4 ~ UNIT 2
DOC. #399097
RIVERPARK PHASE 3 UNIT 1&5
DOC. #396662
PARCEL "A"
(PORTION PARCEL 1, DOC. #271483)
STANTON PARK DEVELOPMENT, INC.
PARCEL "B"
(PORTION PARCELS 1&3, DOC. #271483)
STANTON PARK DEVELOPMENT, INC.
PARCEL "C"
SEE DETAIL "C" SHEET 3 OF 3
PARCEL "D"
(PORTION PARCELS 1&2, DOC. #271484)
STANTON PARK DEVELOPMENT, INC.
PARCEL 4
DOC. #271484
STANTON PARK DEVELOPMENT, INC.
PARCEL "E"
(PORTION PARCEL 3, DOC. #271484)
STANTON PARK DEVELOPMENT, INC.
U.S. 50
FORT CHURCHILL ROAD
KELSEY COURT
COLUMBIA DRIVE
DESCHUTES DRIVE
BASIS OF BEARINGS
N61°40'43"E
2686.78'(M) 2686.80'(C)
N88°42'50"W(M) N88°43'05"W(R1)
2603.86'(M&C)
N88°39'25"W(M) N88°39'10"W(R22)
2692.57'(M) 2692.77'(R6)
N88°46'00"W(M) N88°46'08"W(R8)
2657.02'(M) 2657.36'(R5)
N88°38'35"W(M) N88°38'29"W(R5)
2646.33'(C) 2646.23'(R22)
N89°05'01"W(C) N89°05'03"W(R22)
2604.40'(M) 2604.27'(R18)
N88°47'05"W(M) N88°46'45"W(R18)
N01°00'35"E(M)
N00°43'51"E(M)
N02°33'10"E(M)
1315.20'(M)
1306.96'(M&R13)
1321.20'(M)
759.09'(M)
2145.85'(M)
2144.83'(M)
993.10'
399.27'
317.47'
621.71'
978.80'(M)
1001.68'(M)
511.78'(M)
297.12'(M)
1645.00'(M&R1)
2286.78'
1540.56'(M)
1116.49'
1389.22'
2010.93'
1199.67'
615.89'
600.00'
1400.00'
1401.00'
1401.67'
1401.67'
1401.67

81



RECORD OF SURVEY
FOR
STANTON PARK DEVELOPMENT, INC.
SHOWING RESULTS OF THE RE-ALIGNMENT OF A PORTION OF SIX MILE CANYON ROAD AND A PORTION OF FORT CHURCHILL ROAD

BEING A PORTION OF THE N1/2 OF THE N1/2, SECTION 33, TOWNSHIP 17 NORTH, RANGE 22 EAST, MOUNT DIABLO MERIDIAN
LYON COUNTY NEVADA

EDWARD A. FULLER
NEVADA PLS 11827

11/10/2025

FULLER CONSULTING, PLLC
A PROFESSIONAL LIMITED LIABILITY COMPANY
Land and Boundary Surveys
2543 Henning Lane, Minden NV 89423
(775) 842-3600 nvsurvey@yahoo.com

DRAWN BY: EAF
DATE: NOV. 2025
SHEET 3 OF 3 SHEETS

Additional Information on Evergreen Landscaping Buffer

The applicant is proposing an Evergreen Tree Hedge to screen truck parking from neighboring residential.

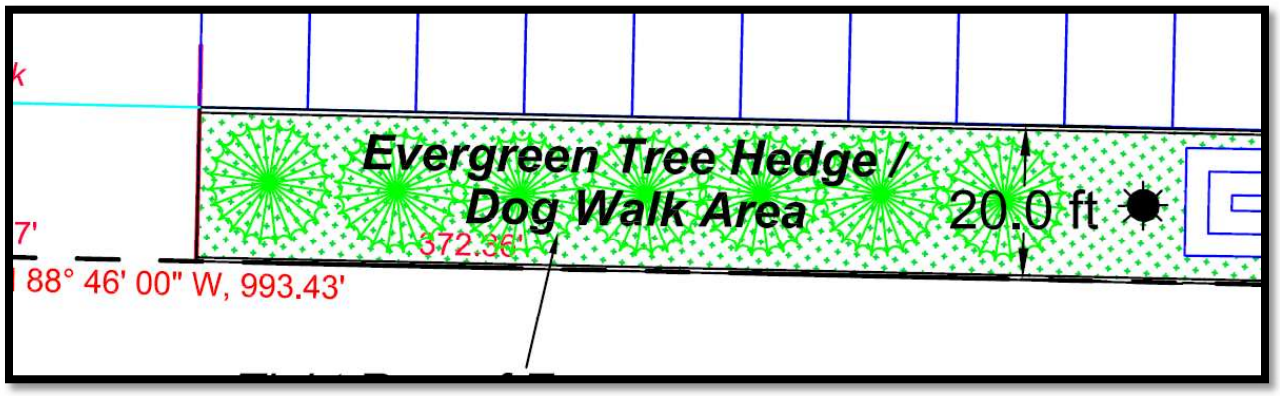


Figure 1 - Proposed Evergreen Tree Hedge

Either, thick evergreen trees that have branches near the bottom of the tree are to be installed (such as eastern redcedar, or blue spruce, or a similar structured evergreen will be selected). Trees will be spaced continuously as shown in the above image to create a hedge once established.

Figure 2 - Thick Evergreen Tree with Branches Extending to the Ground (Eastern Red Cedar Shown)

Figure 2 - Thick Evergreen Tree with Branches Extending to the Ground (Blue Spruce Shown)

Gmail Brandi Lathrop <blathrop@lyon-county.org>

No

2 messages

david rosenquist <dsrquist@gmail.com> Sat, Dec 13, 2025 at 5:38 AM
To: countyclerks@lyon-county.org

We people in this area do NOT want the proposed construction at 6 mile and 50. Traffic is already very dangerous on overcrowded 50. Beside we already have Maverick, which is enough, although many accidents there.
Sent from my iPad

Brandi Lathrop <blathrop@lyon-county.org> Mon, Dec 15, 2025 at 8:17 AM
To: david rosenquist <dsrquist@gmail.com>
Cc: countyclerks@lyon-county.org

Your comments have been received and will be available for the meeting.
[Quoted text hidden]
--
Thank You
Brandi Lathrop
Administrative Assistant
(775) 463-6592 x1481
blathrop@lyon-county.org

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Truck stop

1 message

'Debbie Goodwill' via Planning <planning@lyon-county.org> Sat, Dec 6, 2025 at 11:14 AM
Reply-To: Debbie Goodwill <debbie0902@yahoo.com>
To: planning@lyon-county.org

I believe the location of said truck stop at 6 mile and 50 is not a good idea. It is an extremely busy intersection and lots of homes that don't need to be looking at another commercial property. We live in a rural area and would like to keep some part of it. We have six gas stations around the area already. Please reconsider the placement of this project. At least until our area has the proper infrastructures in place to warrant it. Please think about what Dayton really needs besides a truck stop. Respectfully, Deborah Goodwill

Sent from Yahoo Mail for iPhone

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

RE: Conditional use permit (PLZ-2025-078)

3 messages

Debra Higgons <blinggal4ever@gmail.com> Sat, Dec 6, 2025 at 4:03 PM
To: countyclerks@lyon-county.org, Debra Higgons <blinggal4ever@gmail.com>

In Response to a letter that we received RE: Parcel number, 016-025-38. Property owner(Stanton Park Development INC.)They are requesting to forward a recommendation to the Board of County Commissioners for a request for a conditional use permit for a Chevron Truck Stop/Convenience store.

As a property owner adjacent to the requested building site. Our concerns are:
#1 All Night Bright Lights Flooding our property.
#2 The noise from Trucks engines and generators, ect.
#3 Hwy 50 Safety. There is no stop lights and there is 3 or more accidents/fatalities a month at the crossing of HWY 50 and 6 mile Canyon. Adding more activity to that area would be Detrimental.
#4 We have concerns that adding a 24 hour commercial facility might impact traffic local patterns, security needs, and community safety resources.
Thank you,
Debra & Titus Higgons

Debra Higgons <blinggal4ever@gmail.com> Sat, Dec 6, 2025 at 4:05 PM
To: countyclerks@lyon-county.org, Debra Higgons <blinggal4ever@gmail.com>

Debra & Titus Higgons
130 McGill Ct, Dayton, NV 89403
[Quoted text hidden]

Debra Higgons <blinggal4ever@gmail.com> Mon, Dec 8, 2025 at 7:50 AM
To: countyclerks@lyon-county.org, Debra Higgons <blinggal4ever@gmail.com>

Amended Email:
We, and this community are OPPOSED to this development of a truck stop/convenience store being built at the parcel number : 016-025-38. If Station Park Development is honored this building permit. I propose that they be required to build a sound barrier to be built adjacent to my property and properties affected (like the freeway Sound barriers) to reduce the sound from 24 hour noise that is associated with Truck stops. Also requesting that the planning commission decline high-intensity canopy lighting, signage, perimeter lighting and security flood lights that will affect our property 24-7 and be visible for miles. JUST Say NO to this development.
Thank you,
Debra and Titus Higgons
130 McGill Ct, Dayton, NV 89403
775-315-6123
[Quoted text hidden]

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Please NO TRUCK STOP HERE!!!

1 message

Diane Hartline <lauraleedee@gmail.com> Sat, Dec 6, 2025 at 2:41 PM
To: countyclerks@lyon-county.org

To whom it may concern. We absolutely DO NOT want a truck stop coming here! We love our dark sky area. We do not want a loud and lights blinding truck stop here. Truck stops usually are areas of drug activity. Please do not let this be built here. We moved here almost six years ago from Texas. This is our retirement home. We absolutely love our area and our neighborhood. Please don't ruin our forever home with a darn truckstop!
Signed, Tommy and Diane Hartline
812 Brandy Ct, Dayton, NV 89403
Thank you for your time. Please listen to us that will be forever negatively impacted by a truck stop.

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Development Six Mile Hyw 50

1 message

Diane Hartline <lauraleedee@gmail.com> Sat, Dec 6, 2025 at 1:13 PM
To: planning@lyon-county.org

To whom it may concern. We absolutely DO NOT want a truck stop coming here! We love our dark sky area. We do not want a loud and lights blinding truck stop here. Truck stops usually are areas of drug activity. Please do not let this be built here. We moved here almost six years ago from Texas. This is our retirement home. We absolutely love our area and our neighborhood. Please don't ruin our forever home with a darn truckstop!
Signed, Tommy and Diane Hartline
812 Brandy Ct, Dayton, NV 89403
Thank you for your time. Please listen to us that will be forever negatively impacted by a truck stop.

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Stanton Park Development Inc.

'Eimy Carrasco' via County Clerks <countyclerks@lyon-county.org> Tue, Dec 23, 2025 at 11:14 AM
Reply-To: Eimy Carrasco <marilynncarr@yahoo.com>
To: "countyclerks@lyon-county.org" <countyclerks@lyon-county.org>

To whom this may concern,

My name is Eimy Seymour, and I am a resident that lives off of 6mile Canyon Rd. I'm submitting this because I don't think that Dayton needs an 8th gas station/ mix use building to be made. We aren't far from the area that the development will be on. That area is already a congested area that is prone to accidents, and because of all of the accidents that occur in that area, our insurance has gone up. The last thing that we need is more buildings, especially in that particular spot. The area needs to be left alone. My family and I moved to Dayton to be away from all of the noise, we enjoy the quiet, and we enjoy being able to go for walks outside with our dogs through the area that will be built on. There's people that ride dirt bikes and other off road vehicles and they enjoy riding through there. Dayton doesn't need to be overdeveloped, it needs to be preserved. There's people that will be right next to the gas station, and I'm sure they would appreciate it if the construction doesn't go through. I honestly think that the gas station is a bad idea, I think that it needs to go somewhere that isn't Dayton.

Sincerely,
Eimy Seymour

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Planning

1 message

Incog Machito <sunlemming@hotmail.com> Sat, Dec 6, 2025 at 1:15 PM
To: "planning@lyon-county.org" <planning@lyon-county.org>

Another truckstop/convenience store is not needed because we already have Maverick and 3 other gas stations! We need another grocery store pretty bad, parks are in short supply, community gathering spaces like a pool are needed, restaurants, etc. Definitely no more casinos.

Sunny Lemming
20 Dogwood Ct.
Dayton, NV 89403

Get Outlook for Android

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Great Steak/Chevron on 6 Mile and Hwy. 50

1 message

'John Hoechlin' via Planning <planning@lyon-county.org> Sat, Dec 6, 2025 at 12:24 PM
Reply-To: John Hoechlin <jdh2k@yahoo.com>
To: "planning@lyon-county.org" <planning@lyon-county.org>

I'd like to add my 2¢ for your consideration.

My wife and I moved to Dayton after we both retired. We lived in the area more than 54 years ago and always loved Dayton. We knew this was the place to get back to our roots and be close to family in the area.
We purchased a house in the Riverpark neighborhood which is a relatively new development. We are not anti-development and realize more neighborhoods will be built, but adding a gas station/mini-mall that's equivalent to a truck stop will negatively affect property values not to mention adding traffic congestion with increased noise.
I would imagine a traffic signal would be added which is a plus, but that is something needed regardless.

Please keep this little patch of Lyon County quiet and low-key and build somewhere further away, like in Stagecoach.

Thank you very much for taking the time to read this. We appreciate it.

John Hoechlin (Oakmont Dr. 89403)

Yahoo Mail: Search, Organize, Conquer

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Public Comment

1 message

kim vidoni <kimvidoni@hotmail.com> Sat, Dec 6, 2025 at 12:29 PM
To: "planning@lyon-county.org" <planning@lyon-county.org>

Dear LCC Members,
I'm a Dayton voter and taxpayer. I do not support a truck stop on the corner of 6-mile Canyon Road. Focus on opening the one in Silver Springs and direct Dayton development to services that directly benefit Daytonians like another grocery store and good restaurants.

Respectfully,
Kim Vidoni

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Future Truck stop at 50/6mile canyon

1 message

Marion Neto <netomarion@gmail.com> Mon, Dec 8, 2025 at 10:06 AM
To: planning@lyon-county.org

I, Marion Neto, & spouse, Jon Dhuyvetter, at 317 Prospector Rd, Dayton, NV 89403 are against putting the truck stop & shopping area at 50 & 6mile in Dayton. This already is an accident prone area for autos, people & horses in this residential area. Have lived in Dayton here 16yrs & do not see this as a needed build as the Maverick truck stop in Carson City at 50 & College is sufficient and it is in the business area vs residential. Do not approve this venture as it is not viable for our community.

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Time sensitive: My Public opinion for Tues December 9th planning commission

1 message

Meredyth Keast <mwkeast@gmail.com> Mon, Dec 8, 2025 at 12:42 PM
To: planning@lyon-county.org

I am against a truck stop at six mile canyon and highway 50 in Dayton. We are a residential area and are already dealing with too much traffic and accidents.

SIncerely

Meredyth Keast
101 Willamette Way
Dayton NV 89403

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Conditional Use Permit at 50 & 6 Mile Canyon

'Mike Kentopp' via County Clerks <countyclerks@lyon-county.org> Thu, Nov 27, 2025 at 10:48 AM
Reply-To: Mike Kentopp <floptopp@yahoo.com>
To: countyclerks@lyon-county.org

As a property owner in this area (Ring Rd & 6 Mile Canyon), I think this is a horrible idea. The traffic issues we already have at this intersection, this will only make it worse. The amount of vehicles and pedestrian traffic this will make is a recipe for disaster. The only positive aspect of this proposal would be the creation of jobs. I have a strong feeling that this will hurt our property values, and of course will diminish our views across the highway. I chose to send an email on this matter since I won't be able to make the meeting in person. If my opinion has any pull as a property owner, I vote NO NO NO! Thank you, Michael Kentopp Sent from Floptopp's iPhone

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Truck stop?

1 message

nvdgrblu <nvdgrblu@gmail.com> Sat, Dec 6, 2025 at 12:11 PM
To: planning@lyon-county.org

NO WAY! But you will with again no real infrastructure.

Sent from my T-Mobile 5G Device

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Chevron Truck Stop, Dayton

1 message

Pamela Young <pjyoung@pjyoungpublishing.com> Sat, Dec 6, 2025 at 11:31 AM
To: planning@lyon-county.org

I would like to strongly protest the planned approval for a Chevron Truck Stop / Convenience Store at Six Mile Canyon and Hwy 50 in Dayton

I live across from the proposed site, off of Fort Churchill and find this truly distressing; the noise and increased traffic at an already deadly corner would have a very negative impact on the many homes in my neighborhood.

Pamela Young
Homeowner and registered voter, Ferretto Pkwy.

Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Six mile canyon and hwy 60

1 message

'Paula Aiello' via Planning <planning@lyon-county.org> Sat, Dec 6, 2025 at 11:38 AM
Reply-To: Paula Aiello <paula.aiello@yahoo.com>
To: "planning@lyon-county.org" <planning@lyon-county.org>

I dont not support this development in my backyard. I moved to dayton for it's small town perks. It s a peaceful area for retirees. No need for a truck stop nor more gas stations. We have a liquor store already and thats enough. Crime is non existing and I would to keep it that way. This is already a busy section and dont need more traffic. I dont wont to get up smelling diesel versa fresh air!

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Gmail

Brandi Lathrop <blathrop@lyon-county.org>

Keep 6 Mile Cyn and Hwy 50 an OPEN SPACE

1 message

'Tamara Holmes' via Planning <planning@lyon-county.org> Sat, Dec 6, 2025 at 1:05 PM
Reply-To: Tamara Holmes <lightstamaraction@yahoo.com>
To: planning@lyon-county.org

I live two miles from the proposed building site for the gas station complex. Please put the brakes on this project. We Mark Twain residents invested in property to live a quiet, rural life. We don't want these soulless franchises dominating our landscape.

Please. There is much more to life than profits.

Tamara Holmes

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
12.b

Subject:
For Possible Action: To approve a request from Lucas Homes and Development, LLC for the abandonment of public access easements as granted on Land Map 410284 that include a 35-foot wide portion of Traditions Center Drive, a 35-foot wide portion of Lakeside Boulevard, a 29-foot wide portion of Town Center Drive, and a 15,616 square foot area for the circle at the intersection of the three easements as shown on the Traditions Commercial Abandonment Exhibit A, located within the Traditions Commercial Subdivision in Dayton (APN's 016-406-19 and 016-406-20), PLZ-2025-087. (Senior Planner Lisa Nash)

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Staff Report
- Backup

LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING • DEVELOPMENT ENGINEERING • PLANNING

27 S. MAIN STREET
YERINGTON, NEVADA 89447
(775) 463-6592
FAX: (775) 463-5305

34 LAKES BOULEVARD
DAYTON, NEVADA 89403
(775) 246-6135
FAX: (775) 246-6147

STAFF REPORT

PLZ-2025-087	Access Easement Abandonment/Vacation of public access easements as granted on Land Map 410284 that include portions of Traditions Center Drive, Lakeside Boulevard, Town Center Drive, and an area for the circle at the intersection of the three easements
Proposed Action	Access Easement Abandonments for Traditions Commercial Subdivision
Meeting Date	January 5, 2026
Owner(s)	Lucas Homes & Development LLC and Lyon County
Applicant(s)	Manhard Consulting, Ltd.
Location	Within the Traditions Commercial Subdivision in Dayton
Parcel Number(s)	APNs 016-406-19 and 016-406-20
Parcel Size	1.138 acre portion of 91.78 acres total
Master Plan	Mixed-Use
Zoning	C-2 (General Commercial District)
Flood Zone(s)	X-Shaded (0.2 Percent Annual Chance Flood Hazard) per FIRM 32019C0289F
Case Planner	Lisa Nash

REQUEST

The applicant is requesting abandonment/vacation of dedicated access easements as granted per Land Map 410284, recorded on July 13, 2007. The existing easements will be replaced by easements that follow the roadways proposed and constructed for the Traditions Commercial Subdivision.

STAFF RECOMMENDATION

Staff recommends approval of the abandonment request as the abandonment of these access easements will have:

- No detrimental effect on public access to adjacent properties,
- No impact on ability of utilities to provide services to other property owners or the public, and
- Will not interfere with drainage of the subject parcel or any adjacent parcels.

RECOMMENDED MOTION

If the Board of County Commissioners finds there is sufficient reason to approve the abandonment, then the Board should make findings in support of the access easement abandonment/vacation and move to recommend approval of the request.

The Board of County Commissioners may consider a motion similar to the following:

The Lyon County Board of County Commissioners finds that:

A. The public will not be materially injured by the vacation.

B. No easements are known to be located within the right of way that must be perpetuated.

C. The vacation will not result in the loss of access to a street from abutting property owners.

D. Neither the public nor Lyon County have a continued interest in preservation of the access easements.

Based on the aforementioned findings and the 2 following conditions, I move that the Board of County Commissioners approves the request from Lucas Homes and Development, LLC for the abandonment of public access easements as granted on Land Map 410284 that include a 35-foot wide portion of Traditions Center Drive, a 35-foot wide portion of Lakeside Boulevard, a 29-foot wide portion of Town Center Drive, and a 15,616 square foot area for the circle at the intersection of the three easements as shown on the Traditions Commercial Abandonment Exhibit A, located within the Traditions Commercial Subdivision in Dayton (APN's 016-406-19 and 016-406-20), PLZ-2025-087:

1. The replacement access easements shall be included in the Final Commercial Subdivision Map to be recorded within the time frame included with the approved Tentative Commercial Subdivision Map (PLZ-2023-079).
2. Should any public utility easement require abandonment as part of this action, documentation of the release of interest by all affected utility purveyors with interest shall be obtained prior to recording any abandonment or vacation documents. Easements needed for existing utilities shall be continued and/or provided.

ALTERNATIVES TO RECOMMENDATION OF APPROVAL

Alternative Motion for Continuance

If the Board of County Commissioners determines that additional information, discussion and public review are necessary for a more thorough review of the proposed access easement abandonments/vacations, then the Board should make appropriate findings and move to continue the Public Hearing with either a specific time period for the applicant to provide additional specific information necessary for the analysis of the request:

The Board of County Commissioners may wish to consider a motion similar to the following:

The Board of County Commissioners finds that:

A. Additional information, discussion and public review are necessary for a more thorough review of the proposed access easement abandonments/vacations.

Based on the aforementioned Finding and with the applicant's concurrence, the Board of County Commissioners continues the request from Lucas Homes and Development, LLC for the abandonment of public access easements as granted on Land Map 410284 that include a 35-foot wide portion of Traditions Center Drive, a 35-foot wide portion of Lakeside Boulevard, a 29-foot wide portion of Town Center Drive, and a 15,616 square foot area for the circle at the intersection of the three easements as shown on the Traditions Commercial Abandonment Exhibit A, located within the Traditions Commercial Subdivision in Dayton (APN's 016-406-19 and 016-406-20), PLZ-2025-087 for ___ days.

Alternative Motion for Denial

If the Board of County Commissioners determines that they should recommend denial of the proposed abandonment/vacation of the access easements, then the Board should make appropriate Findings to support denial of the abandonment/vacation of the access easements.

The Board of County Commissioners may wish to consider a motion similar to the following:

The Board of County Commissioners finds that:

A. The public will be materially injured by the vacation.

B. There are easements known to be located within the right of way that must be perpetuated.

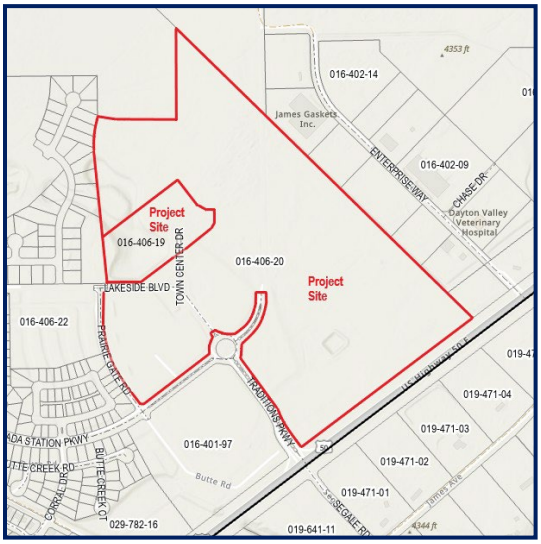
C. The vacation will result in the loss of access to a street from abutting property owners.

D. The public or Lyon County have a continued interest in the preservation of the access easements.

Based on the aforementioned Findings, I move that the Board of County Commissioners <u>deny</u> the request from Lucas Homes and Development, LLC for the abandonment of public access easements as granted on Land Map 410284 that include a 35-foot wide portion of Traditions Center Drive, a 35-foot wide portion of Lakeside Boulevard, a 29-foot wide portion of Town Center Drive, and a 15,616 square foot area for the circle at the intersection of the three easements as shown on the Traditions Commercial Abandonment Exhibit A, located within the Traditions Commercial Subdivision in Dayton (APN's 016-406-19 and 016-406-20), PLZ-2025-087).

LOCATION

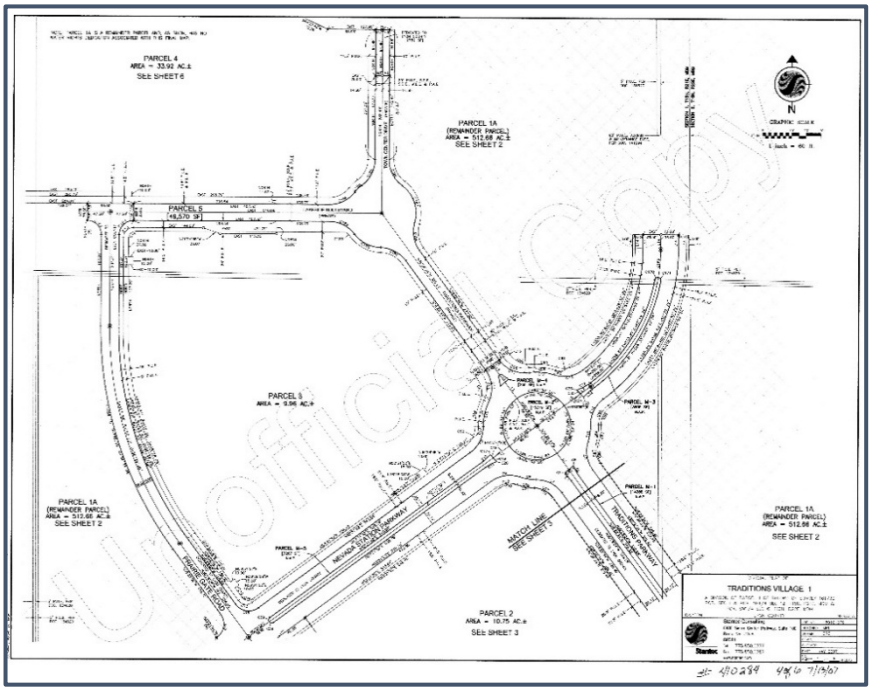
The subject parcels are located north of Hwy 50, to the north and east of Traditions Parkway in Dayton as shown in the map below.



Vicinity Map

BACKGROUND

The access easements to be abandoned are included on the parcel map Document 410284, Recorded July 13, 2007 shown on the following page.



Recorded Parcel Map #410284

The exhibit below was provided by the applicant and shows the dedicated access easements (highlighted by staff) to be abandoned in more detail.

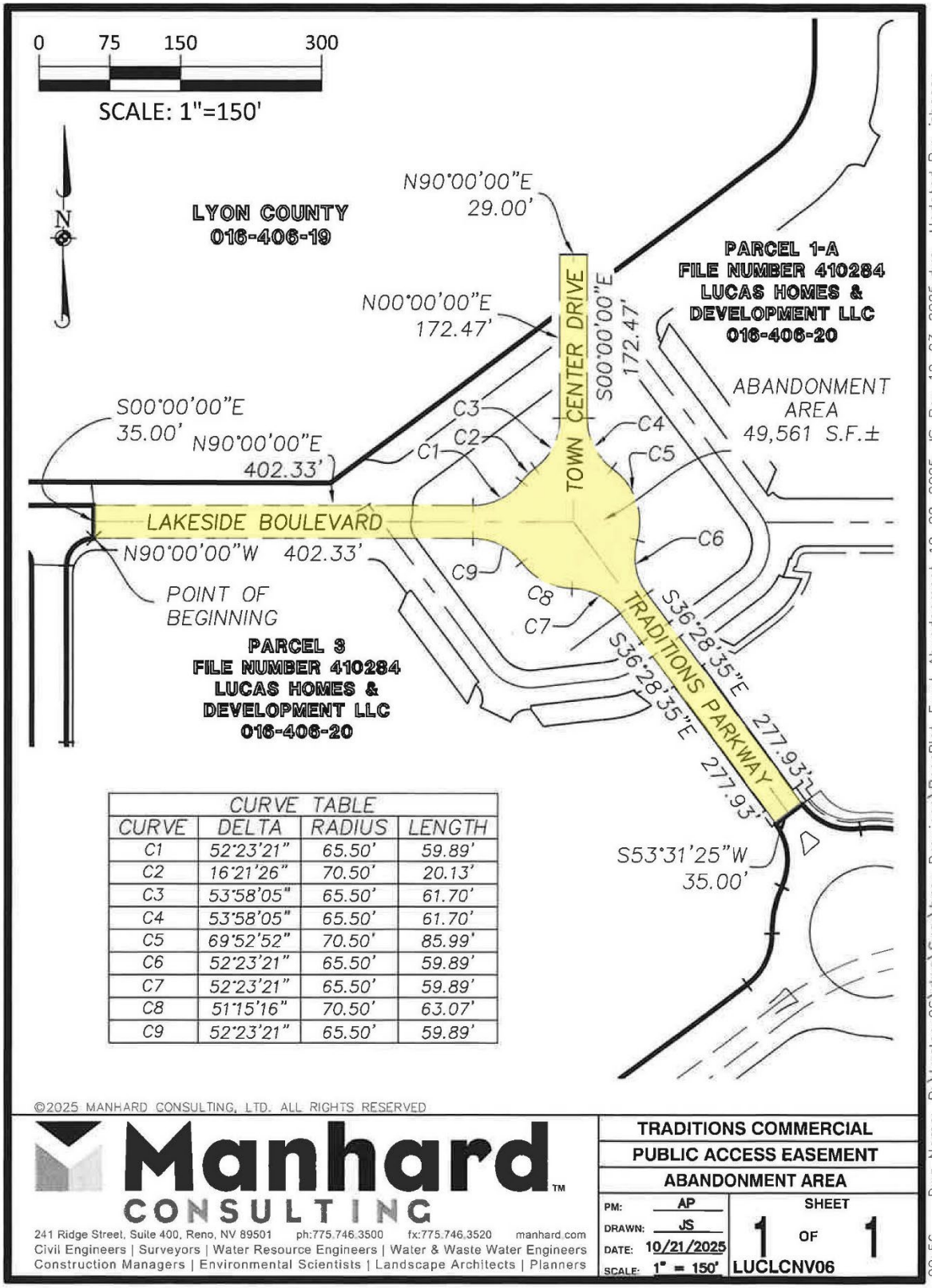
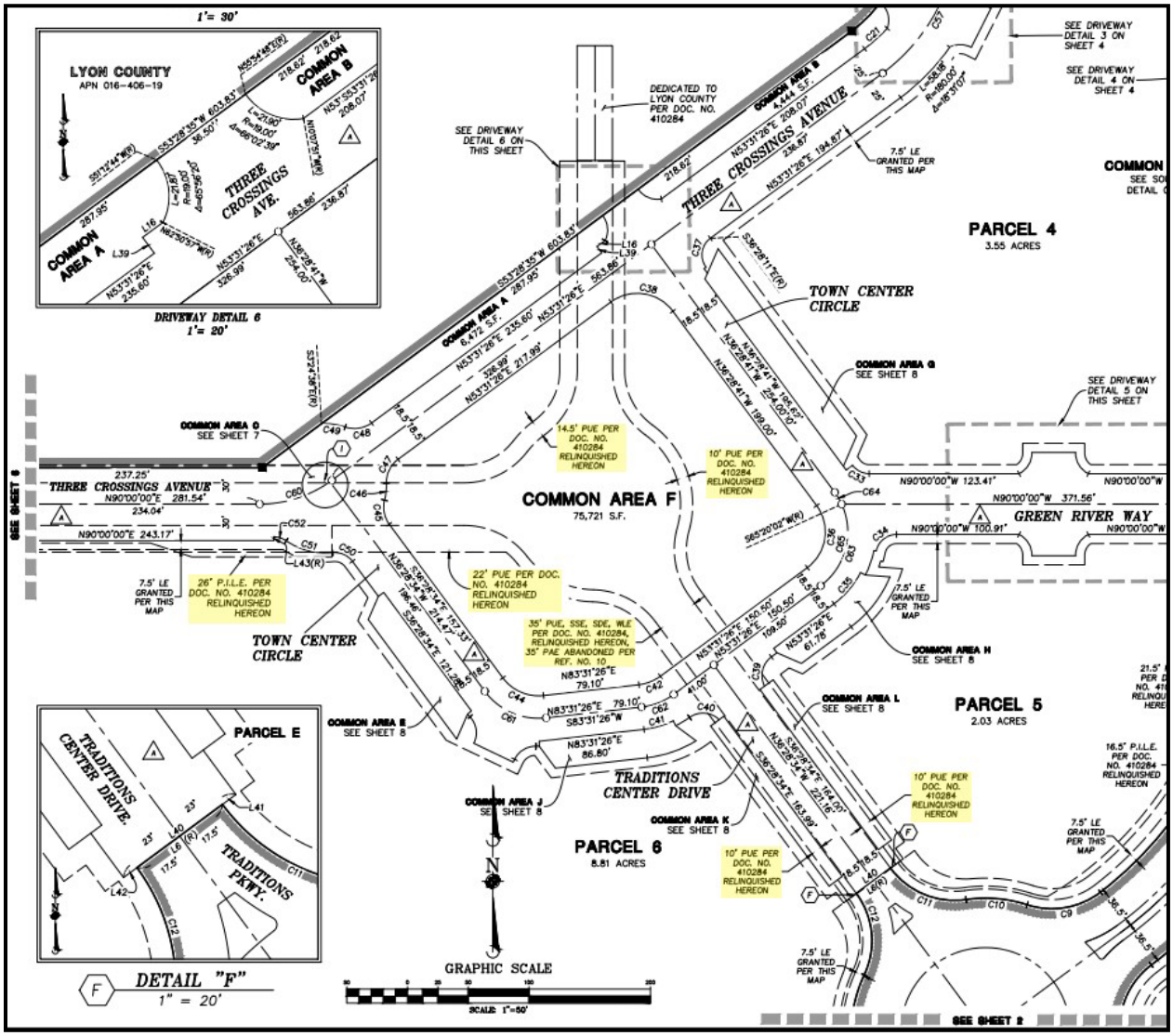


Exhibit A

The existing access easements will be replaced with new dedicated access easements as part of the Final Commercial Subdivision Map that is currently under review (PLZ-2025-007). As the easements under consideration for abandonment were not clearly noted for abandonment during the Tentative Commercial Subdivision Map approval, the applicant is required to request them as a separate application. As shown on the Draft Final Commercial Subdivision Map below, the existing access easements do not match the roadways throughout the subdivision and will be replaced by the roadway easements as shown on the plan below.



Draft Final Commercial Subdivision Map

The abandonment process ensures that public interests are properly considered and there is an opportunity for public input. The process allows the applicant to vacate any public or private interests involved with the subject portion of the access easements. The abandonment process is set forth in Chapter 278.480 of the Nevada Revised Statutes.

STAFF REVIEW AND COMMENTS

In reviewing the proposed abandonment of the two dedicated access easements within the Traditions Commercial Subdivision, staff has looked at the approved Tentative and Draft Final Commercial Subdivision Maps to see how access to the properties in question is planned. The access easements to be abandoned will be replaced with new easements. Staff has sent the abandonment application out for review and no comments were received.

Based on our review and no comments received from the reviewing public utility providers regarding the application, staff believes the requested abandonment would not have an adverse impact on existing or future access to adjoining properties and will not materially injure the public.

Requirements for Granting an Abandonment:

The following should be considered in an action to abandon or vacate a publicly dedicated roadway:

1. **Will the public be materially injured by the abandonment/vacation?**

   Applicant's Response
   The public will not be negatively affected by the proposed abandonment. The easement is not currently used and has no future use for preservation. The Final Map will allow for the recordation and development of alternative access that will provide adequate circulation for the Traditions Commercial Center Subdivision and surrounding parcels in compliance with the Approved Conditions and the Traditions Commercial Center Master Plan.

Staff Comment
In light of the fact that no access to adjacent properties is being negatively affected by the proposed abandonment/ vacation and will not have any impact on any other properties than those owned by the commercial subdivision, staff does not believe that the public would be materially injured by the proposed abandonment/vacation. Additionally, new easements for the already constructed roads are in the process of being reviewed and approved as part of the Final Commercial Subdivision Map (PLZ-2025-007)

2. **Is there any easement located within the right of way? If so, the Commission should provide for the continuation of the easement.**

   Applicant's Response
   There are no additional easements other than the requested abandonment.

Staff Comment
NRS 278.480 advises that the governing body may reserve and except all easements, rights or interests which it deems desirable for the County's continue use or benefit. The order to abandon/vacate a street or ROW may be conditional. If a conditional approval is given to the applicants, then the abandonment/vacation would occur upon the fulfillment of certain conditions.

Staff has alerted the utility providers that serve the area ample notice and have not been informed of any impact that would require relocation of infrastructure or denial of the abandonment/vacation request. Just in case, staff is recommending a Condition of Approval that states:

"*Should any public utility easement require abandonment as part of this action, documentation of the release of interest by all affected utility purveyors with interest shall be obtained prior to recording any abandonment or vacation documents. Easements needed for existing utilities shall be continued and/or provided."*

3. **Will the abandonment/vacation result in the loss of access to a street from the abutting property owner?**

   Applicant's Response
   The abandonment will not result in the loss of access to a street from any of the abutting property owners. The easement is not currently used and has no future use for preservation. The Final Map will allow for the recordation and development of alternative access that will provide adequate circulation for the Traditions Commercial Center Subdivision and surrounding parcels in compliance with the Approved Conditions and the Traditions Commercial Center Master Plan.

Staff Comment

As shown on the information included in the staff report, staff is of the opinion that the abandonment/vacation will not result in the loss of access to a street from any of the abutting property owners. The new easements and roadways constructed within the development will adequately replace the proposed easements.

4. Does the public, or Lyon County, have a continued interest in the preservation of this access?

Applicant's Response

There is no continued interest in the preservation of this access easement.

Staff Comment

Staff does not believe that there is any continued interest in the preservation of these access easements. This opinion is based on the fact that the new access easements are under review with the Final Commercial Subdivision Map (PLZ-2025-007) that is in review currently.

Manhard CONSULTING

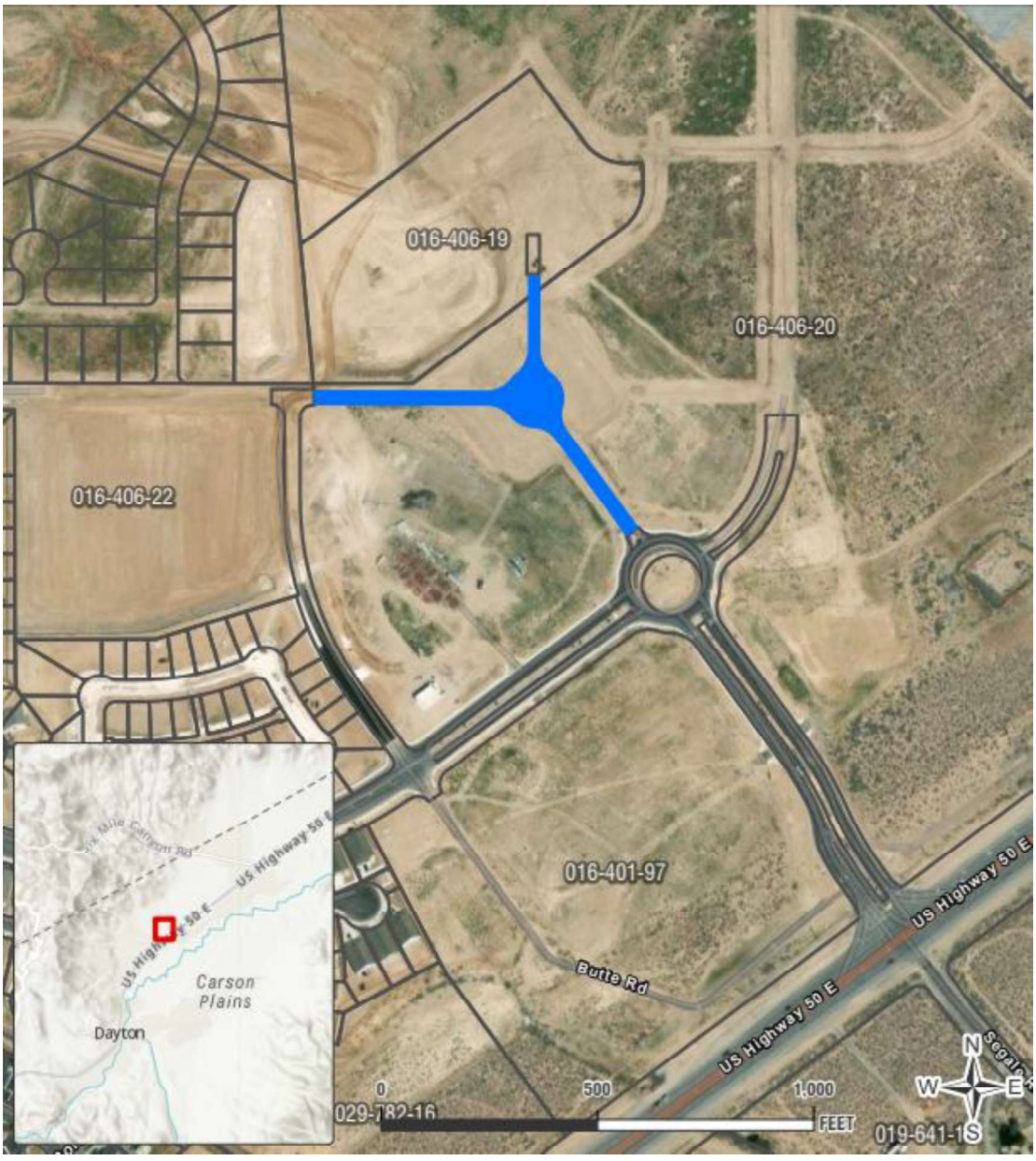
Civil Engineering
Surveying
Water Resources Management
Construction Management
Landscape Architecture
Land Planning

PROJECT NARRATIVE – EASEMENT ABANDONMENT

Project Location

The abandonment area is a ±1.138-acre portion of APNs 016-406-19 and 016-406-20. The site is located on the north side of US Highway 50 East and north of Traditions Parkway.

Figure 1: Project Location



Request

This request is for the abandonment of a public access easement within the Traditions Commercial Center Final Map (PLZ-25-0013). The easement is located north of Traditions Parkway and was originally established with Subdivision Map No. 410284, recorded on July 13, 2007, in accordance with the previous project configuration.

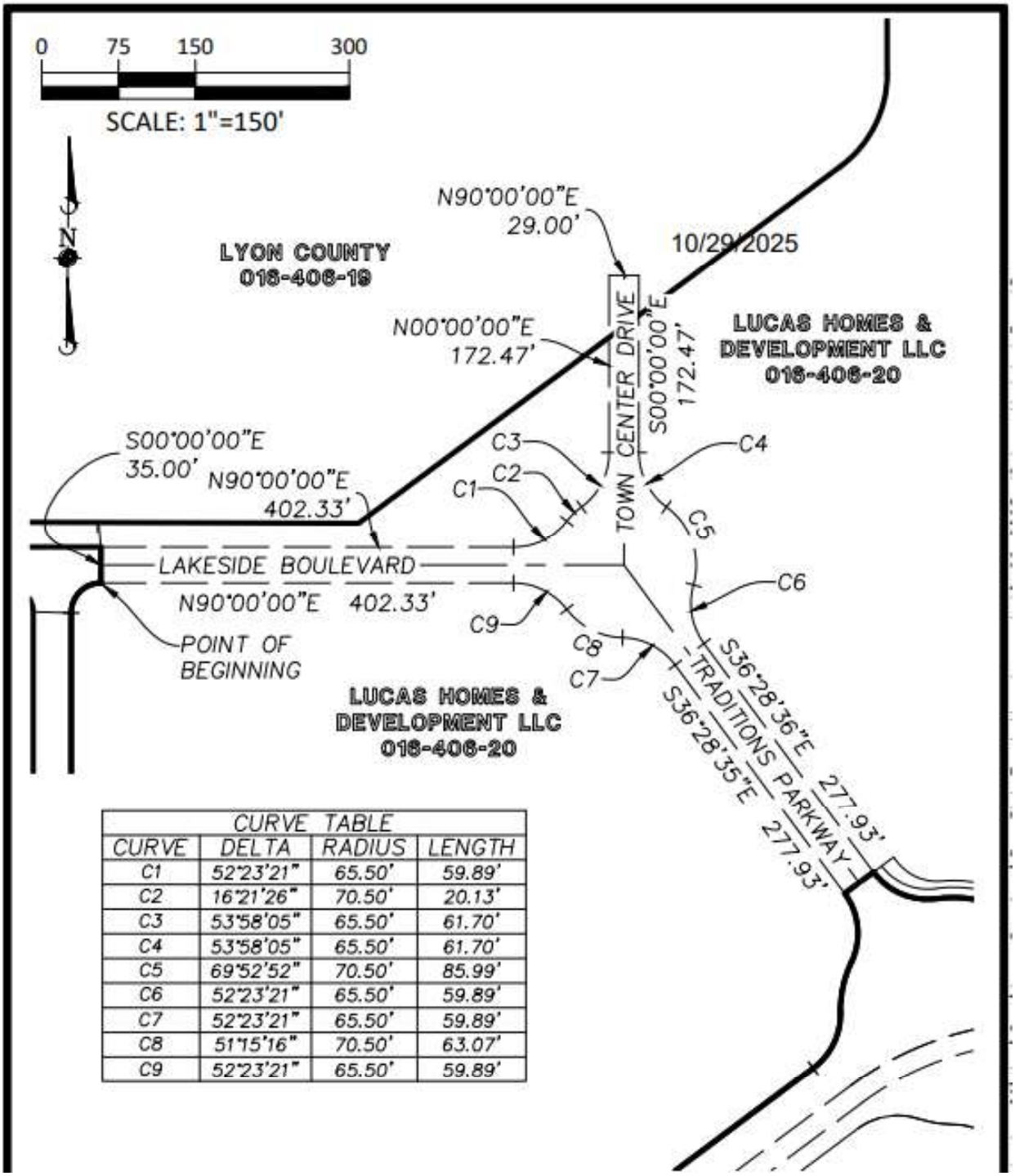
The easement is not currently used and has no future use for preservation. The Final Map will allow for the recordation and development of alternative access that will provide adequate circulation for the Traditions Commercial Center Subdivision and surrounding parcels in compliance with the Approved Conditions and the Traditions Commercial Center Master Plan.

Lyon County Master Plan and Zoning Designations

According to the Lyon County Assessor, the dedication area has a Master Plan designation of Mixed-Use and is zoned Community Commercial. There is no proposed change to the Master Plan or Zoning Designations.

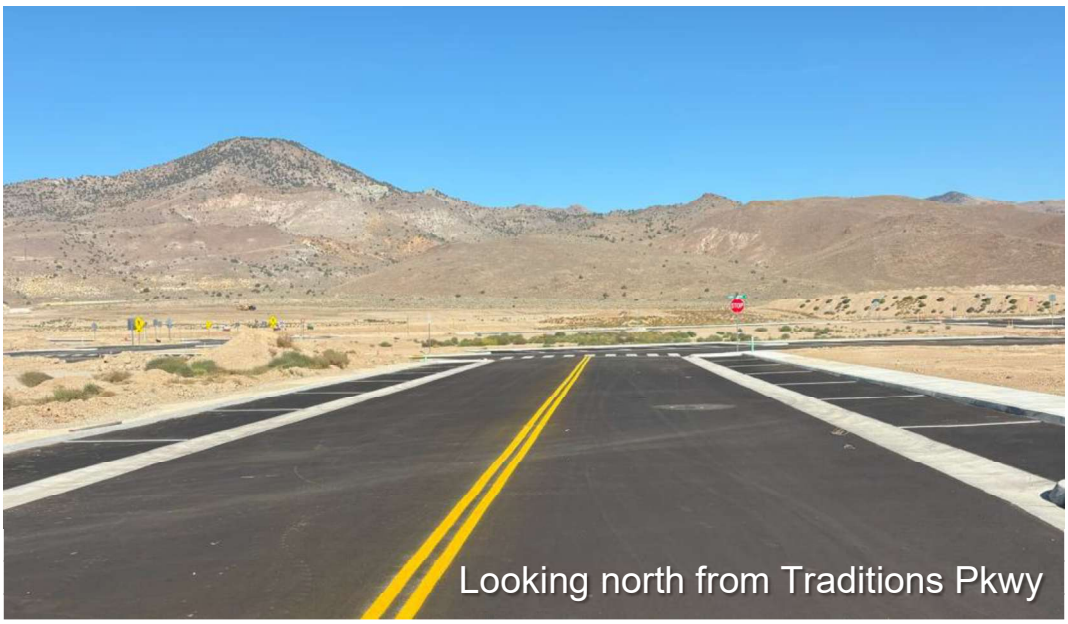
Figure 3: Site Plan/Legal Description– Area of Abandonment

See Application Packet for Document



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	52°23'21"	65.50'	59.89'
C2	16°21'26"	70.50'	20.13'
C3	53°58'05"	65.50'	61.70'
C4	53°58'05"	65.50'	61.70'
C5	69°52'52"	70.50'	85.99'
C6	52°23'21"	65.50'	59.89'
C7	52°23'21"	65.50'	59.89'
C8	51°15'16"	70.50'	63.07'
C9	52°23'21"	65.50'	59.89'

Figure 4: Site Photos



Looking northwest on Traditions Pkwy

Looking west from Traditions Pkwy

Abandonment Findings

The project has been designed to meet the following abandonment findings:

1. **Will the public be materially injured by the abandonment/vacation?**

The public will not be negatively affected by the proposed abandonment. The easement is not currently used and has no future use for preservation. The Final Map will allow for the recordation and development of alternative access that will provide adequate circulation for the Traditions Commercial Center Subdivision and surrounding parcels in compliance with the Approved Conditions and the Traditions Commercial Center Master Plan.

2. **Is there any easement located within the right of way? If so, the Commission should provide for the continuation of the easement.**

There are no additional easements other than the requested abandonment.

3. **Will the abandonment/vacation result in the loss of access to a street from the abutting property owner?**

The abandonment will not result in the loss of access to a street from any of the abutting property owners. The easement is not currently used and has no future use for preservation. The Final Map will allow for the recordation and development of alternative access that will provide adequate circulation for the Traditions Commercial Center Subdivision and surrounding parcels in compliance with the Approved Conditions and the Traditions Commercial Center Master Plan.

4. **Does the public, or Lyon County, have a continued interest in the preservation of this access?**

There is no continued interest in the preservation of this access easement.

EXHIBIT A

All that certain real property situate within the East One-Half (E1/2) of the Southeast Quarter (SE1/4) of Section 1, Township Sixteen (16) North, Range Twenty-One (21) East, M.D.M., Lyon County, Nevada, being an abandonment of portions of Rights-of-Way known as Lakeside Boulevard, Town Center Drive and Traditions Parkway as shown on Page 4 of 6, and dedicated per the map recorded as Document No. 410284, July 13, 2007, in the Official Records of Lyon County, Nevada, and being more particularly described as follows:

COMMENCING at the Southwest corner of Parcel Two A (2A) as shown on the Boundary Line Adjustment recorded as Document No. 441269, recorded April 21, 2009 in the Official Records of Lyon County, Nevada as marked by a 5/8" rebar with cap, stamped 8547, said corner being in the Northern Right-of-Way of U.S. Highway 50 East;

THENCE departing the Northern Right-of-Way of U.S. Highway 50 East, North 32°36'54" West, a distance of 854.66 feet to a point in the Southern Right-of-Way line of, Nevada Station Parkway, dedicated per Document No. 655545, Official Records Lyon County, Nevada and said point being a non-tangent curve to the left, from which the radius point bears North 28°01'32" West;

THENCE 114.63 feet along said curve to the left and the Southern line of said Nevada Station Parkway, having a radius of 1120.38 feet, through a central angle of 5°51'43";

THENCE departing the Southern line of Nevada Station Parkway, North 39°05'41" West, a distance of 71.84 feet to the Northern Right-of-Way line of said Nevada Station Parkway per Document No. 655545 and Document No. 410284 Official Records Lyon County, Nevada, and a non-tangent curve to the left, from which the radius point bears North 33°31'42" West;

THENCE along said curve to the left and the Northwest and Western Right-of-Way line of Nevada Station Parkway, 54.33 feet along the arc of a curve having a radius of 33.50 feet and a through a central angle of 92°56'26" to a point in the Westerly Right-of-Way line of Prairie Gate Road per Document No. 410284 Official Records Lyon County, Nevada;

THENCE departing the Westerly line of Prairie Gate Road, North 55°58'57" East, a distance of 37.00 feet to the Eastern Right-of-Way line of Prairie Gate Road;

THENCE North 36°28'08" West, along the Eastern line of Prairie Gate Road, a distance of 168.05 feet to the beginning of a tangent curve to the right from which the radius bears North 53°31'52" East;

THENCE 465.60 feet along the arc of a curve and the Eastern line of Prairie Gate Road, having a radius of 731.50 feet, through a central angle of 36°28'08";

THENCE North 00°00'00" East, continuing along the Eastern line of Prairie Gate Road, a distance of 187.81 feet to the beginning of a tangent curve to the right from which the radius point bears North 90°00'00" East;

THENCE 45.55 feet along said curve to the right, having a radius of 29.00 feet and through a central angle of 90°00'00" to a point in the Southern line of Lakeside Boulevard a private Right-of-Way per Document No. 410284 Official Records Lyon County, Nevada, and the **POINT OF BEGINNING**;

THENCE departing the Southern line of said Lakeside Boulevard, North 00°00'00" East, a distance of 35.00 feet to a point in the Northern line of Lakeside Boulevard;

THENCE North 90°00'00" East, along the Northern line of said Lakeside Boulevard a distance of 402.33 feet to the beginning of a curve to the left, from which the radius point bears North 00°00'00" East;

THENCE 59.89 feet along said curve to the left having a radius of 65.50 feet, through a central angle of 52°23'21" the beginning of a reverse curve to the right from which the radius point bears South 52°23'21" East;

THENCE 20.13 feet along said curve to the right, having a radius of 70.50 feet, through a central angle of 16°21'26" to the beginning of a reverse curve to the left, from which the radius point bears North 36°01'55" West;

THENCE 61.70 feet along said curve to the left, having a radius of 65.50 feet, through a central angle of 53°58'05" to a point in the Western Right-of-Way line of Town Center Drive, a Private Right-of-Way per Document No. 410284, Official Records Lyon County, Nevada;

THENCE North 00°00'00" East, along the Western line of said Town Center Drive, a distance of 172.47 feet;

THENCE North 90°00'00" East, departing the Western line of Town Center Drive a distance of 29.00 feet to a point in the Eastern Right-of-Way line of said Town Center Drive;

THENCE South 00°00'00" East, along the Eastern line of said Town Center Drive, a distance of 172.47 feet to the beginning of a curve to the left, from which the radius point bears North 90°00'00" East;

THENCE 61.70 feet along said curve to the left, having a radius of 65.50 feet, through a central angle of 53°58'05" to beginning of a reverse curve to the right, from which the radius point bears South 36°01'55" West;

THENCE 85.99 feet along said curve to the right, having a radius of 70.50 feet, through a central angle of 69°52'52" to the beginning of a reverse curve to the left, from which the radius point bears South 74°05'13" East;

THENCE 59.89 feet along said curve to the left, having a radius of 65.50 feet through a central angle of 52°23'21" to a point in the Eastern Right-of-Way of Traditions Parkway a Private Right-of-Way per Document No. 410284 Official Records Lyon County, Nevada;

THENCE South 36°28'35" East, along the Eastern line of said Traditions Parkway, a distance of 277.93 feet;

THENCE South 53°31'26" West, departing said Eastern Right-of-Way line, a distance of 35.00 feet to a point in the Western line of said Traditions Parkway;

THENCE North 36°28'35" West, along the Western line of said Traditions Parkway, a distance of 277.93 feet to the beginning of a curve to the left, from which the radius point bears South 53°31'26" West;

THENCE 59.89 feet along said curve top the left, having a radius of 65.50 feet through a central angle of 52°23'21" to the beginning of a reverse curve, which the radius point bears North 01°08'05" East;

THENCE 63.07 feet along the arc of said curve to the right, having a radius of 70.50 feet and a central angle of 51°15'16" and the beginning of a reverse curve from which the radius point bears South 52°23'21" West;

THENCE 59.89 feet along said curve to the left, having a radius of 65.50 feet through a central angle of 52°23'21" to a point in the Southern line Lakeside Boulevard;

THENCE North 90°00'00" West, along the southern line of Lakeside Boulevard, a distance of 402.33 feet to the **POINT OF BEGINNING**.

Containing 49,570 square feet of land, more or less.

The basis of bearings for these descriptions is a modified Nevada State Plane Coordinate System, West Zone, North American Datum of 1983/1994 (NAD 83/94) determined using Real Time Kinematic GPS (RTK GPS) observations of Nevada Department of Transportation (NDOT) monumentation, Combined Grid to Ground Factor = 1.0002220000.

Jim W. Shaner Jr. P.L.S. / W.R.S.
241 Ridge Street, Suite 400
Reno, Nevada 89501
775-321-6527

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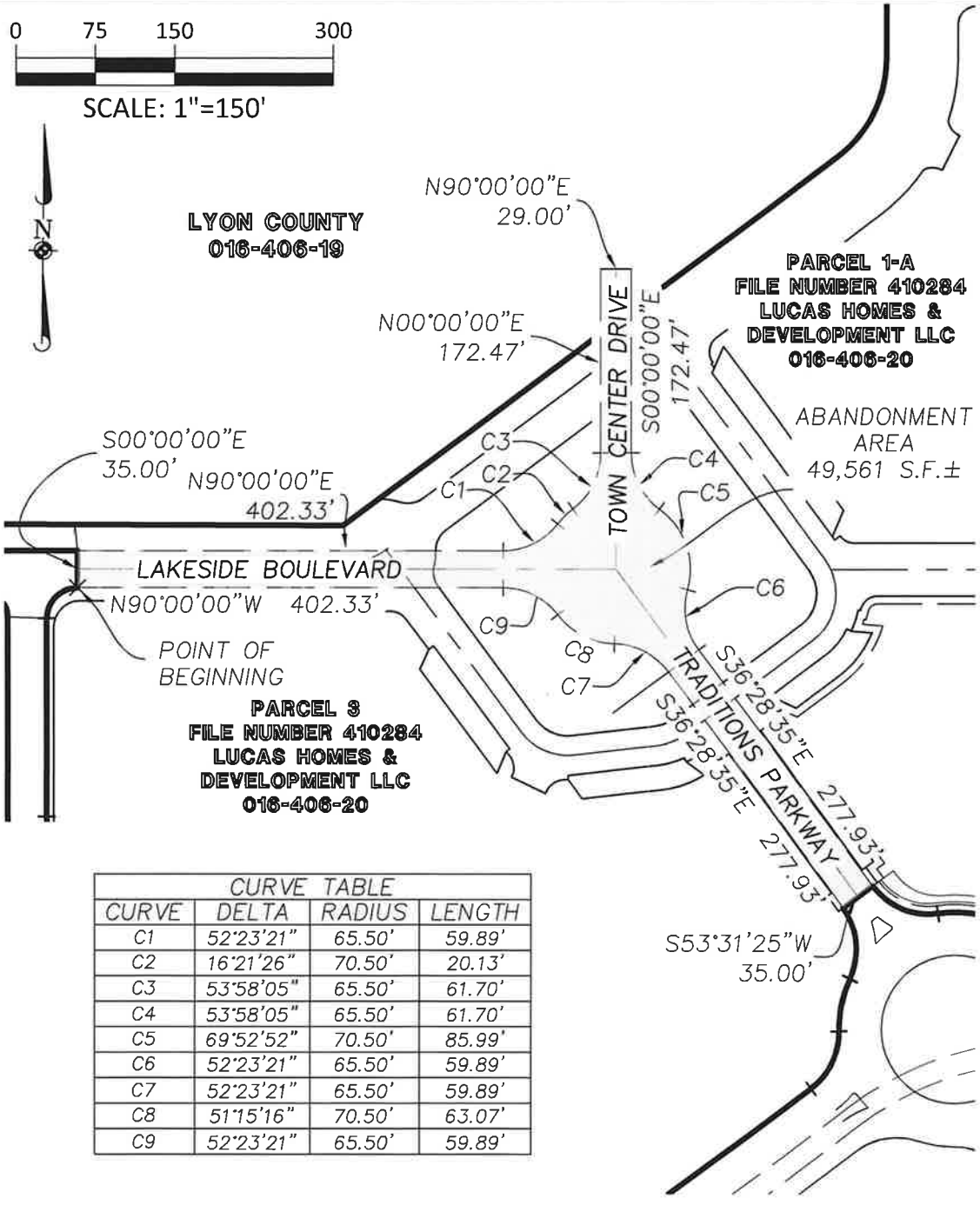

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	52°23'21"	65.50'	59.89'
C2	16°21'26"	70.50'	20.13'
C3	53°58'05"	65.50'	61.70'
C4	53°58'05"	65.50'	61.70'
C5	69°52'52"	70.50'	85.99'
C6	52°23'21"	65.50'	59.89'
C7	52°23'21"	65.50'	59.89'
C8	51°15'16"	70.50'	63.07'
C9	52°23'21"	65.50'	59.89'

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TRADITIONS COMMERCIAL
PUBLIC ACCESS EASEMENT
ABANDONMENT AREA

PM: AP
DRAWN: JS
DATE: 10/21/2025
SCALE: 1" = 150'

SHEET 1 OF 1
LUCLCNV06

Dwg Name: P:\LuclcnV06\dwg\Surv\base Drawings\BasePlat_Esmt Abandonment_10_22_2025_JS_Rev_12_23_2025.dwg Updated By: jshaner 09:56

TRADITIONS VILLAGE 1

OWNER'S CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THEY ARE THE OWNERS OF THE TRACT OF LAND SHOWN HEREON AND HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND DO HEREBY GRANT FOREVER THOSE PERMANENT EASEMENTS FOR ACCESS AND UTILITY INSTALLATION SHOWN HEREON. THE STREETS, AVENUES, HIGHWAYS AND ALL APPURTENANCES THERETO AS SHOWN ARE HEREBY GRANTED, DEDICATED AND SET APART TO BE USED AS PUBLIC THOROUGHFARES FOREVER.

SUTRO TUNNEL COMPANY

BY: _____
ITS: Secretary – Treasurer

STATE OF NEVADA

COUNTY OF WASHOE

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON June 20, 2007 BY JOHN SERPA AS SEC'Y/TREASURER OF SUTRO TUNNEL COMPANY.

Rae Maeder
NOTARY PUBLIC
MY COMMISSION EXPIRES 03/08

RAE MAEDER
NOTARY PUBLIC
STATE OF NEVADA
No: 94-1740-6 My Appt. Exp. Mar. 3, 2008

SECURITY INTEREST HOLDER'S CERTIFICATE

THIS IS TO CERTIFY THAT STEWART TITLE OF CARSON CITY, A NEVADA CORPORATION DULY AUTHORIZED BY THOSE PARTIES BEING NAMED BENEFICIARIES UNDER THAT CERTAIN DEED OF TRUST RECORDED OCTOBER 23, 2001 AS DOCUMENT NO. 267543 OF OFFICIAL RECORDS OF LYON COUNTY, NEVADA, CONSENTS ON BEHALF OF SAID PARTIES TO THE PREPARATION AND RECORDATION OF THIS PLAT BY SEPARATE DOCUMENT NO. 387315 OF OFFICIAL RECORDS OF LYON COUNTY, NEVADA.

STEWART TITLE OF CARSON CITY

Tammy L. May
BY: TAMMY L. MAY
TITLE: CHIEF TITLE OFFICER

6-15
DATE

TITLE COMPANY'S CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT THIS PLAT HAS BEEN EXAMINED AND THE SUBDIVIDER OFFERING THIS PLAT IS THE LAST TITLE HOLDER OF RECORD FOR ALL THE LANDS DELINEATED HEREON, AND THE LANDS ARE FREE FROM ANY LIENS OR ENCUMBRANCES AS OF 6-15, 2007 EXCEPT PER DOCUMENT NUMBER ~~267543~~ 387315

STEWART TITLE OF CARSON CITY

Tammy L. May
BY: CHIEF TITLE OFFICER
TITLE: TAMMY L. MAY

6-15-07
DATE

NEVADA BUREAU OF SAFE DRINKING WATER

THIS FINAL MAP IS APPROVED BY THE NEVADA DIVISION OF ENVIRONMENTAL PROTECTION OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES. THIS APPROVAL CONCERNS SEWAGE DISPOSAL, WATER POLLUTION, WATER QUALITY AND WATER SUPPLY FACILITIES AND IS PREDICATED UPON PLANS FOR A PUBLIC WATER SUPPLY AND A COMMUNITY SYSTEM FOR DISPOSAL OF SEWAGE.

Richard P. Drew
NEVADA BUREAU OF SAFE DRINKING WATER
RICHARD P. DREW

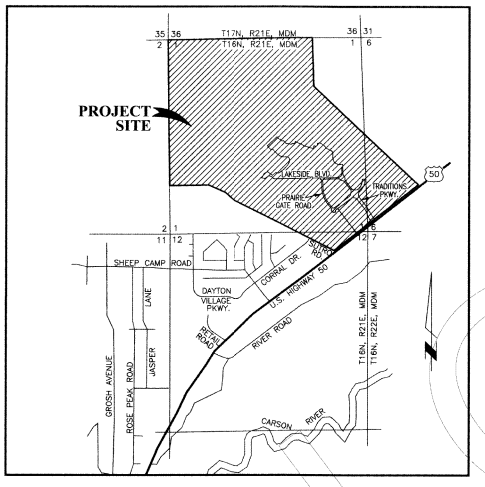
6/14/07
DATE

NEVADA DIVISION OF WATER RESOURCES

THIS FINAL MAP IS APPROVED BY THE DIVISION OF WATER RESOURCES OF THE DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES CONCERNING WATER QUANTITY SUBJECT TO REVIEW OF APPROVAL ON FILE AT THIS OFFICE.

Thomas K. Gallagher P.E.
BY: THOMAS K. GALLAGHER

13 JUN 2007
DATE



VICINITY MAP
NOT TO SCALE

CLERK/TREASURER'S CERTIFICATE

I, NIKKI BRYAN, LYON COUNTY CLERK/TREASURER, HEREBY CERTIFY THAT THERE ARE NO LIENS FOR UNPAID STATE, COUNTY, CITY OR LOCAL TAXES OR SPECIAL ASSESSMENTS EXCEPT THOSE NOT YET DUE AND OWING ON PROPERTY WHICH IS THE SUBJECT OF THIS MAP.
APN - 16-401-34

Deputy 7/13/07
NIKKI BRYAN, LYON COUNTY CLERK/TREASURER — DATE

PLANNING COMMISSION APPROVAL

APPROVED AND ACCEPTED BY THE PLANNING COMMISSION OF LYON COUNTY, NEVADA.

Paula A. Rosaschi 7/12/07
BY: PAULA ROSASCHI, CHAIRWOMAN — DATE

BOARD OF COMMISSIONERS' CERTIFICATE

I, NIKKI BRYAN, COUNTY CLERK IN AND FOR THE COUNTY OF LYON, STATE OF NEVADA, DO HEREBY CERTIFY THAT THIS FINAL SUBDIVISION MAP AS APPROVED AND ACCEPTED THIS 5th DAY OF July, 2007, BY THE BOARD OF COMMISSIONERS OF LYON COUNTY, NEVADA.
APN 16-401-34

Deputy 7/13/07
NIKKI BRYAN, LYON COUNTY CLERK — DATE

UTILITY COMPANIES' CERTIFICATE

THE EASEMENTS SHOWN ON THIS PLAT HAVE BEEN CHECKED, ACCEPTED AND APPROVED BY THE UNDERSIGNED PUBLIC UTILITY COMPANIES.

SIERRA PACIFIC POWER COMPANY MICHAEL PEACE — 6-13-07 DATE

SOUTHWEST GAS COMPANY LARRY GIBSON — 6/12/07 DATE

NEVADA BELL TELEPHONE COMPANY D/B/A AT&T NEVADA
MIKE L KINKEL — 6/11/2007 DATE

A digital copy of this map has been provided to the Lyon County G.I.S. Department

Kerry Page, Planning Assistant 7/13/07

SURVEYOR'S CERTIFICATE

I, JAMES R. BEDARD, A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF NEVADA, CERTIFY THAT:

1. THIS PLAT REPRESENTS THE RESULTS OF A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION AT THE INSTANCE OF CHASE DEVELOPMENT, LLC.

2. THE LANDS SURVEYED LIE AS FOLLOWS:
– WITHIN A PORTION OF THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 16 NORTH, RANGE 21 EAST, MDM,
– WITHIN A PORTION OF SECTION 1, TOWNSHIP 16 NORTH, RANGE 21 EAST, MDM,
– WITHIN A PORTION OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 16 NORTH, RANGE 22 EAST, MDM,
AND THE SURVEY WAS COMPLETED ON 8/31/06

3. THIS PLAT COMPLIES WITH THE APPLICABLE STATE STATUTES AND ANY LOCAL ORDINANCES IN EFFECT ON THE DATE THAT THE GOVERNING BODY GAVE ITS FINAL APPROVAL.

4. THE MONUMENTS DEPICTED ON THE PLAT WILL BE OF THE CHARACTER SHOWN AND OCCUPY THE POSITIONS INDICATED BY 7/13/07 AND AN APPROPRIATE FINANCIAL GUARANTEE WILL BE POSTED WITH THE GOVERNING BODY BEFORE RECORDATION TO ENSURE THE INSTALLATION OF THE MONUMENTS.

STATE OF NEVADA — JAMES R. BEDARD — No. 17044 — PROFESSIONAL LAND SURVEYOR

JAMES R. BEDARD, P.L.S. 17044 — 6/11/07

COUNTY ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT OF A PORTION OF THE NORTHEAST QUARTER OF SECTION 12, AND OF A PORTION OF SECTION 1, T16N, R21E, MDM AND OF A PORTION OF THE SOUTHWEST QUARTER OF SECTION 6, T16N, R22E, MDM AND THAT I AM SATISFIED WITH THE MAP AS BEING TECHNICALLY CORRECT.

CHAS. MACQUARIE
BY: LYON COUNTY ENGINEER — 7/3/07 DATE

LYON COUNTY AND FIRE DISTRICT REVIEW

~~COMMUNITY~~ PLANNING DIRECTOR
ROBERT G. LOVEBERG — 7/3/07

LYON COUNTY ASSESSOR
Representative — Charlotte Lamp

LYON COUNTY UTILITIES MANAGER
MIKE WORKMAN — Mike Workman 6/15/07

ROADS SUPERINTENDENT
GARY FRIED — 7-5-2007

LOCAL FIRE DISTRICT REPRESENTATIVE
CHUCK RITTER — 6/15/07

RECORDER'S CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF Sutro Tunnel Co. ON THIS 13th DAY OF July, 2007 AT 20 MINUTES PAST 3 O'CLOCK PM IN THE OFFICIAL RECORDS OF LYON COUNTY, NEVADA.

FEE $104.00

FILE NO. 410284

Mary C. Milligan
COUNTY RECORDER

Anita Talbot
BY: DEPUTY

OFFICIAL PLAT OF
TRADITIONS VILLAGE 1
A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

DAYTON — LYON COUNTY — NEVADA

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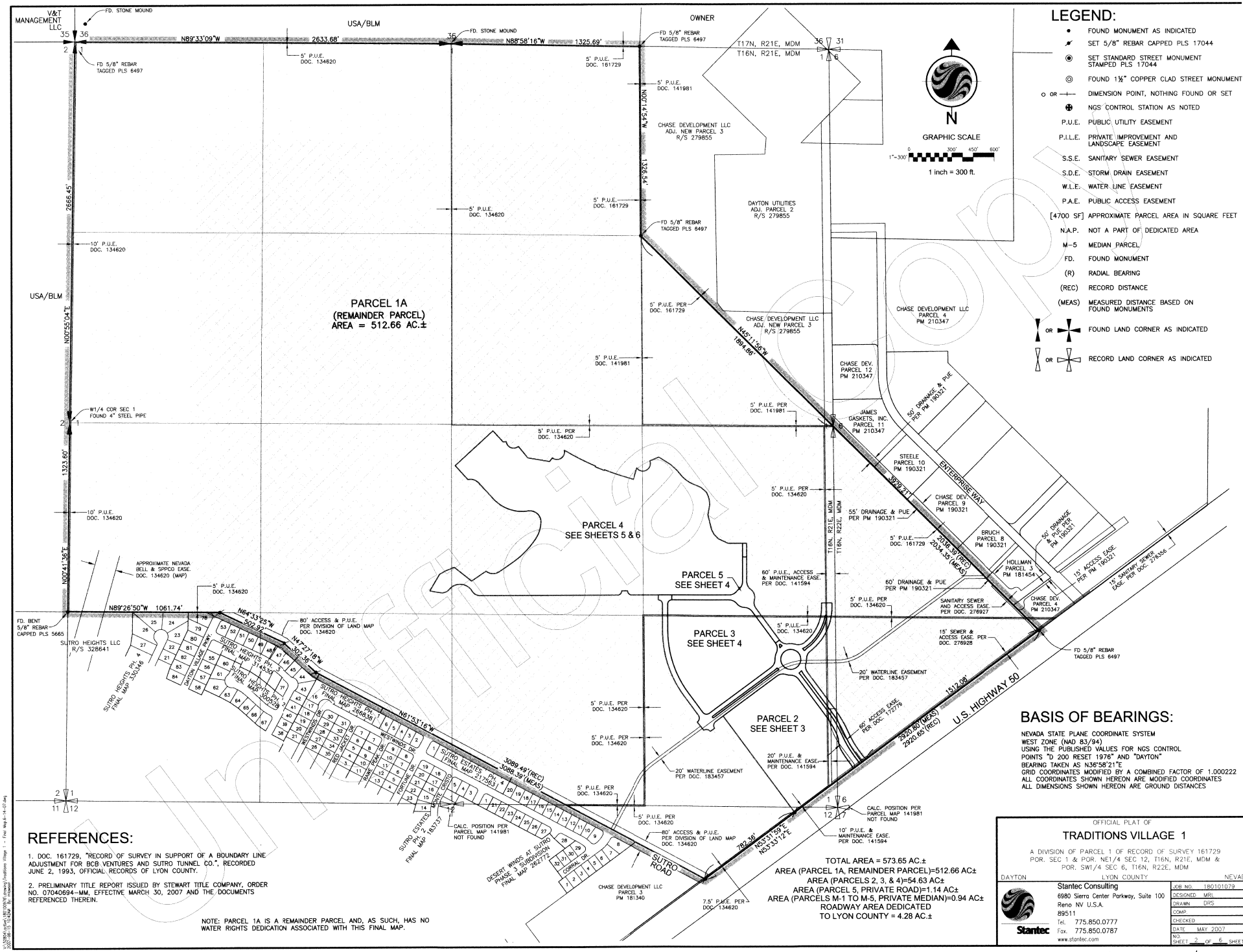
JOB NO.	180101079
DESIGNED	MRL
DRAWN	DRS
COMP.	
CHECKED	
DATE	MAY 2007
NO. SHEET	1 OF 6 SHEETS

410284 1 of 6 7/13/07

Unofficial Document



LEGEND:

- FOUND MONUMENT AS INDICATED
- SET 5/8" REBAR CAPPED PLS 17044
- SET STANDARD STREET MONUMENT STAMPED PLS 17044
- FOUND 1½" COPPER CLAD STREET MONUMENT
- o OR + DIMENSION POINT, NOTHING FOUND OR SET
- NGS CONTROL STATION AS NOTED
- P.U.E. PUBLIC UTILITY EASEMENT
- P.I.L.E. PRIVATE IMPROVEMENT AND LANDSCAPE EASEMENT
- S.S.E. SANITARY SEWER EASEMENT
- S.D.E. STORM DRAIN EASEMENT
- W.L.E. WATER LINE EASEMENT
- P.A.E. PUBLIC ACCESS EASEMENT
- [4700 SF] APPROXIMATE PARCEL AREA IN SQUARE FEET
- N.A.P. NOT A PART OF DEDICATED AREA
- M-5 MEDIAN PARCEL
- FD. FOUND MONUMENT
- (R) RADIAL BEARING
- (REC) RECORD DISTANCE
- (MEAS) MEASURED DISTANCE BASED ON FOUND MONUMENTS
- OR FOUND LAND CORNER AS INDICATED
- OR RECORD LAND CORNER AS INDICATED

BASIS OF BEARINGS:

NEVADA STATE PLANE COORDINATE SYSTEM
WEST ZONE (NAD 83/94)
USING THE PUBLISHED VALUES FOR NGS CONTROL POINTS "D 200 RESET 1976" AND "DAYTON"
BEARING TAKEN AS N36°58'21"E
GRID COORDINATES MODIFIED BY A COMBINED FACTOR OF 1.000222
ALL COORDINATES SHOWN HEREON ARE MODIFIED COORDINATES
ALL DIMENSIONS SHOWN HEREON ARE GROUND DISTANCES

REFERENCES:

1. DOC. 161729, "RECORD OF SURVEY IN SUPPORT OF A BOUNDARY LINE ADJUSTMENT FOR BCB VENTURES AND SUTRO TUNNEL CO.", RECORDED JUNE 2, 1993, OFFICIAL RECORDS OF LYON COUNTY.

2. PRELIMINARY TITLE REPORT ISSUED BY STEWART TITLE COMPANY, ORDER NO. 07040694-MM, EFFECTIVE MARCH 30, 2007 AND THE DOCUMENTS REFERENCED THEREIN.

NOTE: PARCEL 1A IS A REMAINDER PARCEL AND, AS SUCH, HAS NO WATER RIGHTS DEDICATION ASSOCIATED WITH THIS FINAL MAP.

TOTAL AREA = 573.65 AC.±
AREA (PARCEL 1A, REMAINDER PARCEL)=512.66 AC±
AREA (PARCELS 2, 3, & 4)=54.63 AC±
AREA (PARCEL 5, PRIVATE ROAD)=1.14 AC±
AREA (PARCELS M-1 TO M-5, PRIVATE MEDIAN)=0.94 AC±
ROADWAY AREA DEDICATED TO LYON COUNTY = 4.28 AC.±

OFFICIAL PLAT OF

TRADITIONS VILLAGE 1

A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

DAYTON — LYON COUNTY — NEVADA

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89511
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DATE	MAY 2007
NO. SHEET	2 OF 6 SHEETS

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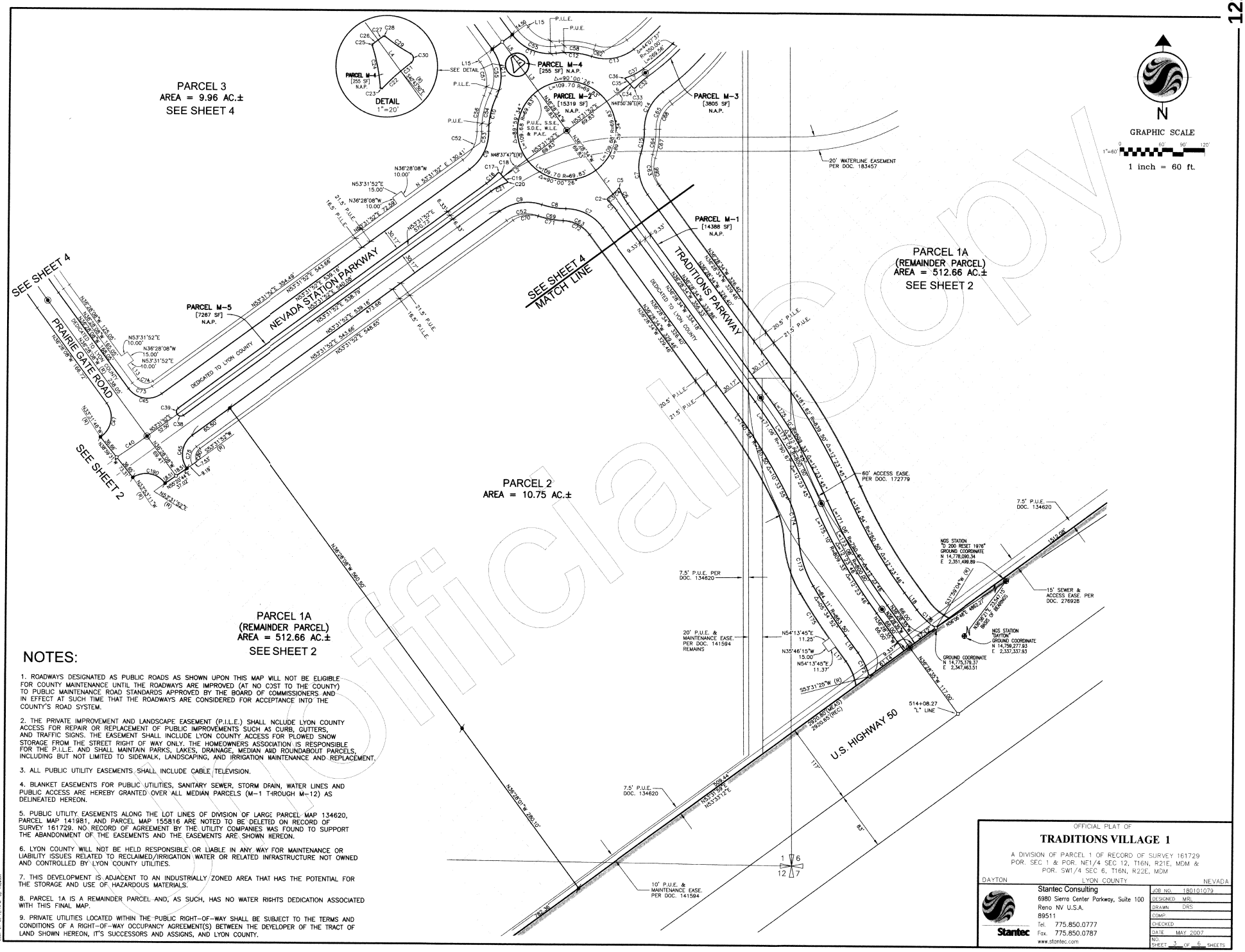
410284 2 of 6 7/13/07



NOTES:

1. ROADWAYS DESIGNATED AS PUBLIC ROADS AS SHOWN UPON THIS MAP WILL NOT BE ELIGIBLE FOR COUNTY MAINTENANCE UNTIL THE ROADWAYS ARE IMPROVED (AT NO COST TO THE COUNTY) TO PUBLIC MAINTENANCE ROAD STANDARDS APPROVED BY THE BOARD OF COMMISSIONERS AND IN EFFECT AT SUCH TIME THAT THE ROADWAYS ARE CONSIDERED FOR ACCEPTANCE INTO THE COUNTY'S ROAD SYSTEM.

2. THE PRIVATE IMPROVEMENT AND LANDSCAPE EASEMENT (P.I.L.E.) SHALL NCLUDE LYON COUNTY ACCESS FOR REPAIR OR REPLACEMENT OF PUBLIC IMPROVEMENTS SUCH AS CURB, GUTTERS, AND TRAFFIC SIGNS. THE EASEMENT SHALL INCLUDE LYON COUNTY ACCESS FOR PLOWED SNOW STORAGE FROM THE STREET RIGHT OF WAY ONLY. THE HOMEOWNERS ASSOCIATION IS RESPONSIBLE FOR THE P.I.L.E. AND SHALL MAINTAIN PARKS, LAKES, DRAINAGE, MEDIAN AND ROUNDABOUT PARCELS, INCLUDING BUT NOT LIMITED TO SIDEWALK, LANDSCAPING, AND IRRIGATION MAINTENANCE AND REPLACEMENT.

3. ALL PUBLIC UTILITY EASEMENTS SHALL INCLUDE CABLE TELEVISION.

4. BLANKET EASEMENTS FOR PUBLIC UTILITIES, SANITARY SEWER, STORM DRAIN, WATER LINES AND PUBLIC ACCESS ARE HEREBY GRANTED OVER ALL MEDIAN PARCELS (M-1 THROUGH M-12) AS DELINEATED HEREON.

5. PUBLIC UTILITY EASEMENTS ALONG THE LOT LINES OF DIVISION OF LARGE PARCEL MAP 134620, PARCEL MAP 141981, AND PARCEL MAP 155816 ARE NOTED TO BE DELETED ON RECORD OF SURVEY 161729. NO RECORD OF AGREEMENT BY THE UTILITY COMPANIES WAS FOUND TO SUPPORT THE ABANDONMENT OF THE EASEMENTS AND THE EASEMENTS ARE SHOWN HEREON.

6. LYON COUNTY WILL NOT BE HELD RESPONSIBLE OR LIABLE IN ANY WAY FOR MAINTENANCE OR LIABILITY ISSUES RELATED TO RECLAIMED/IRRIGATION WATER OR RELATED INFRASTRUCTURE NOT OWNED AND CONTROLLED BY LYON COUNTY UTILITIES.

7. THIS DEVELOPMENT IS ADJACENT TO AN INDUSTRIALLY ZONED AREA THAT HAS THE POTENTIAL FOR THE STORAGE AND USE OF HAZARDOUS MATERIALS.

8. PARCEL 1A IS A REMAINDER PARCEL AND, AS SUCH, HAS NO WATER RIGHTS DEDICATION ASSOCIATED WITH THIS FINAL MAP.

9. PRIVATE UTILITIES LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE SUBJECT TO THE TERMS AND CONDITIONS OF A RIGHT-OF-WAY OCCUPANCY AGREEMENT(S) BETWEEN THE DEVELOPER OF THE TRACT OF LAND SHOWN HEREON, IT'S SUCCESSORS AND ASSIGNS, AND LYON COUNTY.

OFFICIAL PLAT OF

TRADITIONS VILLAGE 1

A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

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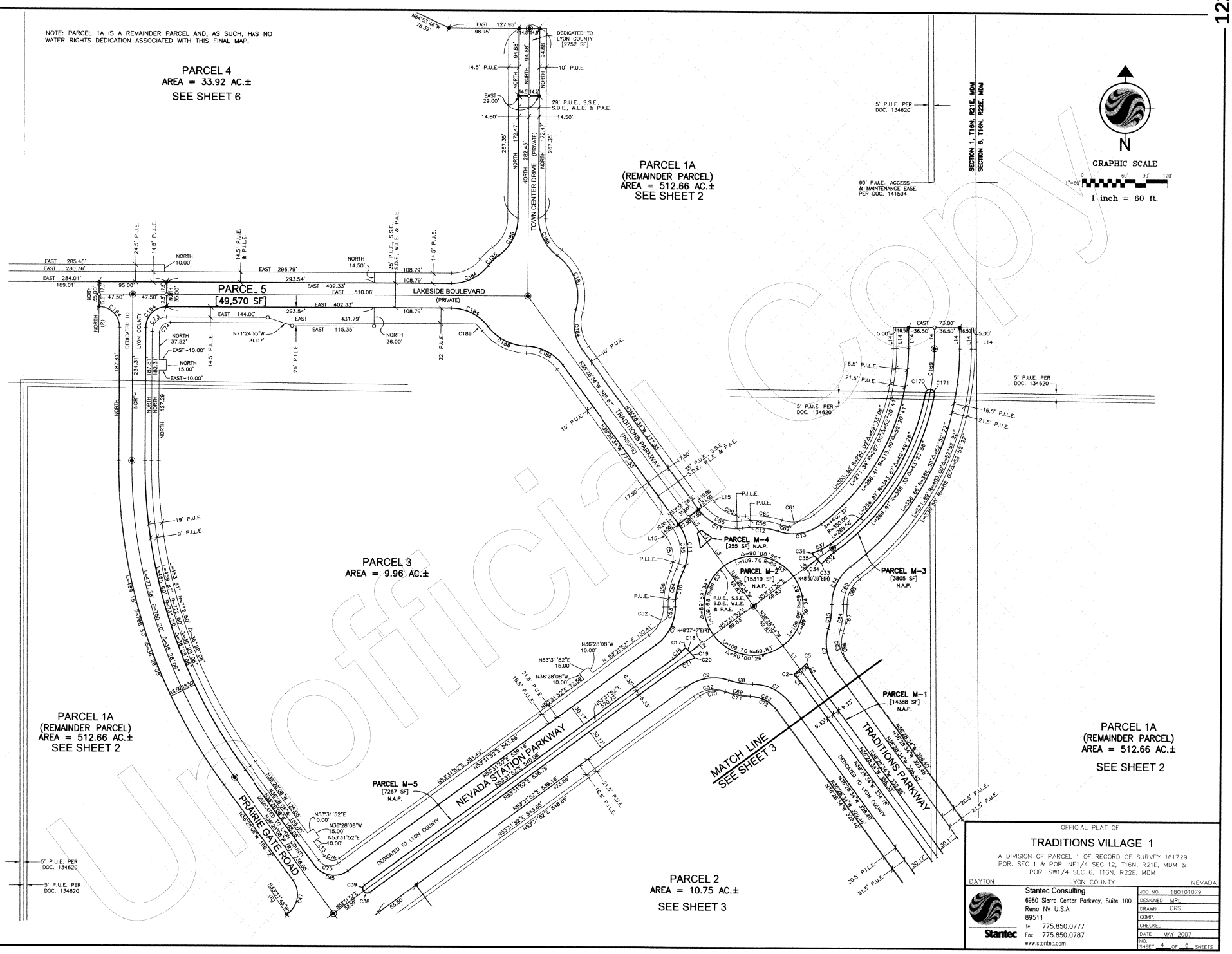
DATE	MAY 2007
NO. SHEET	3 OF 6 SHEETS

#4/10284 3of6 7/13/07

Official copy



OFFICIAL PLAT OF

TRADITIONS VILLAGE 1

A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

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410284 4of6 7/13/07

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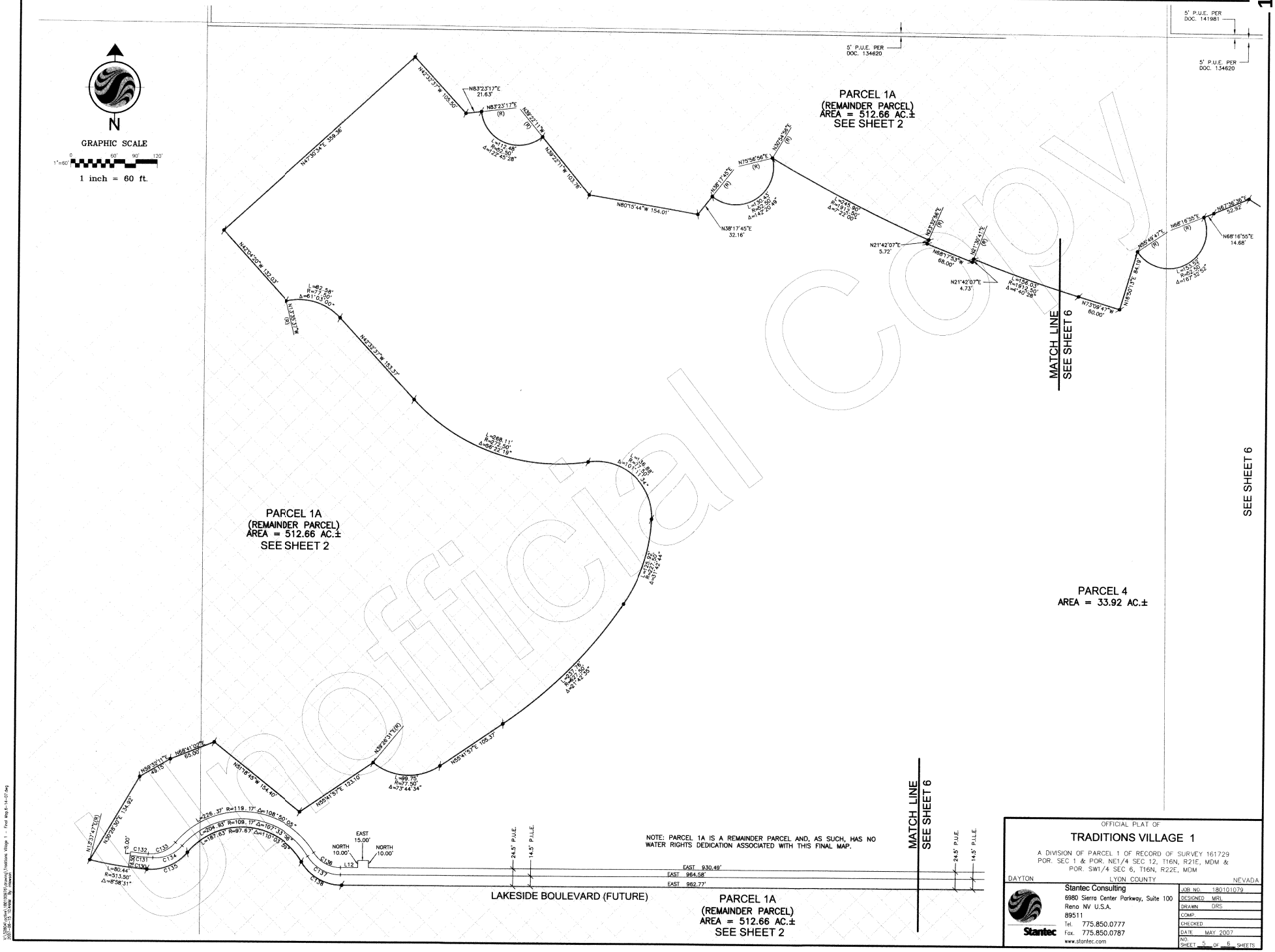

OFFICIAL PLAT OF

TRADITIONS VILLAGE 1

A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

DAYTON LYON COUNTY NEVADA

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NO. SHEET	5 OF 6 SHEETS

410284 5 of 6 7/13/07

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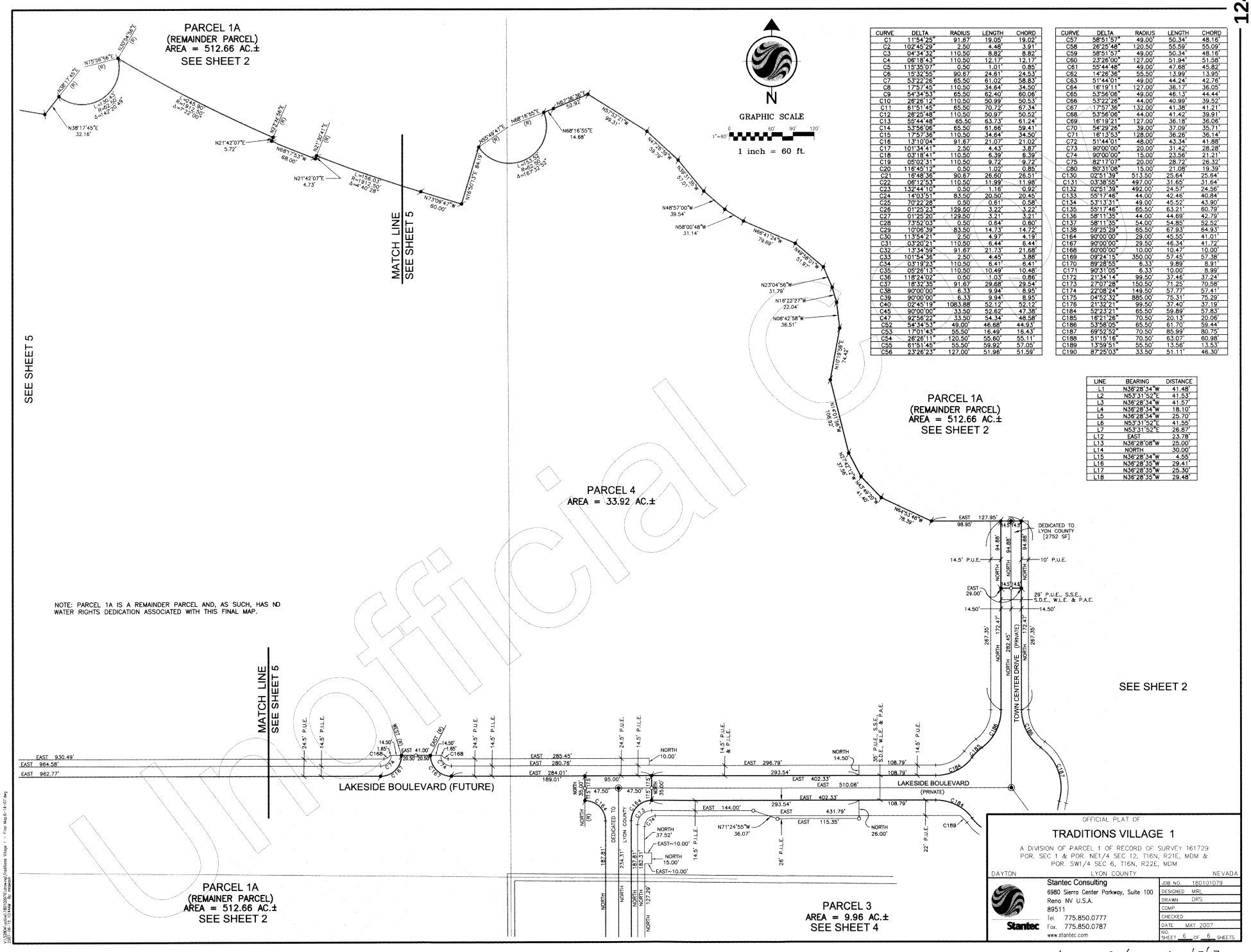


CURVE	DELTA	RADIUS	LENGTH	CHORD
C1	11°54'25"	91.67'	19.05'	19.02'
C2	102°45'29"	2.50'	4.48'	3.91'
C3	04°34'32"	110.50'	8.82'	8.82'
C4	06°18'43"	110.50'	12.17'	12.17'
C5	115°35'07"	0.50'	1.01'	0.85'
C6	15°32'55"	90.67'	24.61'	24.53'
C7	53°22'26"	65.50'	61.02'	58.83'
C8	17°57'45"	110.50'	34.64'	34.50'
C9	54°34'53"	65.50'	62.40'	60.06'
C10	26°26'12"	110.50'	50.99'	50.53'
C11	61°51'45"	65.50'	70.72'	67.34'
C12	26°25'48"	110.50'	50.97'	50.52'
C13	55°44'48"	65.50'	63.73'	61.24'
C14	53°56'06"	65.50'	61.66'	59.41'
C15	17°57'36"	110.50'	34.64'	34.50'
C16	13°10'04"	91.67'	21.07'	21.02'
C17	101°34'41"	2.50'	4.43'	3.87'
C18	03°18'41"	110.50'	6.39'	6.39'
C19	05°02'31"	110.50'	9.72'	9.72'
C20	116°45'12"	0.50'	1.02'	0.85'
C21	16°48'36"	90.67'	26.60'	26.51'
C22	06°12'53"	110.50'	11.99'	11.98'
C23	132°44'10"	0.50'	1.16'	0.92'
C24	14°03'51"	83.50'	20.50'	20.45'
C25	70°22'28"	0.50'	0.61'	0.58'
C26	01°25'23"	129.50'	3.22'	3.22'
C27	01°25'20"	129.50'	3.21'	3.21'
C28	73°52'03"	0.50'	0.64'	0.60'
C29	10°06'39"	83.50'	14.73'	14.72'
C30	11°34'21"	2.50'	4.97'	4.19'
C31	03°20'21"	110.50'	6.44'	6.44'
C32	13°34'59"	91.67'	21.73'	21.68'
C33	101°54'36"	2.50'	4.45'	3.88'
C34	03°19'23"	110.50'	6.41'	6.41'
C35	05°26'13"	110.50'	10.49'	10.48'
C36	118°24'02"	0.50'	1.03'	0.86'
C37	18°32'35"	91.67'	29.68'	29.54'
C38	90°00'00"	6.33'	9.94'	8.95'
C39	90°00'00"	6.33'	9.94'	8.95'
C40	02°45'19"	1083.88'	52.12'	52.12'
C45	90°00'00"	33.50'	52.62'	47.38'
C47	92°56'22"	33.50'	54.34'	48.58'
C52	54°34'53"	49.00'	46.68'	44.93'
C53	17°01'43"	55.50'	16.49'	16.43'
C54	26°26'11"	120.50'	55.60'	55.11'
C55	61°51'45"	55.50'	59.92'	57.05'
C56	23°26'23"	127.00'	51.96'	51.59'

CURVE	DELTA	RADIUS	LENGTH	CHORD
C57	58°51'57"	49.00'	50.34'	48.16'
C58	26°25'48"	120.50'	55.59'	55.09'
C59	58°51'57"	49.00'	50.34'	48.16'
C60	23°26'00"	127.00'	51.94'	51.58'
C61	55°44'48"	49.00'	47.68'	45.82'
C62	14°26'36"	55.50'	13.99'	13.95'
C63	51°44'01"	49.00'	44.24'	42.76'
C64	16°19'11"	127.00'	36.17'	36.05'
C65	53°56'06"	49.00'	46.13'	44.44'
C66	53°22'26"	44.00'	40.99'	39.52'
C67	17°57'36"	132.00'	41.38'	41.21'
C68	53°56'06"	44.00'	41.42'	39.91'
C69	16°19'21"	127.00'	36.18'	36.06'
C70	54°29'26"	39.00'	37.09'	35.71'
C71	16°13'53"	128.00'	36.26'	36.14'
C72	51°44'01"	48.00'	43.34'	41.88'
C73	90°00'00"	20.00'	31.42'	28.28'
C74	90°00'00"	15.00'	23.56'	21.21'
C75	82°17'07"	20.00'	28.72'	26.32'
C80	80°31'08"	15.00'	21.08'	19.39'
C130	02°51'39"	513.50'	25.64'	25.64'
C131	03°38'55"	497.00'	31.65'	31.64'
C132	02°51'39"	492.00'	24.57'	24.56'
C133	55°17'46"	44.00'	42.46'	40.84'
C134	53°13'31"	49.00'	45.52'	43.90'
C135	55°17'46"	65.50'	63.21'	60.79'
C136	58°11'35"	44.00'	44.69'	42.79'
C137	58°11'35"	54.00'	54.85'	52.52'
C138	59°25'29"	65.50'	67.93'	64.93'
C164	90°00'00"	29.00'	45.55'	41.01'
C167	90°00'00"	29.50'	46.34'	41.72'
C168	60°00'00"	10.00'	10.47'	10.00'
C169	09°24'15"	350.00'	57.45'	57.38'
C170	89°28'55"	6.33'	9.89'	8.91'
C171	90°31'05"	6.33'	10.00'	8.99'
C172	21°34'14"	99.50'	37.46'	37.24'
C173	27°07'28"	150.50'	71.25'	70.58'
C174	22°08'24"	149.50'	57.77'	57.41'
C175	04°52'32"	885.00'	75.31'	75.29'
C176	21°32'21"	99.50'	37.40'	37.19'
C184	52°23'21"	65.50'	59.89'	57.83'
C185	16°21'26"	70.50'	20.13'	20.06'
C186	53°58'05"	65.50'	61.70'	59.44'
C187	69°52'52"	70.50'	85.99'	80.75'
C188	51°15'16"	70.50'	63.07'	60.98'
C189	13°59'51"	55.50'	13.56'	13.53'
C190	87°25'03"	33.50'	51.11'	46.30'

LINE	BEARING	DISTANCE
L1	N36°28'34"W	41.48'
L2	N53°31'52"E	41.53'
L3	N36°28'34"W	41.57'
L4	N36°28'34"W	18.10'
L5	N36°28'34"W	25.70'
L6	N53°31'52"E	41.55'
L7	N53°31'52"E	26.87'
L12	EAST	23.78'
L13	N36°28'08"W	25.00'
L14	NORTH	30.00'
L15	N36°28'34"W	4.55'
L16	N36°28'35"W	29.41'
L17	N36°28'35"W	25.30'
L18	N36°28'35"W	29.48'

OFFICIAL PLAT OF

TRADITIONS VILLAGE 1

A DIVISION OF PARCEL 1 OF RECORD OF SURVEY 161729
POR. SEC 1 & POR. NE1/4 SEC 12, T16N, R21E, MDM &
POR. SW1/4 SEC 6, T16N, R22E, MDM

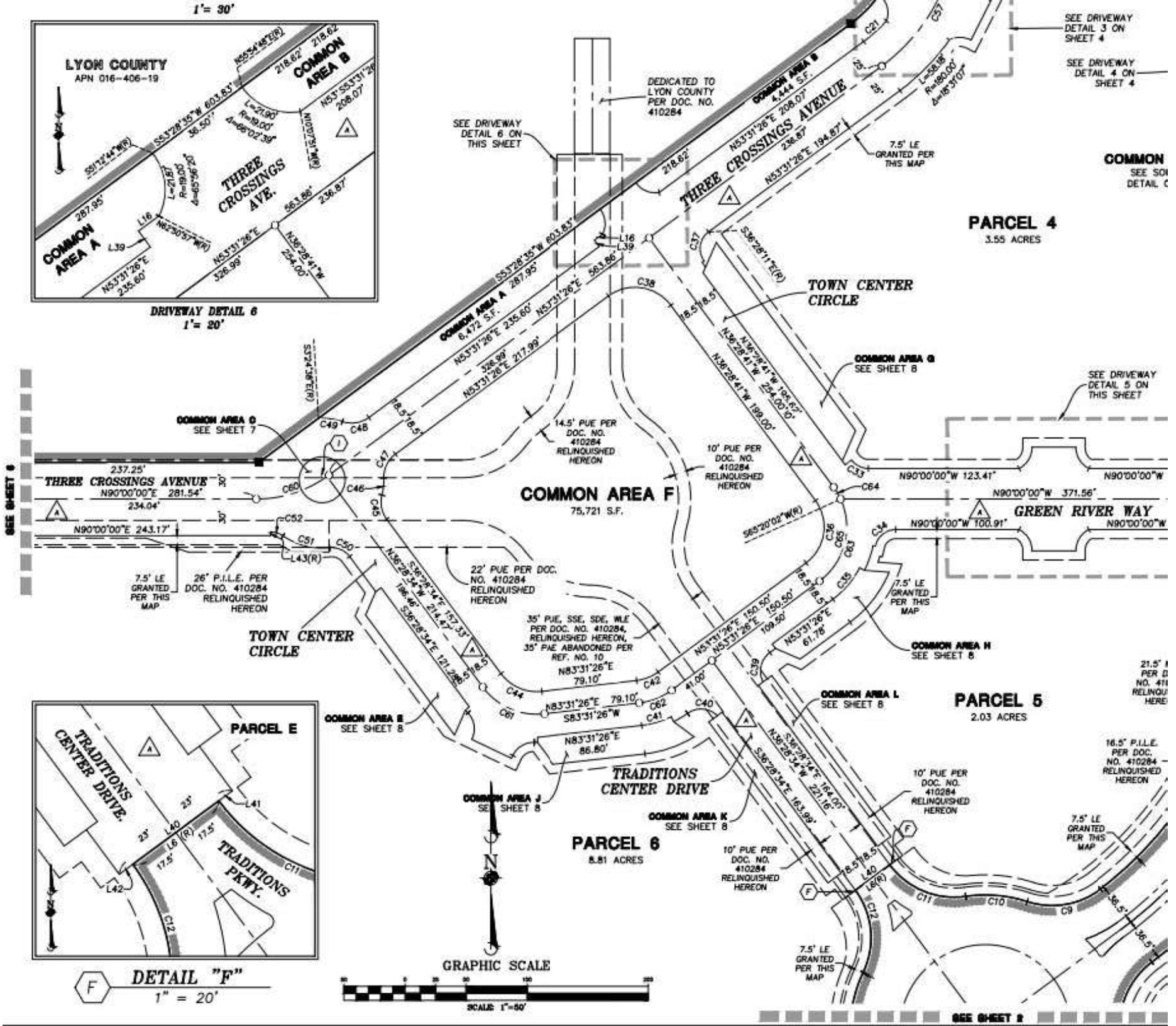
DAYTON — LYON COUNTY — NEVADA

Stantec Consulting
6980 Sierra Center Parkway, Suite 100
Reno NV U.S.A.
89511
Tel. 775.850.0777
Fax. 775.850.0787
www.stantec.com

JOB NO.	180101079
DESIGNED	MRL
DRAWN	DRS
COMP.	
CHECKED	
DATE	MAY 2007
SHEET	6 OF 6 SHEETS

Unofficial

410284 6of6 7/13/07


LYON COUNTY
APN 016-406-19
COMMON AREA B
COMMON AREA A
THREE CROSSINGS AVE.
DRIVEWAY DETAIL 6
1"= 20'
DEDICATED TO LYON COUNTY PER DOC. NO. 410284
SEE DRIVEWAY DETAIL 6 ON THIS SHEET
SEE DRIVEWAY DETAIL 3 ON SHEET 4
SEE DRIVEWAY DETAIL 4 ON SHEET 4
THREE CROSSINGS AVENUE
7.5' LE GRANTED PER THIS MAP
PARCEL 4
3.55 ACRES
TOWN CENTER CIRCLE
COMMON AREA G
SEE SHEET 8
SEE DRIVEWAY DETAIL 5 ON THIS SHEET
COMMON AREA C
SEE SHEET 7
14.5' PUE PER DOC. NO. 410284 RELINQUISHED HEREON
10' PUE PER DOC. NO. 410284 RELINQUISHED HEREON
COMMON AREA F
75,721 S.F.
GREEN RIVER WAY
26' P.I.L.E. PER DOC. NO. 410284 RELINQUISHED HEREON
22' PUE PER DOC. NO. 410284 RELINQUISHED HEREON
35' PUE, SSE, SDE, WLE PER DOC. NO. 410284, RELINQUISHED HEREON, 35' PAE ABANDONED PER REF. NO. 10
COMMON AREA H
SEE SHEET 8
COMMON AREA L
SEE SHEET 8
PARCEL 5
2.03 ACRES
COMMON AREA E
SEE SHEET 8
TRADITIONS CENTER DRIVE
COMMON AREA J
SEE SHEET 8
COMMON AREA K
SEE SHEET 8
PARCEL 6
8.81 ACRES
16.5' P.I.L.E. PER DOC. NO. 410284 RELINQUISHED HEREON
PARCEL E
TRADITIONS PKWY.
DETAIL "F"
1" = 20'
GRAPHIC SCALE
SCALE 1"=50'
SEE SHEET 6
SEE SHEET 8

NOTES

1. THE PUBLIC UTILITY EASEMENTS AND PRIVATE IMPROVEMENT & LANDSCAPE EASEMENTS (P.I.L.E.) GRANTED PER SUBDIVISION TRACT MAP FILE NO. 410284 SHOWN AS "RELINQUISHED HEREON" ARE HEREBY RELINQUISHED IN FAVOR OF PUBLIC UTILITY EASEMENTS GRANTED HEREON.

2. A PUBLIC UTILITY EASEMENT AND DRAINAGE EASEMENT 10 FEET IN WIDTH COINCIDENT WITH ALL PUBLIC RIGHT-OF-WAYS GRANTED HEREON.

3. PUBLIC UTILITY EASEMENTS SHOWN OR NOTED HEREON INCLUDE USE FOR INSTALLATION AND MAINTENANCE OF CABLE TELEVISION FACILITIES.

4. ALL ROADWAYS SHOWN HEREON ARE HEREBY OFFERED FOR DEDICATION TO LYON COUNTY TO BE USED AS PUBLIC THOROUGHFARES FOREVER.

5. PUBLIC UTILITY EASEMENTS ARE HEREBY GRANTED WITHIN EACH LOT FOR THE EXCLUSIVE PURPOSE OF INSTALLING AND MAINTAINING UTILITY SERVICES TO THAT LOT AND THE EXCLUSIVE RIGHT TO ENTER AND EXIT THAT LOT WITH SAID UTILITY SERVICES FOR THE PURPOSE OF SERVING ADJACENT LOTS AT LOCATIONS MUTUALLY AGREED UPON BY THE OWNER OF RECORD AT THE TIME OF INSTALLATION AND THE UTILITY COMPANY.

6. PUBLIC UTILITY EASEMENTS ARE SPECIFICALLY GRANTED TO SOUTHWEST GAS CORPORATION WITHIN EACH LOT FOR THE EXCLUSIVE PURPOSE OF INSTALLING UTILITY SERVICE TO THAT LOT AND THE EXCLUSIVE RIGHT TO EXIT THAT LOT WITH SAID UTILITIES FOR THE PURPOSE OF SERVING ADJACENT LOTS.

7. A BLANKET PEDESTRIAN USE EASEMENT IS HEREBY GRANTED ACROSS COMMON AREA F.

8. A BLANKET PUBLIC UTILITY EASEMENT IS HEREBY GRANTED OVER THE COMMON AREAS SHOWN HEREON EXCEPTING THEREFROM COMMON AREA F.

9. A BLANKET LANDSCAPE EASEMENT IS HEREBY GRANTED ACROSS COMMON AREA A, B AND D SHALL BE THE RESPONSIBILITY OF THE CORRESPONDING MAINTENANCE ASSOCIATION OR SIMILAR ENTITY.

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
12.c

Subject:
For Possible Action: To approve the request from Winston FC Solar, LLC, for a Planned Unit Development for the Winston Solar Project. The Project consists of a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374-acres in Mason Valley subject to Heavy Industrial-Suburban (HI-S) and Rural Residential, 20-acre minimum (RR-20) zoning (APNs 014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35); PLZ-2025-084. (Senior Planner Louis Cariola)

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Staff Report
- Winston Energy PUD Handbook
- Site Plans
- Setbacks
- TIS-updated 12.19.25
- Visual Simulation Report
- Public Comment

LYON COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING * DEVELOPMENT ENGINEERING * PLANNING
CODE ENFORCEMENT * ECONOMIC DEVELOPMENT
27 SOUTH MAIN STREET, YERINGTON, NV 89447
PHONE: 775-463-6592 FAX: 775-463-5305
WEBSITE: www.lyon-county.org

BOARD OF COUNTY COMMISSIONERS

PLZ-2025-084

Proposed Action	Tentative Planned Unit Development
Meeting Date	January 5, 2026
Property Owners	Masini Investments LLC, L&M Family Limited Partnership, Dan and Tara Morose, Stephen Palmer
Applicant	Winston FC Solar, LLC
Representative	Energy Project Solutions
Community	Mason Valley
Location	East of US Highway 95A and south and north of Sierra Way
Addresses	Multiple
Parcel Numbers	014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35]
Parcel Size	2,374 acres in total (approximately)
Master Plan	Agriculture and Industrial
Applicable Zoning	RR-20 (Rural Residential - 20 acre minimum) and HI-S (Heavy Industrial – Suburban)
Flood Zone(s)	X-Unshaded per FIRM 32019CO710E and FIRM 32019CO550E
Case Planner	Louis Cariola

REQUEST

The Applicant requests approval of a Tentative Planned Unit Development (PUD) for a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374 acres in Mason Valley.

STAFF RECOMMENDATION

In accordance with the review included in this report, staff cannot make the required findings for a Planned Unit Development in the affirmative. Therefore, staff recommends denial of the request.

Staff cannot recommend approval in part because the applicant's Traffic Impact Study (TIS) for the project does not accurately account for the project's impacts on local and regional roadways and was not fully reviewed by the Nevada Department of Transportation (NDOT). Between the Planning Commission meeting date of December 9, 2025, and the Board of County Commissioner's meeting date of January 5, 2026, the applicant did receive approval

of the TIS scope from NDOT, but no comments on the Study's recommendations. As a result, staff did not have the opportunity to review the updated TIS in order to determine if the proposed development makes adequate provisions for public services or provides sufficient control over vehicular traffic, as required under Finding D of LCC 15.349.10.

Staff further finds that the project does not adequately mitigate or justify the significant deviations requested from Lyon County Code (LCC) standards governing commercial Solar Energy Conversion Systems (SECS), including setbacks and screening requirements. The SECS standards were formally adopted by the Board of County Commissioners through Bill No. 25.02, Ordinance No. 640, on June 18, 2025. The application states that the requested reductions in required setbacks are necessary to achieve financial feasibility rather than on any unique or constraining characteristics of the project site. This rationale does not demonstrate that the requested deviations are in the public interest, as required under LCC 15.349.10.B.

Given the applicant's failure to demonstrate proper justification for the requested deviations from the County's SECS setback standards, the lack of adequate mitigation for those deviations, and the fact that the project's Traffic Impact Study was submitted without review and/or comment from the Nevada Department of Transportation, as required under LCC 15.349.10.B, staff cannot make the findings required for approval.

The *Alternative Motion for Approval* language below includes a list of suggested conditions for a motion to recommend approval to the Board of County Commissioners.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission heard presentations from staff and the applicants on December 9, 2025 and voted 6-1 (Commissioner Ceresola – nay) to forward a recommendation of approval to the Board of County Commissioners. Staff made a recommendation of denial based upon the lack of any comments or reviews of the TIS from NDOT and insufficient rationale and justification for the proposed deviations from standards related to setbacks for an SECS (Solar Energy Conversion System) project. The applicant's presentation keyed upon the applicant's willingness to implement traffic mitigation improvements per the yet-to-be reviewed TIS (by NDOT). Specific improvements were predicted by the applicant to include construction of permanent acceleration and deacceleration lanes at the intersection of US Hwy 95A and Sierra Way, and a temporary traffic signal during the construction period, estimated to be between 18 and 24 months.

FINDINGS

Per Chapter 15.349.10: APPROVAL OR DENIAL OF APPLICATION, the approval or denial of a tentative planned unit development plan shall be by minute action and shall set forth the reasons for the approval or for the denial, and in the case of approval, shall set a specific date for the filing of an application for final approval of the planned unit development, or in the case of phased development over a period of years, shall set the specific periods within which applications for final approvals of each part thereof must be filed. The minutes shall also set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to, the findings as listed in the suggested motions below.

STAFF RECOMMENDED MOTION: <u>DENIAL</u>

If after review and public comment the Board of County Commissioners determines that they should <u>deny the request,</u> then the Board may wish to consider a motion similar to the following.

The Board of County Commissioners set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to, the following findings (underline added):

A. In what respects the plan is consistent with the statement of objectives of this chapter;

B. The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are not deemed to be in the public interest, particularly the proposed reduction in setbacks to the Solar Energy Conversion System;

C. The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;

D. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment, with uncertainty related to the Traffic Impact Study and the County's input related to required improvements to local and regional roadways being essential;

E. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed, which would be directly affected by yet-to-be agreed upon traffic mitigation measures; and

F. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan.

Based on the inability to make the aforementioned Findings, I move that the Board of County Commissioners deny the request from Winston FC Solar, LLC, for a Planned Unit Development for the Winston Solar Project. The project consists of a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374-acres in Mason Valley subject to Heavy Industrial-Suburban (HI-S) and Rural Residential, 20-acre minimum (RR-20) zoning (APNs 014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35); PLZ-2025-084.

ALTERNATIVES TO MOTION FOR DENIAL

Alternative Motion for a Continuance (with a set date for a re-hearing) or to Table the request (with an open calendar for a re-hearing)

If the Board of County Commissioners determine that there is insufficient information with which to make a decision on the application before them and that additional information, discussion, and public comment are necessary to have a more complete and thorough review of the proposed project, then the Board should make the appropriate findings and move to continue the Public Hearing for the request to a future date with concurrence from the applicant, or in the case of a motion to Table the item to an unknown future date.

If so, then the Board may wish to consider a motion similar to the following:

The Lyon County Board of County Commissioners finds that (underline added):

A. Additional information, discussion, and public review are necessary for a more thorough review of the proposed application, particularly due to the lack of review comments from the Nevada Department of Transportation relating to the Traffic Impact Study.

Based on the aforementioned finding, and with the applicant's concurrence, the Board of County Commissioners continues the request from Winston FC Solar, LLC, for a Planned Unit Development for the Winston Solar Project. The Project consists of a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374-acres in Mason Valley subject to Heavy

Industrial-Suburban (HI-S) and Rural Residential, 20-acre minimum (RR-20) zoning (APNs 014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35); PLZ-2025-084 ___ days.

Alternative Motion for Approval

Staff does not recommend approval of the Planned Unit Development. However, if after hearing testimony from the applicant and members of the public and further consideration of the information presented, the Board of County Commissioners determines that the intent of Lyon County Code Title 15 is met and desires to approve this Planned Unit Development, staff suggests the following changes and conditions. Staff added Condition G, which allows the applicant to provide rationale and justification for deviation from Title 15 standards.

The Lyon County Board of County Commissioners has considered:

15.349.10: FINDINGS:

When making an approval, modification or denial of an amendment to the master plan land use map or text, the commission shall, at a minimum, consider each of the following and base approval on the combined weight of the findings. Each finding shall be supported by a statement of evidence, facts and conclusions.

A. In what respects the plan is or is not consistent with the statement of objectives of this chapter;

B. The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;

C. The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;

D. A physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;

E. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed; and

F. In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan.

G. The deviation from the setbacks and screening requirements of Title 15 is justified for the following reasons: **[insert following reasons]**

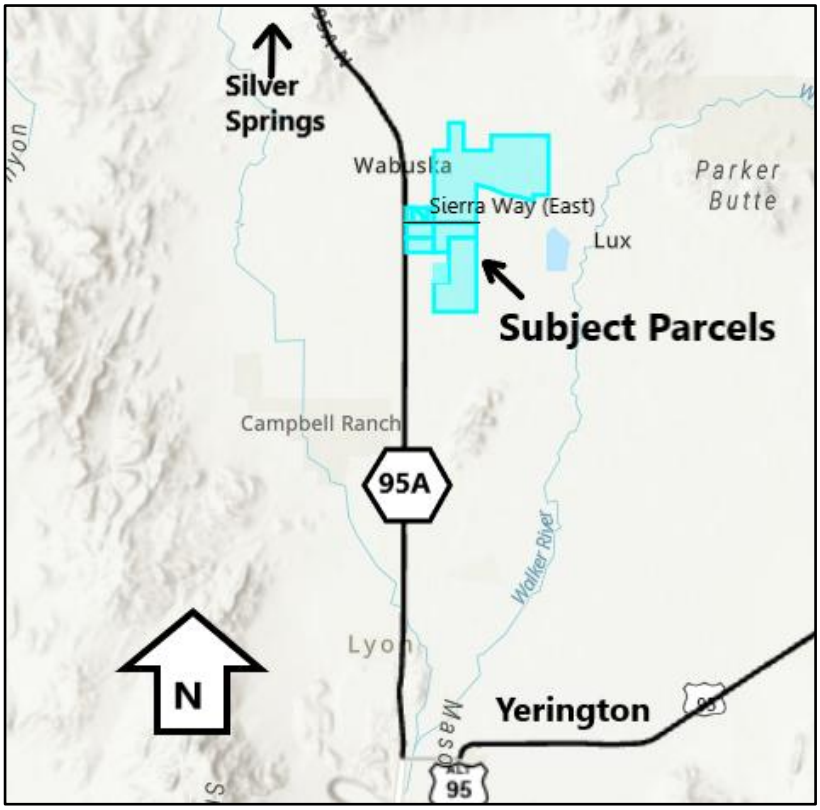
After consideration of the above-listed Findings, the Board of County Commissioners <u>recommends approval</u> to the Board of County Commissioners for the request from Winston FC Solar, LLC, for a Planned Unit Development for the Winston Solar Project. The Project consists of a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building on 11 parcels totaling approximately 2,374-acres in Mason Valley subject to Heavy Industrial-Suburban (HI-S) and Rural Residential, 20-acre minimum (RR-20) zoning (APNs 014-091-[13, 15, 16, 17, 22], 014-201-[14, 17, 18, 32, 33, 35); PLZ-2025-084, subject to the following additional conditions to be incorporated into revisions:

1. The Applicant shall provide, and comply with, review comments from NDOT and include those in the Final PUD;

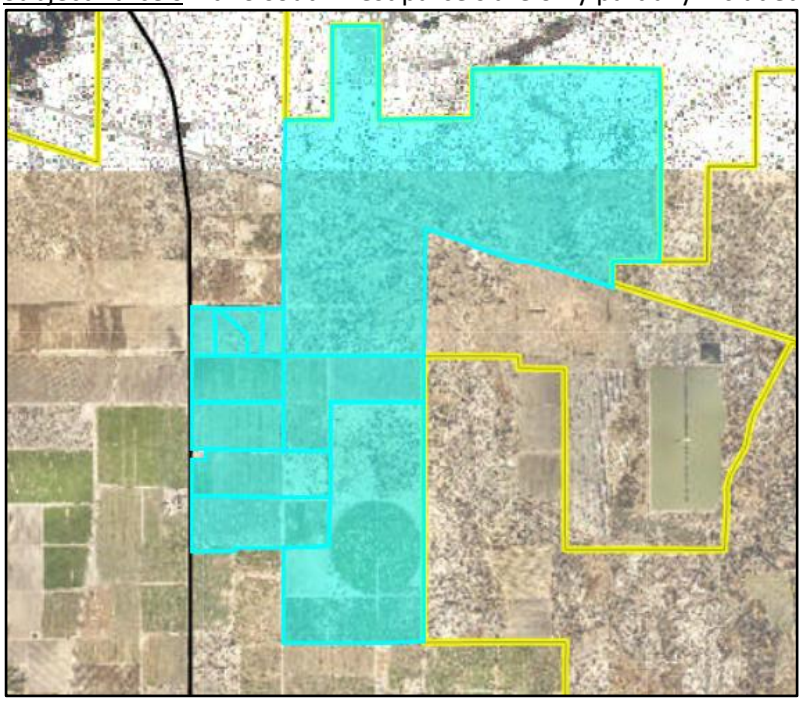
2. The Applicant agrees to meet the standards of NDOT and the County's review comments of the TIS, up to and including County-specific requirements for approval even when not identified in the TIS, and such shall be included in the final PUD; and
3. The Tentative PUD application and PUD shall reflect the Walker River Irrigation District comments and standards.

BACKGROUND INFORMATION

The project area is located in Mason Valley in Wabuska, east of US Highway 95A, west of the Walker River, and accessed by US Highway 95A and Sierra Lane. The subject parcels are depicted below, located approximately 8 miles north of Yerington and 20 miles south of Silver Springs.



Subject Parcels – two south west parcels are only partially included in the project area



Size

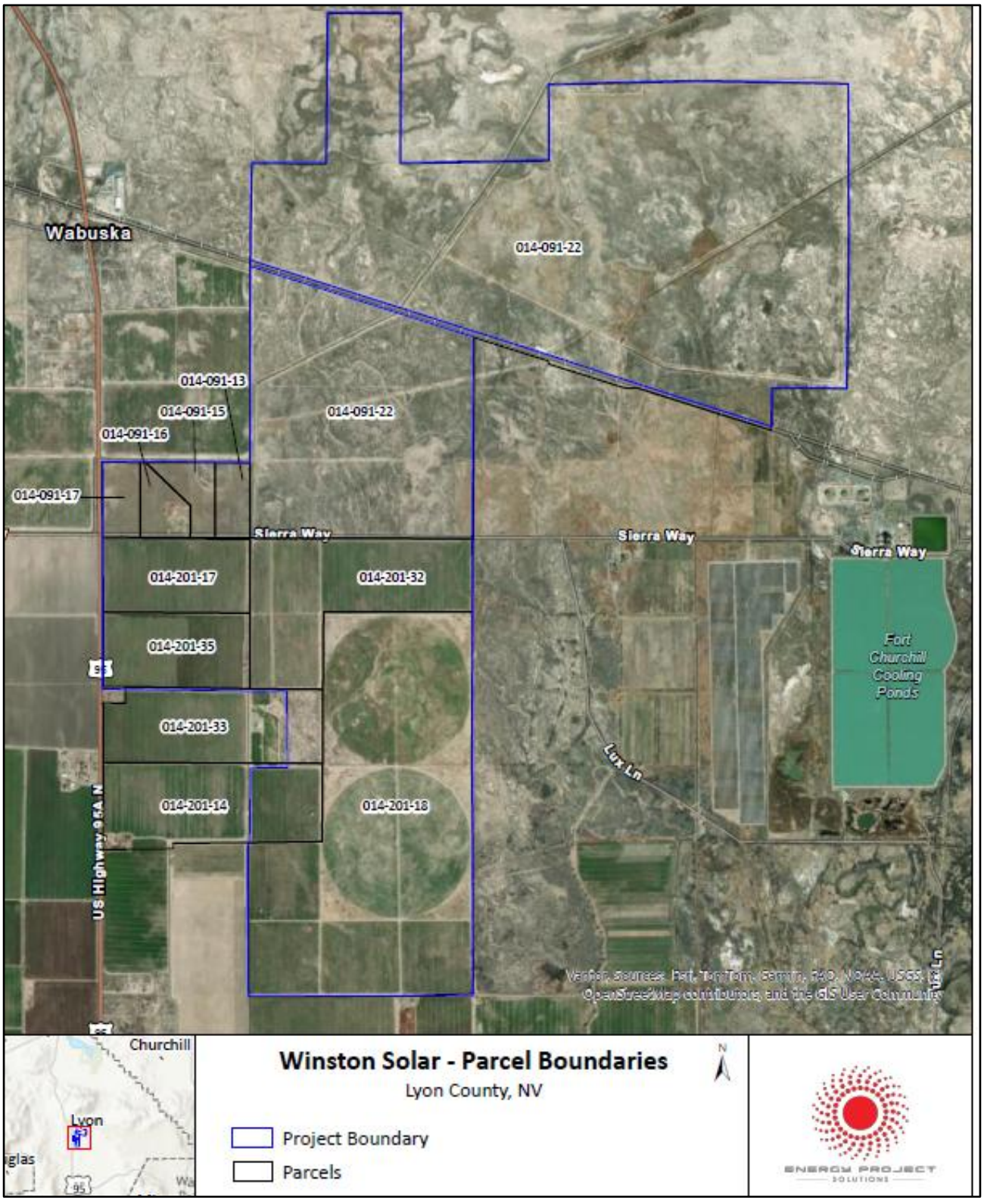
The project area is over 11 parcels and approximately 2,374 acres in total. The subject parcels are listed below in an excerpt of the application materials.

Only small portions of APNs 014-201-33 and 014-201-14 (located at the south west of the project) are part of the total project area. If approved, a mapping exercise would establish the PUD boundaries.

Attachment A

APN	Owner	Acres Use	Assessor Total Parcel Acreage	Notes
014-091-13	L & M Family Ltd Partnership	18.8	18.8	We recognize that there is a minor discrepancy between the total project acreage listed on the assessor's site and the acreage used for the project. The project acreage is based on the most recent ALTA survey conducted and submitted with this PUD application.
014-091-15	L & M Family Ltd Partnership	20.2	19.78	
014-091-16	L & M Family Ltd Partnership	20.9	19.56	
014-091-17	L & M Family Ltd Partnership	20.3	19.67	
014-091-22	Morose, Dan C & Morose, Tara L	1,423.6	1446.57	
014-201-14	L & M Family Ltd Partnership	38.8	122	
014-201-17	Palmer, Stephen Marshall	80.6	78	
014-201-18	Masini Investments	491.4	485.58	
014-201-32	L & M Family Ltd Partnership	157.3	160	
014-201-33	Masini Investments LLC	19.5	115	
014-201-35	L & M Family Ltd Partnership	80.8	78.71	

The image below is from the application and depicts the APNs and the project area.



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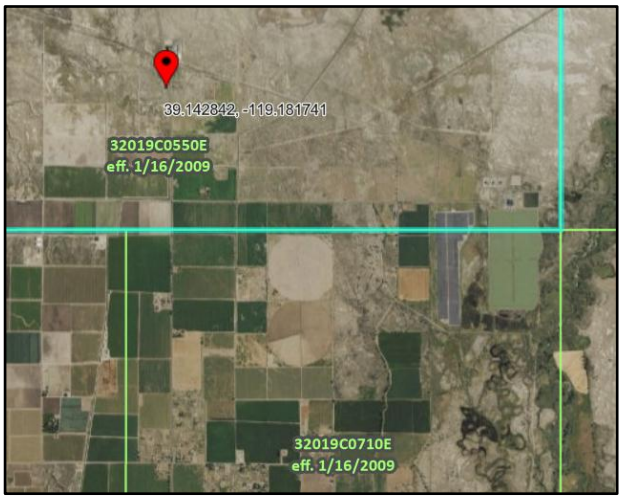
Topography/Federal Emergency Management Agency (FEMA) designation

The site is relatively flat, with a slight slope from west to east, averaging less than 1 percent. The site is not in a FEMA-designated Special Flood Hazard Area.



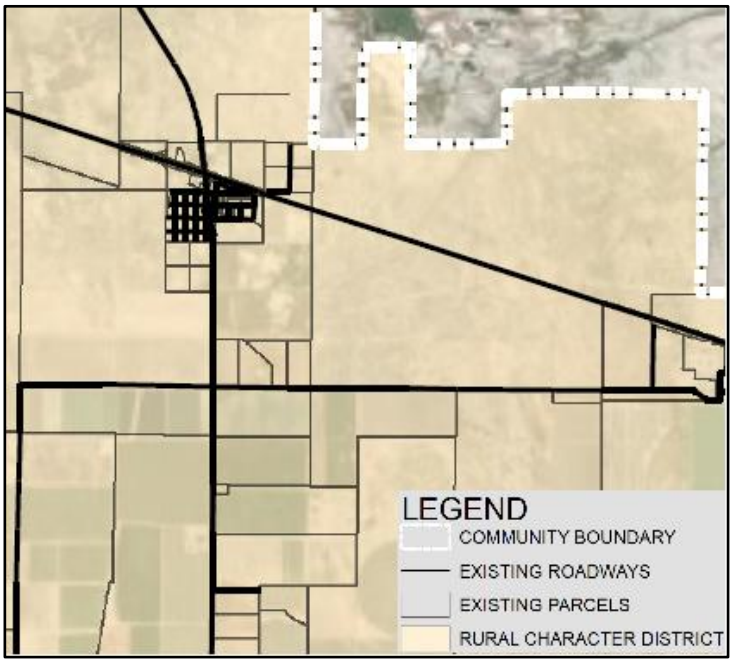
Current Development and Uses

The project area has been historically used for field crops and animal pastures and the subject parcels are traversed by irrigation ditches under the jurisdiction of the Walker River Irrigation District (WRID). The project area is bisected on the northern side by a Union Pacific rail line.

MASTER PLAN AND ZONING

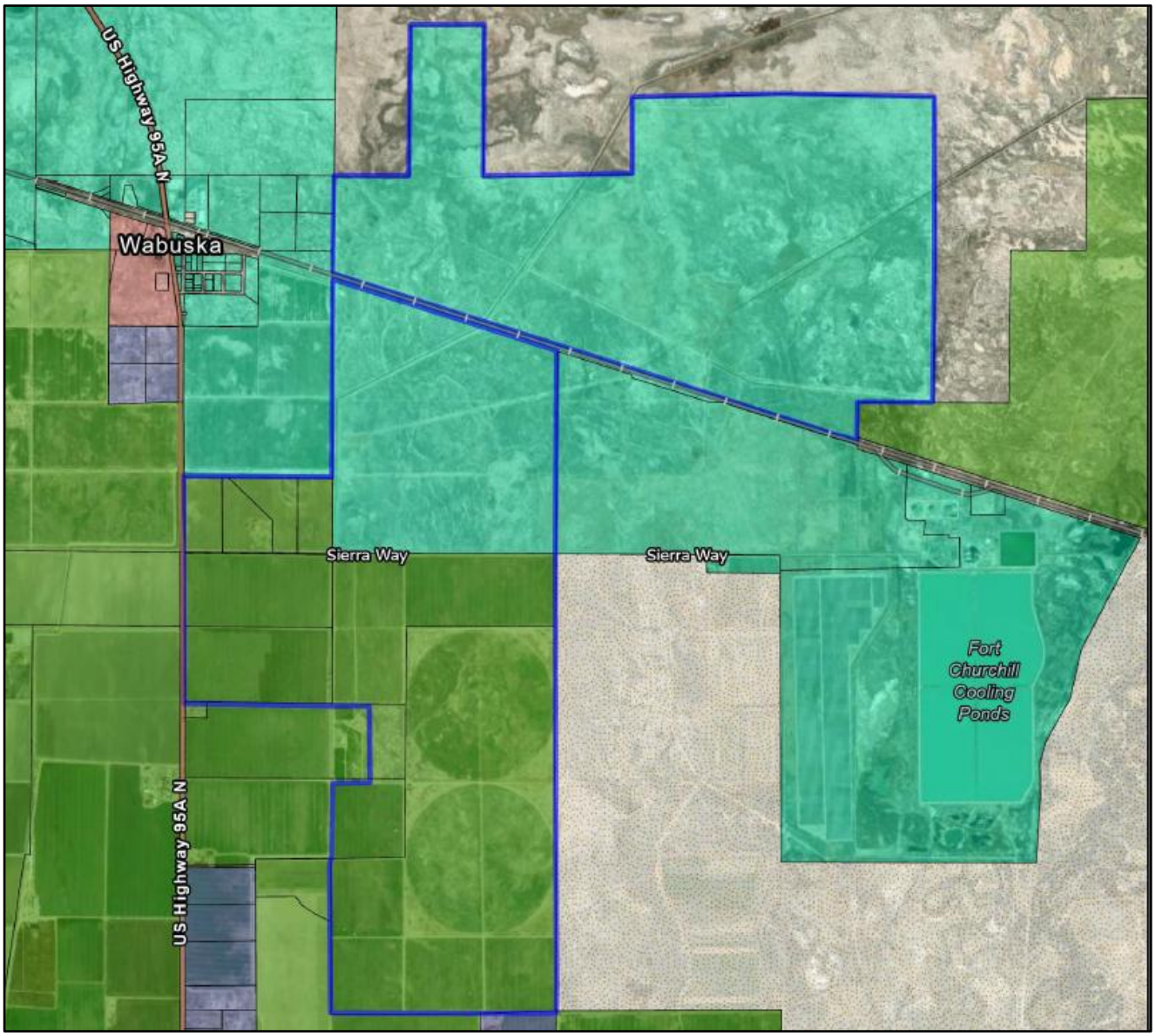
Character District

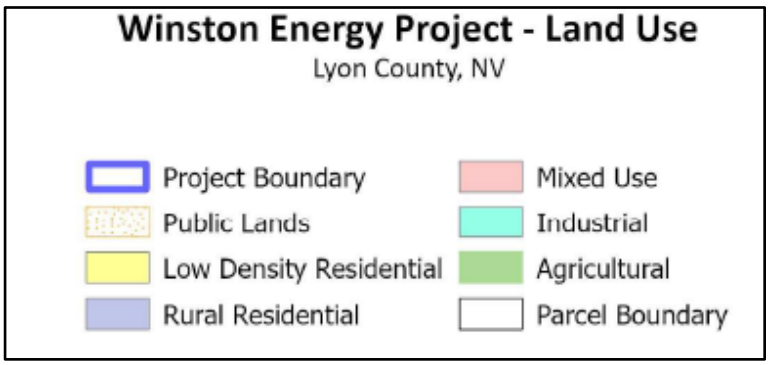
The project area is within a Rural Character District per the 2020 Master Plan. Rural Character parcels do not typically have connection or adjacency to public utilities and are often not located on publicly-maintained roadways, although this site does have existing vehicular access via US Highway 95A's connection to Sierra Way and smaller roadways.



Master Plan

The current Master Plan designations for the project area are Agriculture and Industrial, as depicted in the Mason Valley Master Plan map from the 2020 Lyon County Master Plan. The images that follow are taken from the application.

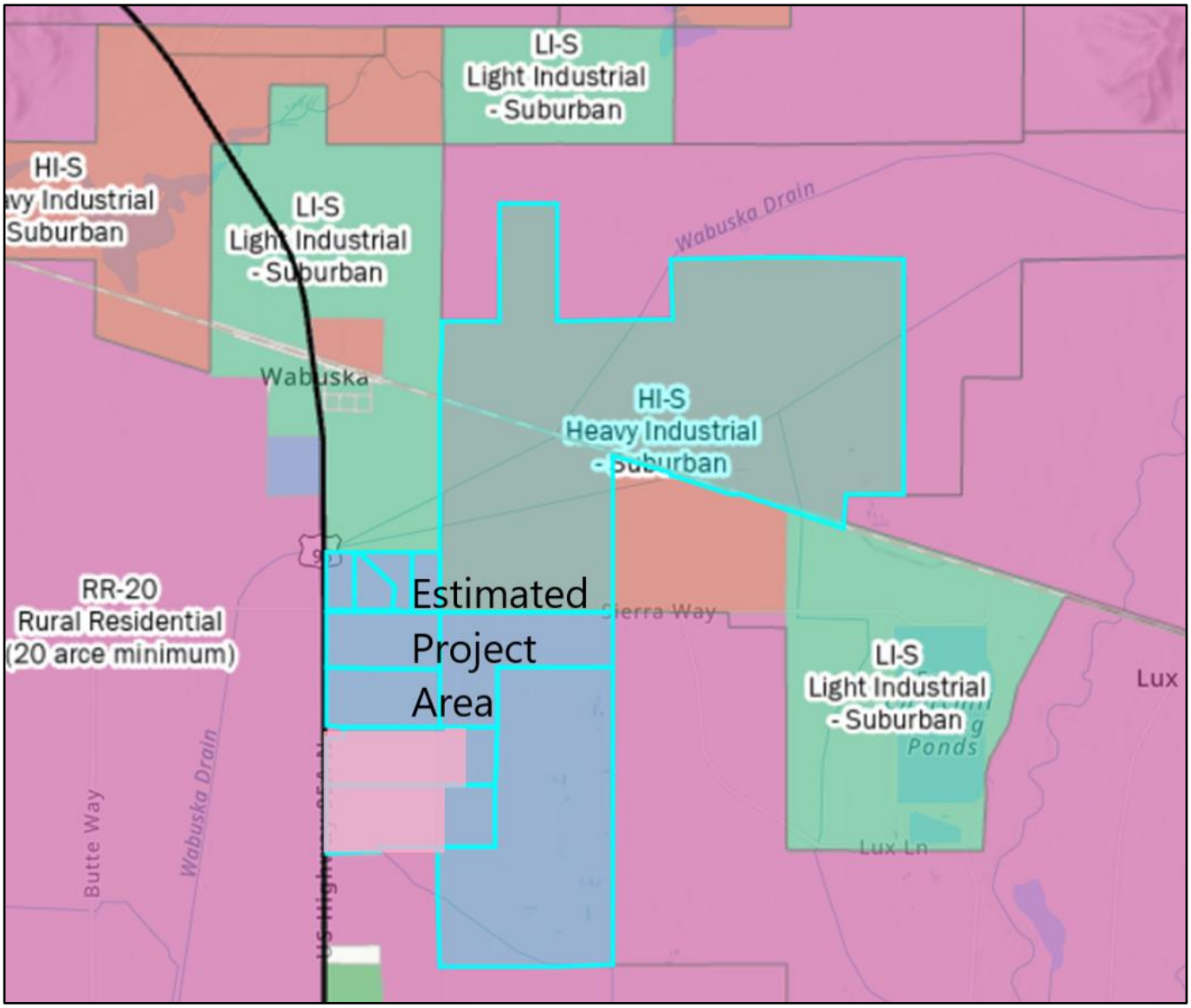




Zoning

With the adoption of the current development code, Title 15, the Zoning Consistency Matrix was also adopted as Appendix A. The Matrix "converts" expired districts to the current districts. In this case, the applicable names for the project parcels are Rural Residential 20-acre minimum (RR-20) and HI-S (Heavy Industrial-Suburban). The images that follow depict zoning for the subject parcel and surrounding parcels after conversion through the Matrix.

Surrounding properties are subject to the same zoning of RR-20 and HI-S in addition to LI-S (Light Industrial-Suburban).



PROJECT DESCRIPTION

The description and images that follow were selected from Attachment 1; the Planned Unit Development document submitted by the applicant.

In summary, the project proposes a 400-megawatt photovoltaic solar energy facility with approximately 780,000 solar panels, a battery energy storage system, an electrical substation, high voltage power lines, and an operations and maintenance building over 2,374 acres.

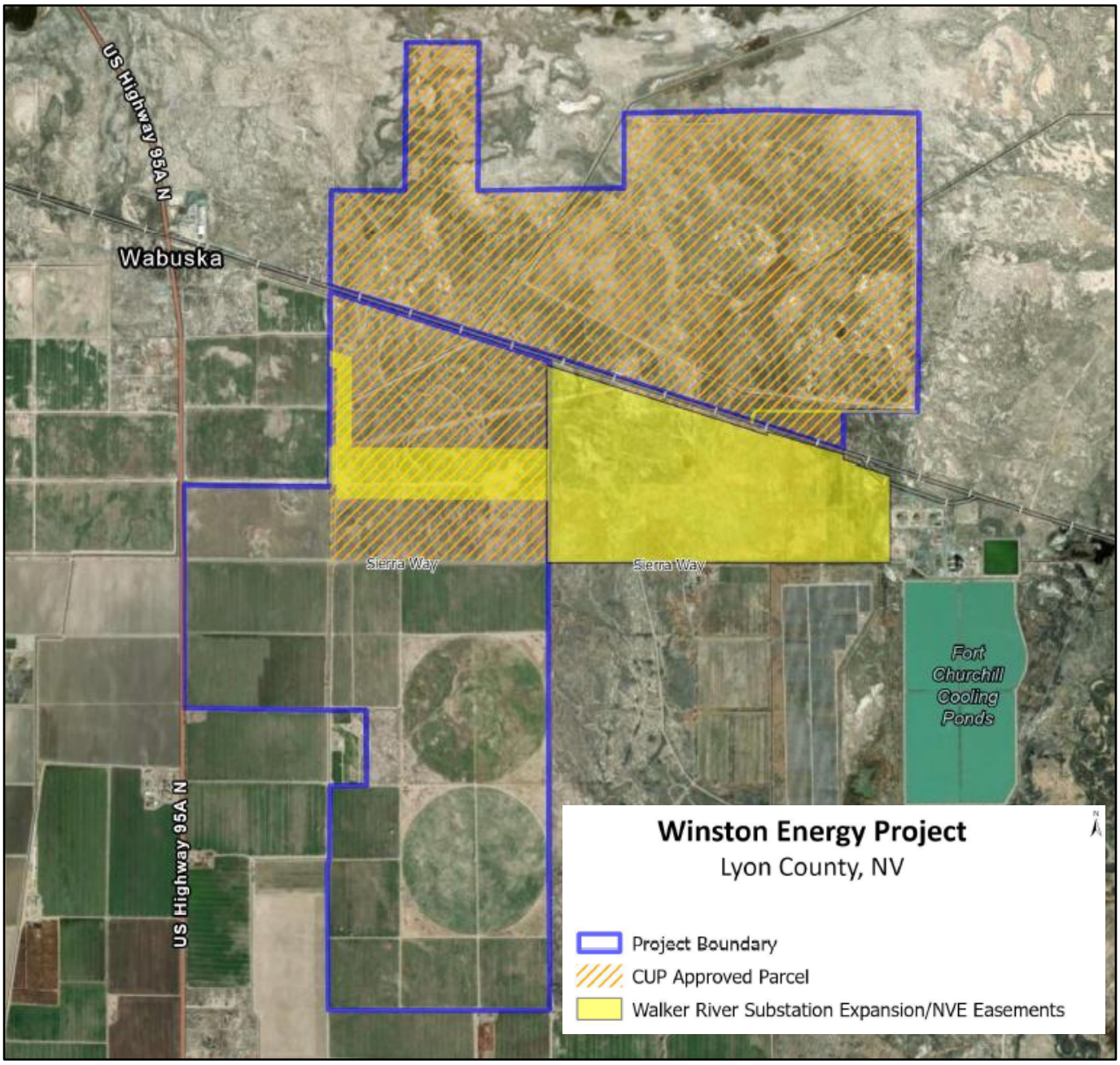
Excerpt from Attachment 1: PUD Handbook for Winston Energy

Winston FC Solar, LLC is pursuing approval to construct the Winston Energy Project (Project), a 400-megawatt (MW) photovoltaic (PV) solar energy facility (facility) with a Battery Energy Storage System (BESS) located entirely on 2,374.3 acres of privately owned land in Lyon County, Nevada. The Project site is located just east of U.S. Alt Highway 95 (U.S. Hwy 95A), approximately 15 miles northeast of the City of Yerington, and adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation). Ancillary facilities include a substation, collection lines, an operations and maintenance building, and site access roads. Electricity generated by the Project would be connected to NV Energy's transmission system via a newly constructed 4,800 foot 230-kilovolt (kV) generation tie (gen-tie) line to the Walker River Substation, which is adjacent to the Project site.

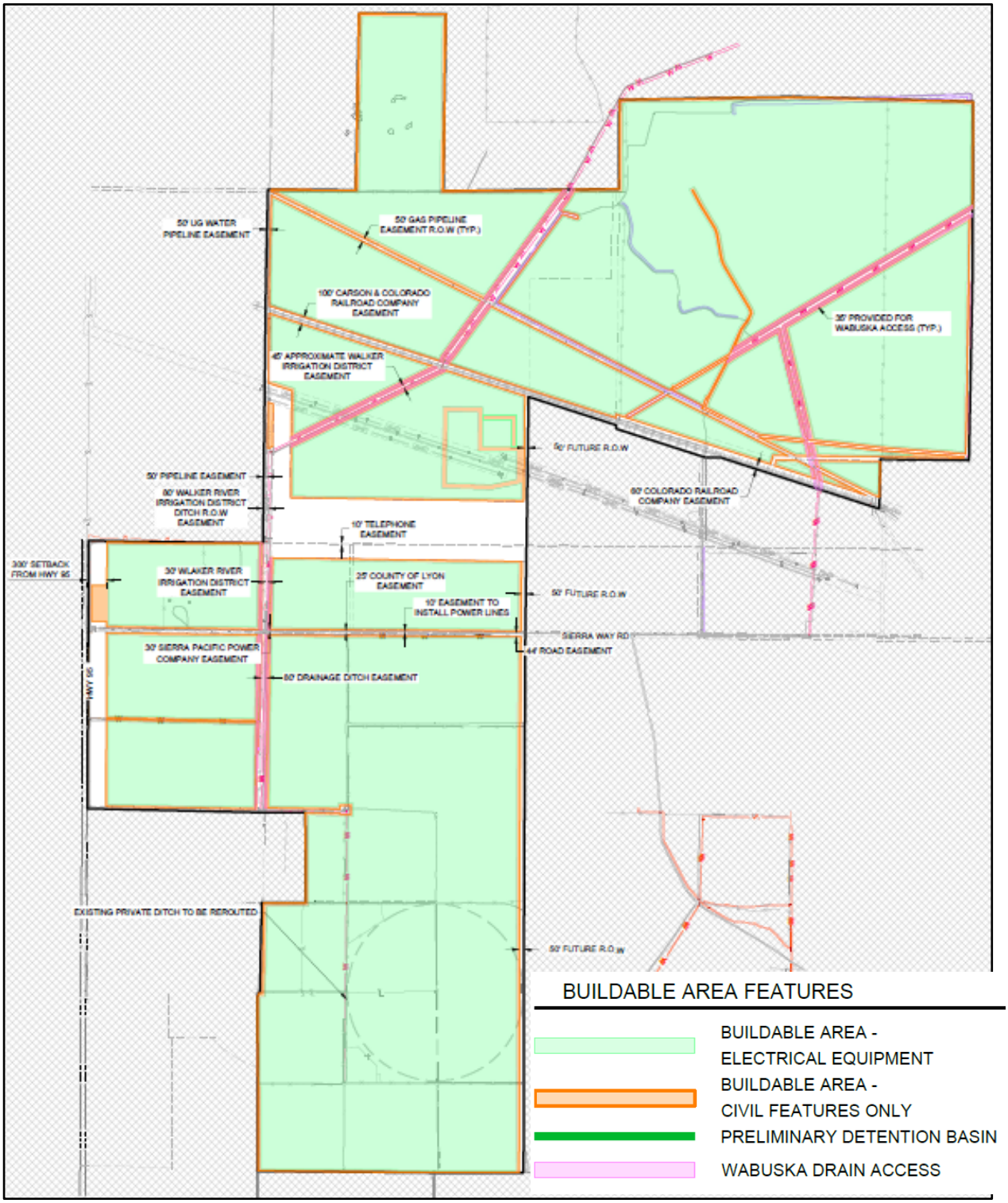
Image from PUD Handbook of a solar array

The image that follows depicts the overall project area and an area that was approved for another project named the *Winston Solar FC* project. It was approved for a Conditional Use Permit (CUP) via file number PLZ-2022-067 on September 1, 2022 by the Board of County Commissioners for approximately 1,713 acres. The project was approved for a commercial SECS (Solar Energy Conversion System) over the acreage, but since that time, no construction has occurred. Rather, hundreds of acres of land have been pulled out of the original CUP area for NV Energy's Walker River Substation project and easements.

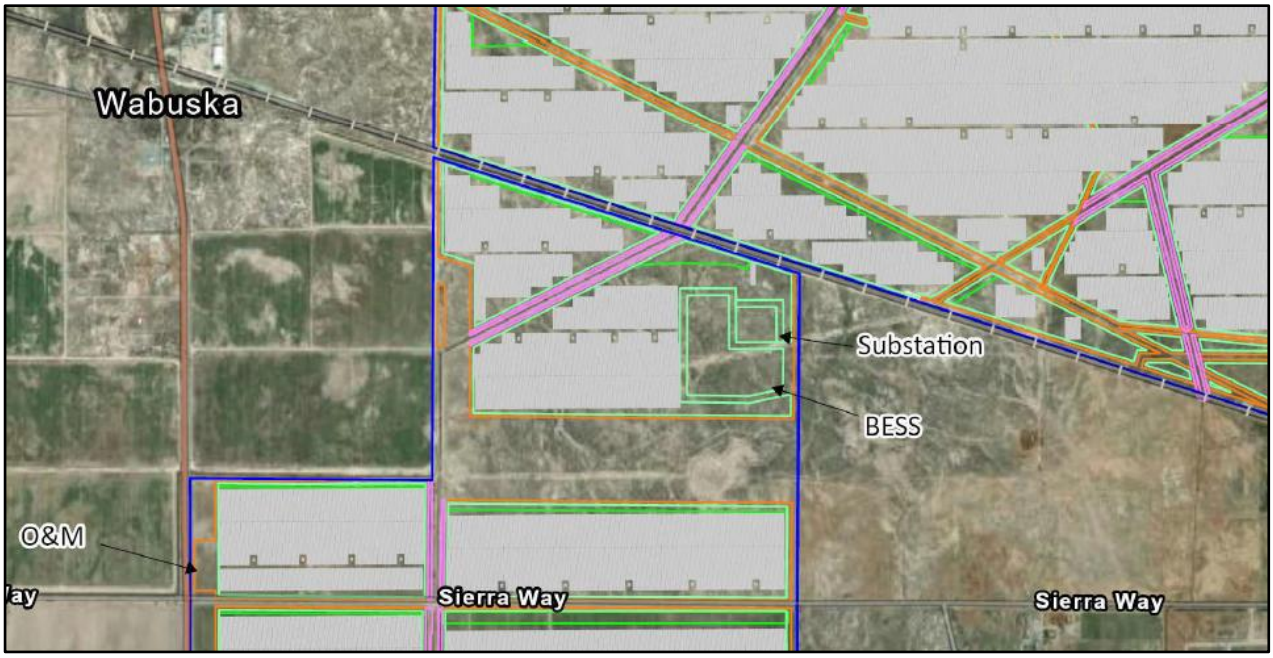
The hatched area below displays the CUP approval (PLZ-2022-167) and the yellow area shows the "NV Energy areas". The proposed PUD would include the "remaining area" of the previous CUP and the new area.



Additional site plans are included in Attachment 2 of this report, taken from Appendix D of the application and will include more easily read labels. The image below shows the "Buildable Area" exhibit, with the WRID ditch easement areas traversing the site in addition to gas line easements, power line easements, utility easements, and rail line easements.



The proposed Substation and BESS are located north of Sierra Way as seen below in a cropped image. The Operations and Maintenance building is proposed to the west, at the north east of the Sierra Way and Hwy 95A intersection.



Access

Primary access is Sierra Way for both construction and operational phases. Gravel and dirt roads are proposed internally.

Operations and Maintenance (O&M) Building

The proposed 3,600 square feet O&M building would be a 25' high metal building to be used for the operations base of a competed project. Were the PUD to be approved, laydown yards would be part of the construction plan, but temporary. The O&M building would need approval from the Lyon County Building and Planning Departments as well as Mason Valley Fire Protection District. The example below is from the PUD Handbook.

BESS (Battery Energy Storage System)

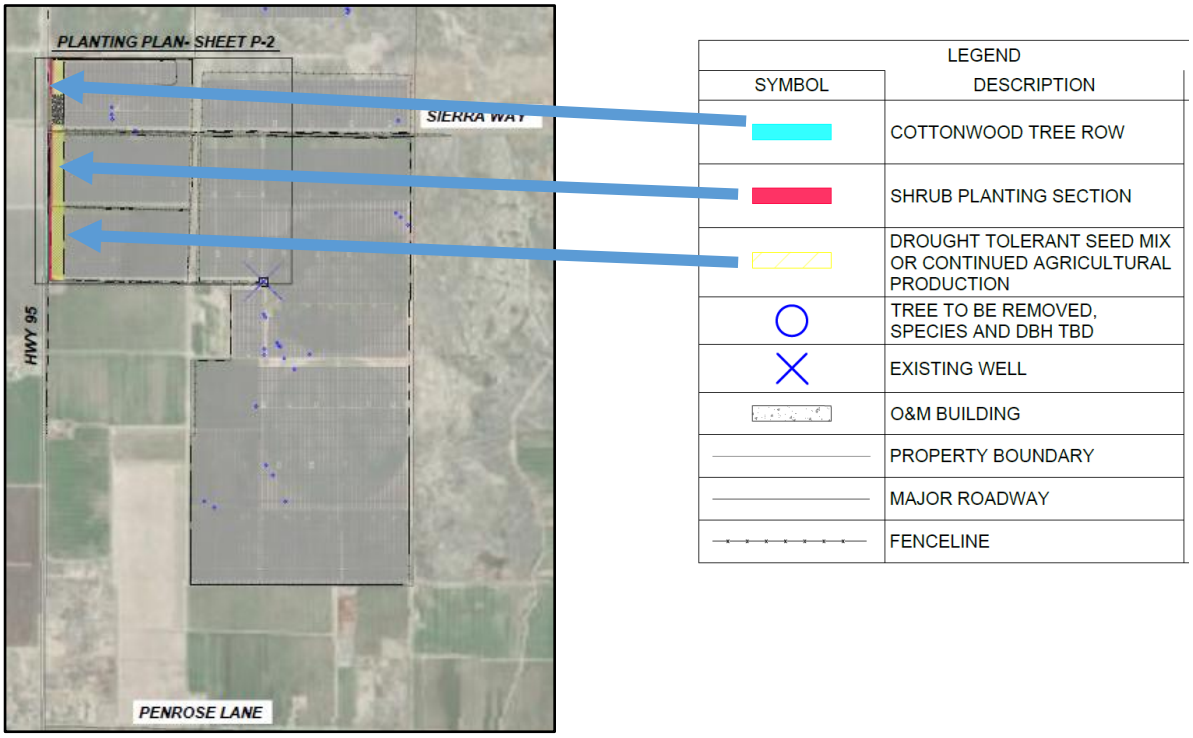
A lithium ion BESS is proposed to cover approximately 25 fenced acres of the project area. A BESS stores power collected from the solar array, allowing for transfer of power to the electrical grid via high voltage power lines. The images that follow are from the PUD Handbook and display the appearance of a BESS. If approved, the BESS would require review by Lyon County Building Department, Planning Department, and the Mason Valley Fire Protection District. The Handbook includes a full section on the Fire Protection Plan and emergency response plans, which would all require additional review and approval were the PUD to be approved.

Substation

An on-site electrical substation would connect to the Walker River Substation complex via 230-kilowatt high voltage lines. The construction would require approvals by the State, Lyon County, and the Mason Valley Fire Protection District. The area for the substation would be approximately 7 acres and fenced.

Landscape Screening

The application proposes a landscape strip along Hwy 95A to screen the project as depicted below.



Visual Impact Study

The images that follow are from the Visual Simulation Report. The entire Report is Attachment 5 and depicts the existing landscape and second renderings of the same picture with the project simulated in the image.

Photograph GE4: Existing view looking east from US 95A near Sierra Way

Photo date: October 30, 2025 Time: 3:30 PM Lat/Long: 39°07'30.4"N 119°10'52.0"W

Photograph GE4: Simulated view looking east from US 95A near Sierra Way

Photo date: October 30, 2025 Time: 3:30 PM Lat/Long: 39°07'30.4"N 119°10'52.0"W

Photograph PS4: Existing view looking northeast from US 95A at Masini Ranch

Photograph PS4: Simulated view looking northeast from US 95A at Masini Ranch

Construction and Operation

The projected construction period is estimated to be between 18 and 24 months, with between 350 and 450 personnel during peak season, usually about 6 months. During the operations phase, approximately 12 people are expected to be sufficient to operate the facility.

Decommissioning

Per the PUD Handbook, the lifespan of the project is approximately 40 years. Regular maintenance and replacement schedules are expected for equipment and buildings. The Handbook states that at that time, it is possible that the project operators could seek extension of permits, but it is more likely that the site will require removal of the materials and re-establishment of the surface. Were the PUD to be approved, the County, the State, and other entities will require submittal of full decommissioning plans as part of the site improvement, grading, and building permit authorizations.

STAFF REVIEW AND COMMENTS

Planned Unit Developments are governed by Chapter 15.349 of LCC.

FINDINGS FOR REVIEWING A PLANNED UNIT DEVELOPMENT

Proposed PUDs are first reviewed by staff, who make a report to the Planning Commission (PC) in conjunction with presentation(s) by the applicant. The PC then make a recommendation to the Board. The Board hears reports from staff and the applicant and makes the final decision on whether or not to approve the request.

Chapter 15.349.10 of LCC, *"APPROVAL OR DENIAL OF APPLICATION",* states that the

> *"…approval or denial of a tentative planned unit development plan shall be by minute action and shall set forth the reasons for the approval or for the denial..".*

It further states that the:

> *"…minutes shall also set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to, the following findings:".*

There are 6 Findings for PUDs, which are listed below with the applicant's response in italics and a staff comment.

Finding A: In what respects the plan is or is not consistent with the statement of objectives of this chapter;

Applicant's Response

NOTE: the Applicant's Response to Finding A is approximately 4 pages and includes the applicant's responses to LCC 15.349.01: Purpose [of PUDs]

15.349.01 Purpose

A Planned Unit Development (PUD) is a land use designation designed to provide an overall planning and design approach for a single use development or a development incorporating a mix of uses. A PUD allows for deviation from a strict application of dimensional and use limitations of the zoning district or districts in order to provide flexibility for landowners to creatively plan for the overall development of their land to achieve a more desirable environment than would be possible through strict application of the standard requirements of the zoning district.

While not to be considered as the explicit standards to be applied when evaluating a PUD, the general purpose or purposes for establishing a PUD may include one or more of the following:

1. Permit the integration rather than separation of uses so that necessary commercial, recreation, and educational facilities are conveniently located to housing;

Applicant Response: *This standard is not applicable to a solar facility because the project's purpose is energy generation and storage, not providing mixed-use amenities such as commercial, recreational, or educational facilities adjacent to housing.*

2. Establish land use patterns that promote and expand opportunities for public transportation and for efficient, compact, networks of streets and utilities that lower development and maintenance costs and conserve energy;

Applicant Response: *The Winston Energy Project is located adjacent to the proposed Walker River Substation which lowers the development and maintenance cost of the transmission structures necessary to transport the generated electricity. Electricity transmission over long distances results in energy losses; to minimize these, the project is strategically located next to the substation hub.*

3. Help preserve valued environmental resource lands and avoid development of natural hazard areas;

Applicant Response: *The Winston Energy site has been intentionally developed exclusively on private land, rather than incorporating development on adjacent BLM land. This approach supports Lyon County's desire to maintain public land for recreational and resource-oriented purposes. This siting decision is also consistent with broader environmental goals by avoiding development on lands that may contain sensitive ecological resources or be subject to natural hazards. Public lands often encompass critical wildlife habitat, riparian corridors, and areas with unique geological or hydrological features that warrant protection. By focusing development on private land that has been evaluated for suitability and low environmental risk, the project minimizes potential impacts to valued resource lands and avoids areas prone to flooding, erosion, or other natural hazards.*

The project is located on land that previously has been used as agricultural land but can no longer support agricultural practices due to the soil quality in the area. There are also Irrigation ditches running through the project area which will be avoided and coordination with the Walker River Irrigation District has been successful into ensuring avoidance and continued maintenance of these areas. No other natural hazards been identified within the project area making it a suitable location for a Solar PV and BESS project.

4. Help maintain and enhance surface and ground water quality and quantity, and to maintain air quality;

Applicant Response: *As previously mentioned, coordination with the Walker River Irrigation District (WRID) has been successful in ensuring the irrigation ditches are going to be avoided and continued to be maintained by WRID once the project has been completed. Coordination with Nevada Department of Environmental Protection (NDEP) is ongoing to ensure that the project has the required air and water permits before construction can begin. The project does not foresee any impacts on water/air quality during its operation and construction. Water for construction activities, primarily used for dust control, will be sourced from an on-site well. During operations, potable water may be provided by the County (if service is available), sourced from an on-site well, or stored in a 15,000-gallon storage tank on-site.*

Additionally, non-potable water storage tanks required for fire department use may also be installed on-site as per Nevada Fire Protection Association (NFPA) requirements. Overall, water consumption during the peak construction period will remain significantly below the total water rights authorized for the properties within the Project area. No water will be used for panel washing.

5. Help improve and enhance the County's trail and park system and maintain access to public lands;

Applicant Response: *The project is located on private lands and will not impact access to trails, parks, or public lands. The project has also committed to improving the Sierra Way and US Highway 95 crossing to ensure that traffic will continue to flow during construction and operation of the project. This will ensure that the Mason Valley Wildlife Management Area can be accessed and used by the public.*

6. Help protect and maintain critical wildlife habitat and migration corridors;

Applicant Response: *As part of the Utility Environmental Protection Act (UEPA) permitting process, the Project was also required to submit a notice to the Nevada Department of Wildlife (NDOW) and provide a $10,000 deposit to conduct a NDOW site survey. This notice and deposit were submitted to NDOW on March 15, 2023, and the notice was included with the Project's UEPA application to the Public Utility Commission of Nevada. Coordination with NDOW will ensure that the project will help protect and maintain critical wildlife habitat and migration corridors.*

7. Establish incentives for applicants to assure that long term affordable housing will be developed;

Applicant Response: *This standard is not applicable to a solar facility because the project's purpose is energy generation and storage, not the development of residential uses or programs that provide long-term affordable housing.*

8. Help provide for well-located, clean, safe, and pleasant industrial sites involving a minimum of strain on transportation facilities;

Applicant Response*: The Winston Energy Project site is located in an established industrial area, adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation) and existing railroad infrastructure. Solar facilities are good neighbors, producing very little noise, no emissions, and requiring minimal maintenance, which helps preserve the safety and character of surrounding areas. The facility's clean and quiet operation also contributes to a safe and pleasant industrial environment, free from emissions, noise, or hazardous materials typically associated with traditional industrial activities. As previously noted, the project has committed to improving the Sierra Way and Highway 95 intersection to ensure that there is no major strain on transportation facilities.*

9. Encourage innovations in residential, commercial and industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and layout of buildings, and by the conservation and more efficient use of open space ancillary to the built environment;

Applicant Response: *The Winston Energy Project will introduce an innovative and sustainable form of industrial development that complements the County's broader goals for land use diversity and resource conservation. By utilizing private land for renewable energy generation and storage, the Project avoids encroachment on public lands and preserves open space for recreational and resource-oriented uses. The facility's modular design and low-impact footprint demonstrate flexibility in layout and land use, allowing for efficient integration into the surrounding landscape without disrupting the existing community character. The utility scale project located on private underutilized land transforms this land into productive energy-generating space. A growing population increases the demand for electricity which this project will support.*

10. Minimize the burden of traffic on roads and highways;

Applicant Response: *The Winston Energy Project will support Lyon County's transportation goals by proposing a use that requires minimal operational traffic on local roadways. The nature of the Winston Energy project limits on-site vehicle visits to infrequent, scheduled maintenance and emergency response only. Through the Project's planning and design process, the Applicant has been proactively addressing potential transportation impacts and has ensured the Project is compatible with surrounding transportation infrastructure. The project has also committed to roadway improvements of the intersection between Sierra Way and US Highway 95 and is coordinating with NDOT to ensure that these improvements will be satisfactory.*

11. Help ensure that the purposes, goals, objectives and policies of applicable Lyon County Comprehensive Master Plans and maps are achieved. (Ord. 603, 11-1-2018)

Applicant Response: *The Lyon County Master Plan's Land Use Policy No. LU 3.2 provides that Lyon County "encourages industrial development to locate in designated locations show on the Land Use Plan, where public facilities exist or are planned to accommodate such development cost-effectively [and] to coordinate industrial land use designation to avoid conflicting land uses". The Winston Energy Project supports Lyon County's commitment to ensuring industrial uses are located consistent with the future Land Use Plan in the following ways:*

- *The Winston Energy Project is located within an established industrial zone identified in the Land Use Plan, ensuring compatibility with surrounding uses.*
- *The Winston Energy Project is located directly adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation), reducing the infrastructural demand, resources impacts, and visual contrast associated with transmission infrastructure.*
- *The facility's clean and quiet operation avoids conflicts with nearby land uses and contributes to a safe, orderly industrial environment.*

Lyon County Master Plan's Land Use Policy No. LU 5.1 provides that Lyon County "will encourage development that incorporates…sustainable design and that reduces energy and resource consumption by minimizing resource consumption, energy use, and water use, [and] using renewable energy sources." The Winston Energy Project supports Lyon County's commitment to sustainable design and resource-conscious development in the following ways:

- *The development of a 400 MW solar energy facility 400-megawatt (MW) photovoltaic (PV) solar energy facility (facility) and Battery Energy Storage System (BESS) will provide sustainable renewable energy resources to NV Energy's transmission system, serving both Lyon County residents, and residents throughout the state.*
- *The development of renewable energy resources in the region will contribute to the long-term resilience of Nevada's energy infrastructure by diversifying the state's energy resources.*
- *The Winston Energy Project is located directly adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation), reducing the infrastructural demand, resources impacts, and visual contrast associated with transmission infrastructure.*
- *Unlike fossil fuel development, solar PV facilities require minimal water for operation. Water conservation is especially critical in Lyon County, where water resources are scarce, and better utilized for agricultural purposes.*
- *The proposed solar arrays will be installed in a manner that allows for the preservation of native vegetation and maintenance of existing soil integrity.*

The Lyon County Master Plan's Natural Resources Policy No. NR 3.1 provides that Lyon County "will protect the water supply and encourage efficient use of water resources." The Winston Energy Project supports this policy in the following ways:

- *The Project will have low water demand during Project operations.*
- *The Project will not produce waterborne pollutants, protecting surface and groundwater resources, and supports water quality goals.*

The Lyon County Master Plan's Natural Resources and Environmental Policy No. 4.1 provides that Lyon County will continue to maintain and work to improve air quality [and] encourage development of low pollution energy resources." The Winston Energy Project supports this policy through the following strategies:

- *By generating electricity from sunlight, solar facilities produce no air pollutants or greenhouse gases during operation, offering a clean alternative to fossil fuels. Their success demonstrates the viability of renewable energy, attracting investment, supporting policy goals, and encouraging broader adoption of low-emission technologies across the energy sector.*

The Lyon County Master Plan's Natural Resources and Environment Policy No. NR 5.1 further provides that Lyon County will encourage the utilization of available renewable energy resources, such as solar radiation, and that the County will identify sites with significant solar resources that may be suitable for future utility-scale development" while considering measures to encourage alternative energy development on these sites. The

Winston Energy Project supports Lyon County's commitment to identifying sites with significant solar resources that may be suitable for future utility-scale development in the following ways:

- *The Project is located in a compatible industrial zoning district, consistent with Lyon County Land Use designations that support utility-scale energy development.*
- *The site offers strong solar irradiance, making it ideal for renewable energy generation.*

Lyon County Master Plan's Natural Resources and Environmental Policy No. NR 8.2 states that Lyon County "will minimize light pollution while allowing for adequate lighting for safety and security… [and] implement lighting standards for… industrial properties to address issues such as avoiding light instruction onto neigh properties". The Winston Energy Project supports Lyon County's commitment to minimizing light pollution in the following ways:

- *The Winston Energy Project operations require minimal nighttime lighting, and all light fixtures will be shielded and use downward-facing fixtures to prevent light pollution. Since solar energy is generated during daylight hours, the site remains largely inactive at night, preserving the natural night environment and reducing impacts on nearby communities and wildlife.*

Staff Comment

The applicant's response to Finding A is found by staff to be largely accurate in its characterization of the proposed PUD relative to the language in the "Purpose" section of LCC for PUDs (15.349.01). The Code section is generally focused on residential development, but the applicant's quoted Policies from the Master Plan are appropriate for the development proposed. Specifically, the following Policies are noted.

Policy LU 3.1, Diverse Economic Base

Policy LU 3.2, Business and Industry Locations that are Consistent with Future Land Use Plan

Policy LU 5.1, Encourage Resource-Sensitive Growth and Sustainable Design

Policy NR 3.1, Water Supply and Quality

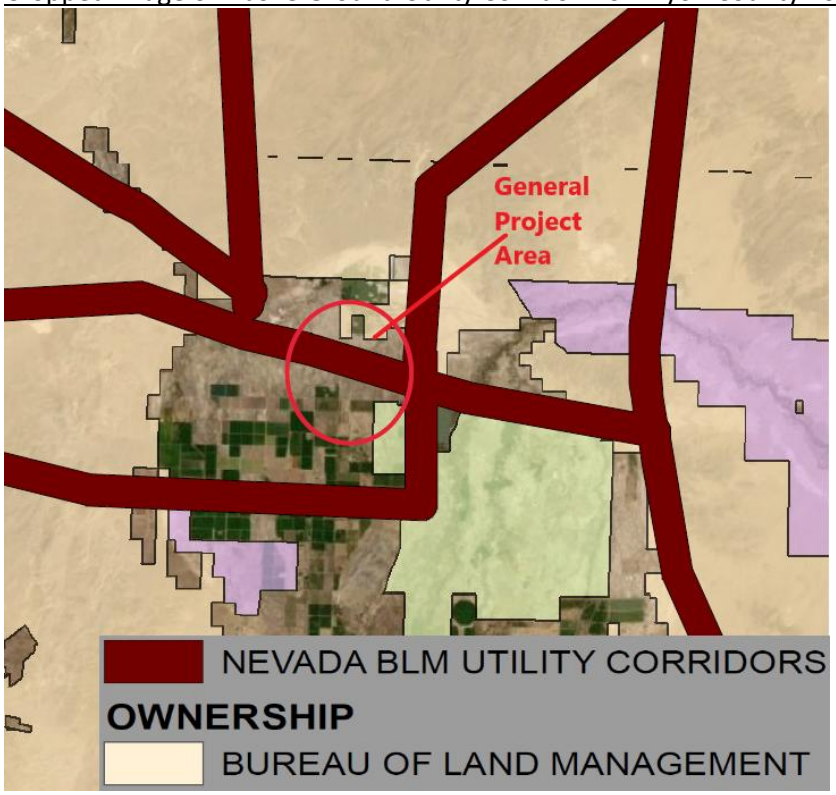
Policy NR 4.1, Clean Air

Policy NR 5.1, Geothermal, Solar and Wind

Policy NR 8.2, Dark Skies

The location of the Project in Mason Valley, with connection to Above Ground Utility Corridors per the 2020 Master Plan indicates that the County recognizes this region as appropriate for new commercial/industrial types of development associated with additional electrical capacity. The Corridors are 2/3 of a mile in width and are locations where Title 15 does not require a Conditional Use Permit for high voltage power lines. The intent of these corridors is to delineate areas that may connect to the State-wide NV Energy Greenlink project and the Walker River Substation expansion, which are adjacent and through the project area. This location for a SECS provides for compact development patterns, reducing the length of high voltage power lines to connect solar fields to sub stations. Additionally, the completed project does not require significant water rights, nor would it create air pollution or be a hinderance to preservation of dark skies.

Cropped image of Above Ground Utility Corridor from Lyon County 2020 Master Plan



Finding B: The extent to which the plan departs from zoning and planned unit development regulations otherwise applicable to the property, including but not limited to density, size and use, and the reasons such departures are or are not deemed to be in the public interest;

Applicant's Response

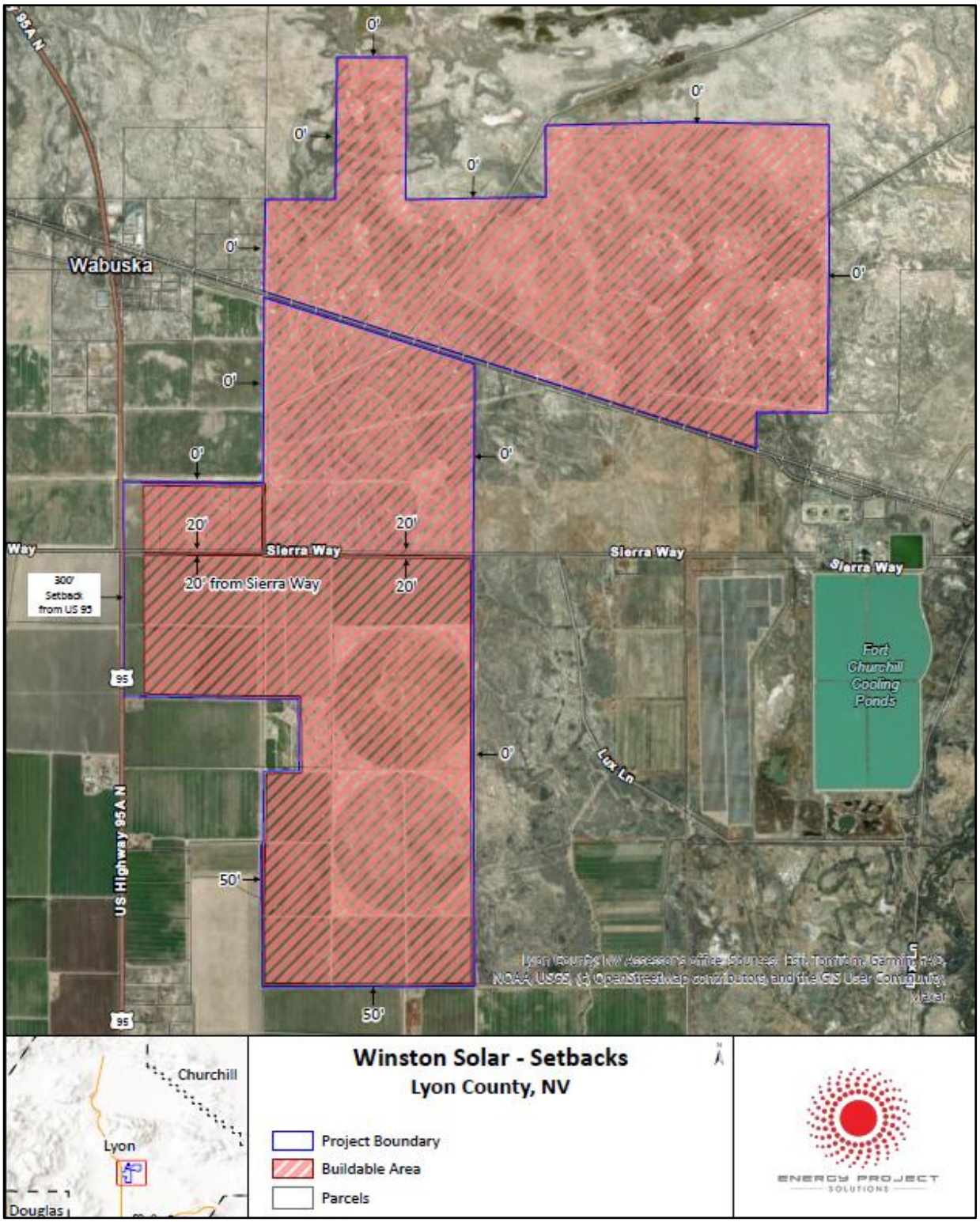
Per table 15.320-1 and table 15.320.-4 of the Lyon county code, solar power generating facility (commercial) and Energy Storage System require a conditional use permit under both zone HI-S and RR-20. The project has received a conditional use permit for a portion of the project site but portions of the original 2022 CUP site were lost to the NV Energy Walker River Substation project, requiring the acquisition of additional lands in 2023 and 2024—well before Lyon County adopted the one-mile setback requirement in July 2025. After coordination with the planning department PUD was determined to be the best way to move forward with the project as sufficient setbacks to the highway will be incorporated to ensure that public interests are satisfied. Reference justification letter with Standards and Criteria.

Staff Comment

The applicant has submitted a PUD instead of a CUP for the SECS, BESS, and high voltage transmission lines as a path forward, in accordance with discussions with Lyon County staff. Part of the reasoning would appear to be related to the site plan's significant deviation from development standards. While a PUD does permit for flexibility in development standards, it is important to note that appropriate justification for deviations are expected as part of the rationale for the project proposal.

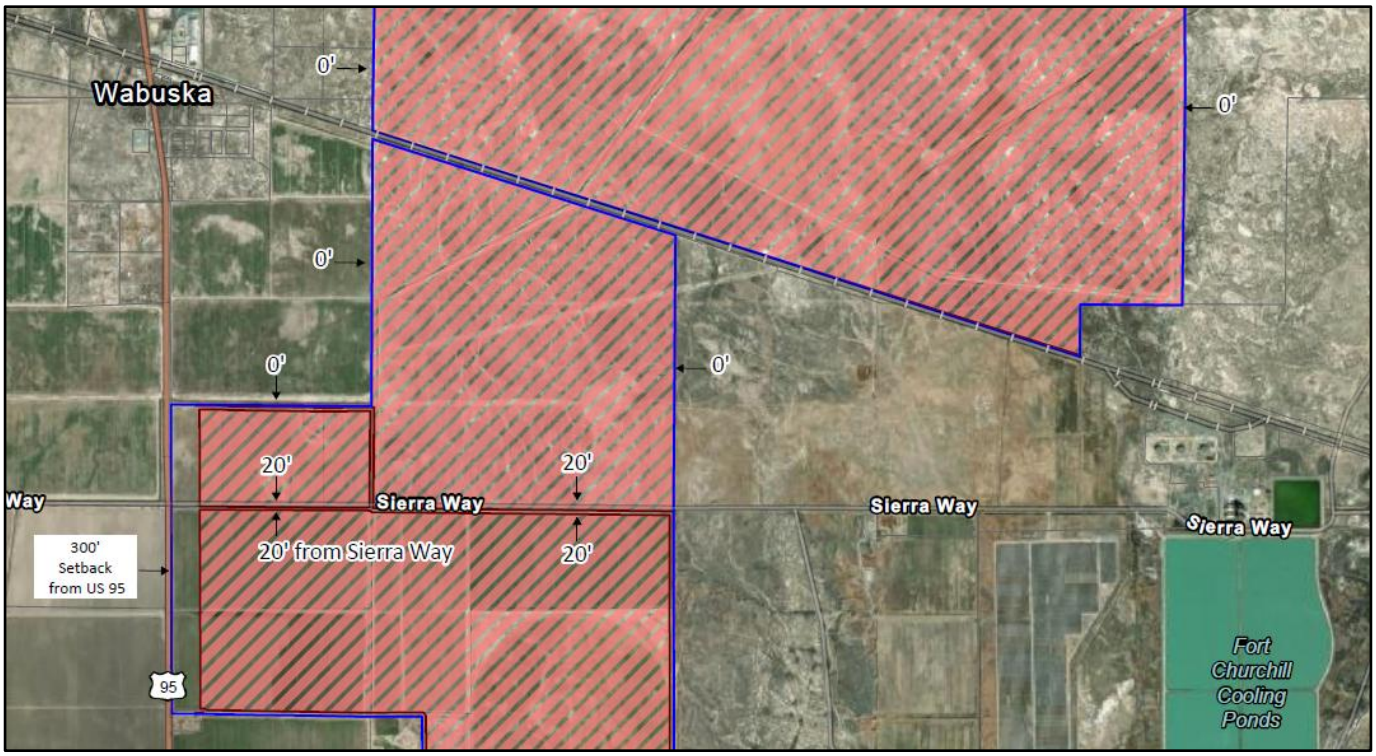
Setbacks

The following images are from the Setbacks exhibit submitted with the application and included in Attachment 3 of this report, *Setbacks.*



Cropped images of Setback Exhibit

This cropped image shows a 300’ setback on the west from Hwy 95A. No setbacks are proposed along the boundaries with BLM and State-owned lands.



This cropped image shows a 50’ setback on the south/south west from residential zoning and use adjacent to the project.

In the case of setbacks for SECS projects, the PUD Handbook (Attachment 1) acknowledges that per LCC, each portion of an SECS array….

> *“…must be set a minimum of one half mile/2,640’ from a trail easement, highway and/or adjacent properties with an existing residential use”.*

This is part of LCC section 15.336.09.E.2, *Setback.* The Code (underline added) goes on to state that:

> *"SECS may be placed closer than 2,640 Feet from a property with an existing residential use, trail easement, or highway if it is separated by a geologic feature or building of a height sufficient to completely obstruct views of the commercial SECS from a point sixteen (16) vertical feet above the boundary of any Residential Zoning District. The Board of County Commissioners may, at their sole discretion, approve setbacks that are less than the setbacks outlined in this chapter if the project is a part of a Planned Unit Development (PUD)."*

The applicant has chosen to submit a PUD to allow for a reduction in setbacks instead of submitting for Variances. The PUD Handbook drafted by the applicant, *Section 2. Land Use and Design Standards,* clearly states that:

> *"To achieve operational and projection efficiencies and financial feasibility, the Project seeks to construct a minimum of 400 MW of solar capacity. This will require to recover at least 520 buildable acres for solar development which are currently unavailable for construction under existing county code."*

The proposed setback to Hwy 95A to the west of the site is 300', an 88.6% reduction in a development standard (2,640 setback) approved by the Board of Lyon County Commissioners on June 18, 2025 (and effective on July 23, 2025). Staff is not able to recommend approval of an 88.6% reduction in a setback justified for financial feasibility and does not find that the request is in the public interest.

The setbacks/screening requirements relative to adjacent properties with residential zoning are also not met in the proposal. The applicant submitted a Visual Simulation Report, included with this report as Attachment 5, which outlines the plan to use a corridor of vegetation along the western-most boundary of the project area, but this would not screen the entire project area from the Highway and there are proposed 50' setbacks to residentially-zoned and/or used property. Per setback standards, the SECS should not be visible from 16' above the boundary with the residentially-zoned property. Again, staff does not find the proposal to be in the public interest.

TIS and traffic

The Traffic Impact Study (TIS) submitted for the project was not submitted to NDOT prior to the application submittal and the Planning Commission meeting despite Lyon County's direction to the applicants that NDOT review was required. The applicant did submit the TIS to NDOT for approval of the scope after the December 2, 2025 Planning Commission meeting, but as of the date of drafting of this report, NDOT has not provided review, validation, or technical comment regarding the recommendations. Such input is essential to confirm that the TIS accurately reflects potential impacts on U.S. Highway 95 and adjacent intersections and to ensure that appropriate mitigation measures can be identified to protect public safety and maintain adequate traffic operations. The applicant elected to proceed to the Planning Commission without prior review of the Traffic Impact Study by NDOT. Subsequent correspondence from the applicant indicates an intention to fund and construct traffic control improvements at the intersection of Sierra Way and U.S. Highway 95A. This intersection represents a critical access point for multiple long-term projects with extended construction timelines. Of particular note, the Board of County Commissioners heard presentations from staff and the applicants for the Monarch Data Center (PLZ-2025-025, "Monarch") on December 4, 2025, a project proposing approximately 4.6 million square feet of buildings with Sierra Way as the primary access. The Board voted to approve Monarch's Specific Plan and the applicants will next be submitting for a PUD. Part of the County's review of these two projects will include County-specific conditions requiring improvements to public Rights of Ways that are not listed in the TIS for either project.

NV Energy's Walker River Substation project is also utilizing Sierra Way as its primary access route. The corridor along Highway 95A between Yerington and Mason Valley also continues to accommodate significant ongoing agricultural operations, as well as local residents and commuter traffic. Given the volume of both existing and anticipated development in the area, these circumstances underscore the necessity for a comprehensive Traffic Impact Study that fully addresses cumulative traffic impacts and conforms to NDOT review standards. Staff does not find it to be in the public interest to accept the analysis in the applicant's TIS without review by NDOT and adequate time for staff-review of the updated submittal.

WRID - General Manager Comment

The PUD does propose to accommodate the WRID irrigation ditches through the project area by offering to re-route the historic conveyances. While the WRID would still have opportunities to review site development plans if the PUD were to be approved, the General Manager was contacted by County staff and provided the following comment:

A minimum 50-foot setback and possibly larger, depending on the facility involved, shall be maintained from the top of each bank of all irrigation district drains, canals, ditches, and laterals thereof. No grading, construction, fencing, or drainage discharge is permitted within this setback or within any irrigation district easement or within any drain, canal, or ditch located therein without prior written approval from the district having jurisdiction.

The developer shall coordinate with the irrigation district to verify facility location, maintain required access, and to ensure compliance with these requirements and that historic maintenance practices of depositing material and vegetation on the banks of such facilities are not impaired.

While the applicants would not have had this information prior to submittal of their Tentative PUD, it is important to note that the General Manager's proposed setback is not met by the existing design.

Finding C: The purpose, location and amount of the open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the open space and the adequacy or inadequacy of the amount and purpose of the open space as related to the proposed density and type of residential development;

Applicant's Response

Section 15.349.03.M.4. of the Lyon County Code offers the opportunity for a reduction in the minimum open space requirements outlined above. The Applicant is requesting a reduction in the minimum 20% open space requirement as the location of the Winston Energy Project is within ¼ mile walking distance of the Mason Valley Wildlife Management Area, a publicly accessible, active open space, consistent with the open space reduction requirements. Accordingly, the Winston Energy Project is proposing 281 acres of open space outside of the Project's fenced area. This open space totals approximately 11.8% of the total Project Area.

In addition to complying with the requirement to reduce the minimum open space requirement, it is important to note that the Project and the local community would not benefit from the incorporation of additional open space beyond what is proposed. The requirement for a PUD to incorporate open space is typically intended to preserve areas as residential or commercial amenities, such as community gathering spaces and opportunities for access to recreational facilities. However, a utility scale solar project, such as the Winston Energy Project, is by nature a secured, fenced, and operational energy generation site that cannot reasonably provide public recreational or residential amenity functions without compromising safety and operations. These conditions are incompatible with the public access expectations of typical open space requirements.

Additionally, the Project Area is in an already developed industrial area of Lyon County and surrounded by existing open space (i.e. BLM land and the Mason Valley Wildlife Management Area). As such, the public would not significantly benefit from additional open space in the vicinity of the Project, and such requirement would place an undue burden on the Applicant. Accordingly, this requirement should be considered not applicable to the Winston Energy Project.

Staff Comment

As stated in the Staff Comment for Finding A, the PUD section of LCC is focused on residential development proposals. The requirement of open space for PUDs is not recognized as being especially relevant for the proposed project. The WRID will maintain jurisdiction over their ditches and easement, which, if the project is approved, will necessitate modification to the site plans and create breaks in the SECS.

Finding D: a physical design of the plan and in the manner in which such design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, parking requirements, and further the amenities of light and air, recreation and visual enjoyment;

Applicant's Response

Please reference the site plan with physical design of the project within the PUD application.

Staff Comment

If approved, the Operations and Maintenance Building, the substation, the BESS, and other features of the project will be required to attain an Administrative Design Review (ADR) from the Planning Department. This process will permit staff to review qualities such as required parking, pavement standards, establishment of water and sewer facilities, and other features. The PUD designates general areas for structures and setbacks, but further review would ensure that County standards are met.

Finding E: The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed;

Applicant's Response

The PV and BESS facility is strategically located adjacent to the Walker River Substation, owned and operated by NV Energy. This proximity creates a significant benefit by minimizing the need for additional transmission infrastructure that would otherwise cross neighboring properties, reducing land disturbance and potential impacts on the surrounding community. By co-locating generation and storage near an existing distribution hub, the project enhances grid efficiency and reliability, ensuring that electricity can be delivered to Lyon County residents without unnecessary expansion of transmission corridors.

The facility is consistent with the underlying industrial zoning that encompasses most of the project boundary, aligning with the intended land-use pattern and avoiding conflicts with residential development. Surrounding properties are primarily agricultural with few residences, which means the project will have minimal visual and noise impacts on neighbors. Additionally, the project introduces long-term benefits such as improved energy resilience, reduced dependence on fossil fuels, and support for statewide renewable energy goals. By contributing clean, locally generated power, the facility helps stabilize energy costs and promotes environmental stewardship, all while maintaining compatibility with the existing character of the area.

Staff Comment

An SECS in this region of the County appears logical based on the Above Ground Utility Corridors and the proximity of the Walker River Substation complex. The design of the project however, as described in Finding B above, does not in staff's opinion, provide adequate setbacks or screening. The outstanding review by NDOT of the TIS makes the full impacts of the proposal on the neighborhood uncertain.

Finding F: In the case of a plan which proposes a development over a period of years, the sufficiency of the terms and conditions intended to protect the interest of the public and the residents of the planned unit development in the integrity of the plan

Applicant's Response

A solar facility developed under a multi-year PUD satisfies the ordinance by incorporating terms and conditions that ensure the integrity of the plan and protect public interests throughout its life cycle. Unlike projects with frequent operational changes, a PV solar farm is inherently stable and predictable over time. Once constructed, its physical footprint, land use, and operational characteristics remain largely unchanged for decades. This consistency minimizes disruption to surrounding properties and preserves the original intent of the PUD

Staff Comment

The proposed project, if the PUD were approved, would still require multiple approvals for site preparation and construction. During that process the safety of residents and neighbor would be addressed via review of fire suppression plans, emergency management plans, access controls, and decommissioning plans.

WINSTON ENERGY PROJECT PLANNED UNIT DEVELOPMENT HANDBOOK

APPLICATION SUBMITTAL: PLZ-2025-084

PREPARED FOR:

Lyon County Planning Department
27 South Main Street
Yerington, Nevada 89447
775-463-6592

PREPARED BY:

Winton FC Solar, LLC
15445 Innovation Dr
San Diego, CA 92128
Contact:
David.Calderon@edf-re.com
&
Energy Project Solutions
4675 W Teco Ave #230
Las Vegas, NV 89118
Contact:
Antonio.l@energyprojectsolutions.com

November 2025

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1. Introduction

Winston FC Solar, LLC is pursuing approval to construct the Winston Energy Project (Project), a 400-megawatt (MW) photovoltaic (PV) solar energy facility (facility) with a Battery Energy Storage System (BESS) located entirely on 2,374.3 acres of privately owned land in Lyon County, Nevada. The Project site is located just east of U.S. Alt Highway 95 (U.S. Hwy 95A), approximately 15 miles northeast of the City of Yerington, and adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation). Ancillary facilities include a substation, collection lines, an operations and maintenance building, and site access roads. Electricity generated by the Project would be connected to NV Energy's transmission system via a newly constructed 4,800 foot 230-kilovolt (kV) generation tie (gen-tie) line to the Walker River Substation, which is adjacent to the Project site.

The project has an estimated a capital investment of $1.1 billion in land, buildings and equipment, and its employees, this project would generate an estimated $100 million in net tax revenues after abatements over 40 years. It is estimated that a total of $28.7 million will be generated in sales & use taxes and $71.3 million will be generated in property tax revenues.
In 2022, the project obtained a Conditional Use Permit (PLZ-2022-167) for a PV project from Lyon County for 1712.5 acres. However, the NV Energy Greenlink project impacted that footprint requiring additional land. Lyon County regulations have also changed, which require additional approvals.

Surrounding lands are primarily private agricultural, rural, and industrial, in addition to public property administered by the Nevada Division of State Lands and Bureau of Land Management. The Project area is in the Mason Valley Character District, as defined by the 2020 Lyon County Comprehensive Master Plan. The Project located the Heavy Industrial – Suburban (HI-S) and Rural Residential 20 Acre Minimum (RR-20) zone districts.

According to the Lyon County code of regulations, the purpose of a Planned Unit Development (PUD) is to provide a flexible and creative approach to developing large parcels of land in a way that aligns with the county's master plan, while also encouraging high-quality design and a mix of amenities. PUDs allow for integrated land uses to be conveniently located, and for developers to use creative designs that can improve efficiency, reduce development costs, and help preserve open space and environmental resources. Further justification for the use of a PUD can be found in Appendix A.

This PUD Handbook serves as a governing document for the Winston Energy Project, bridging the County's Master Plan, zoning regulations, and other requirements with the specifics of the project. Implementation of the Winston Energy Project will be required to confirm with this document as approved by the Lyon County Commission.

FIGURE 1: PROJECT BOUNDARY

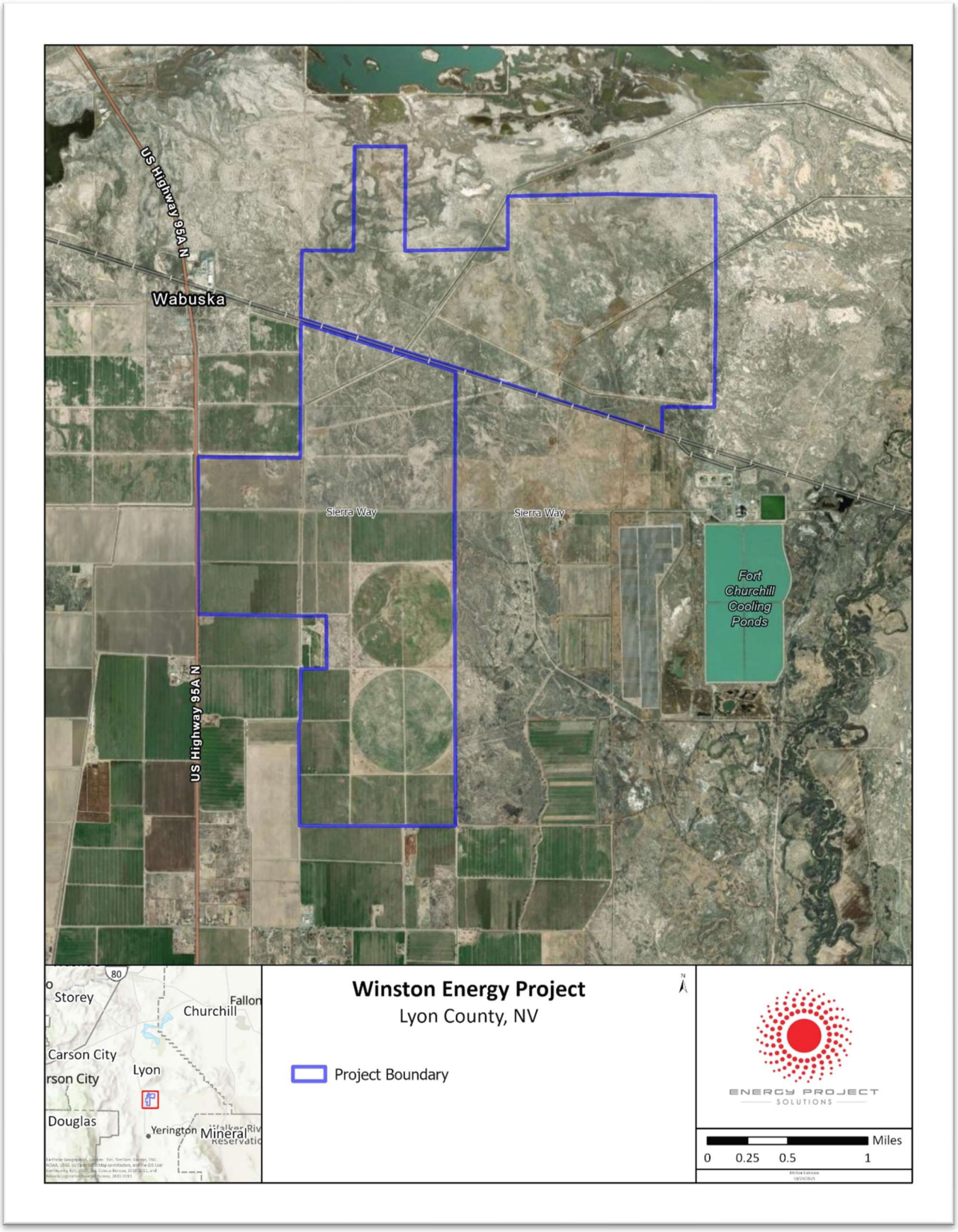


FIGURE 2: CUP APPROVAL/NVE EASEMENTS

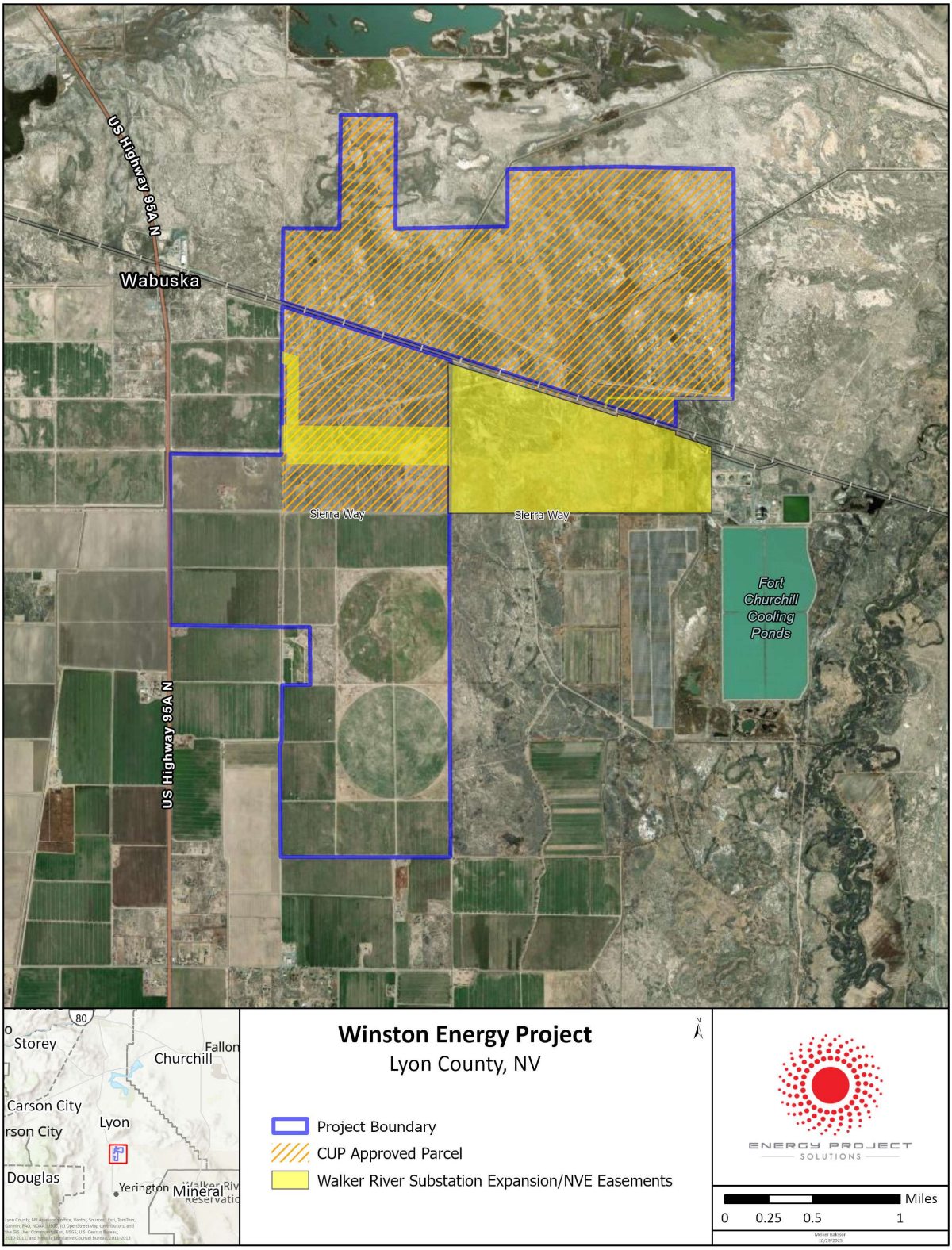


FIGURE 3: LAND USE

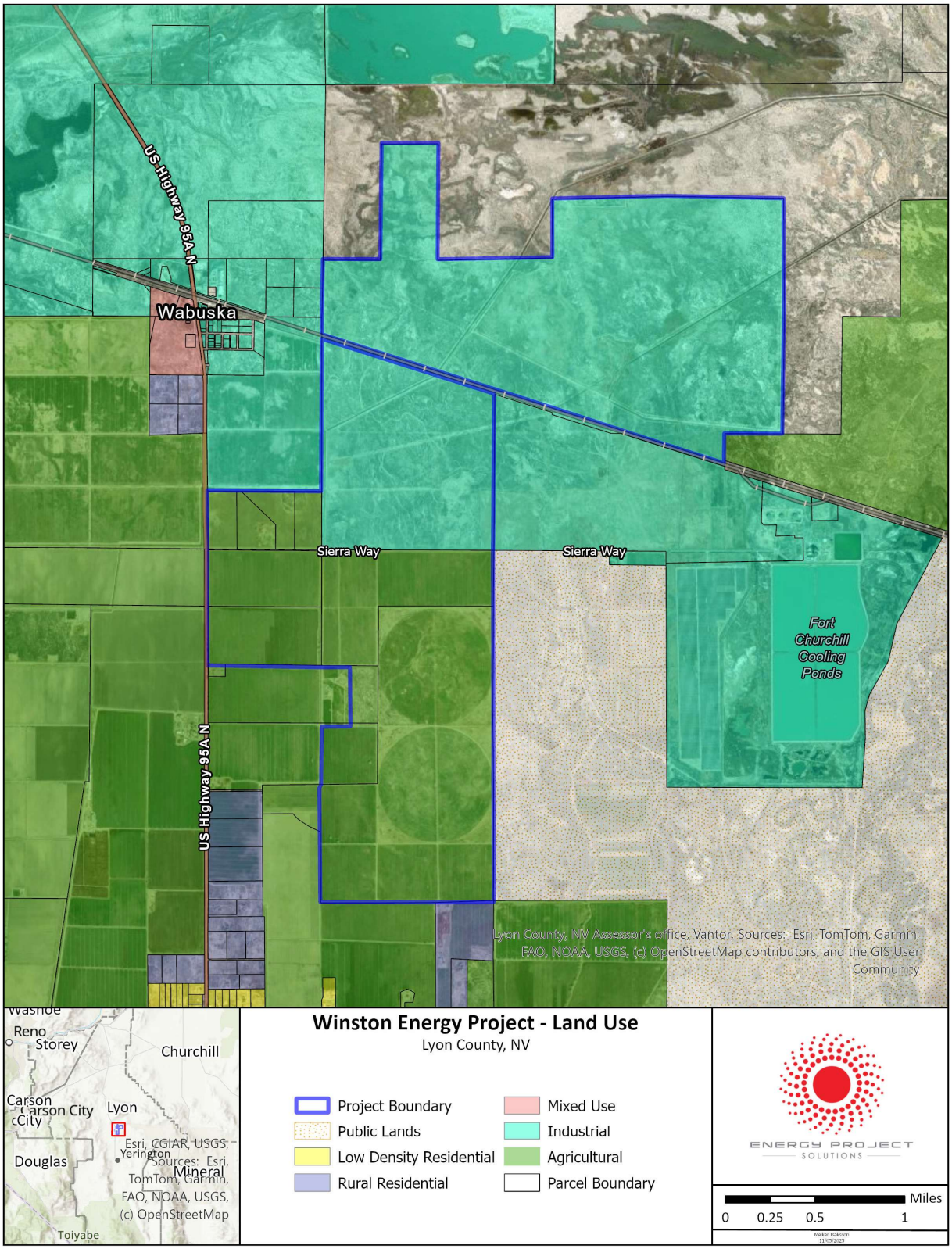
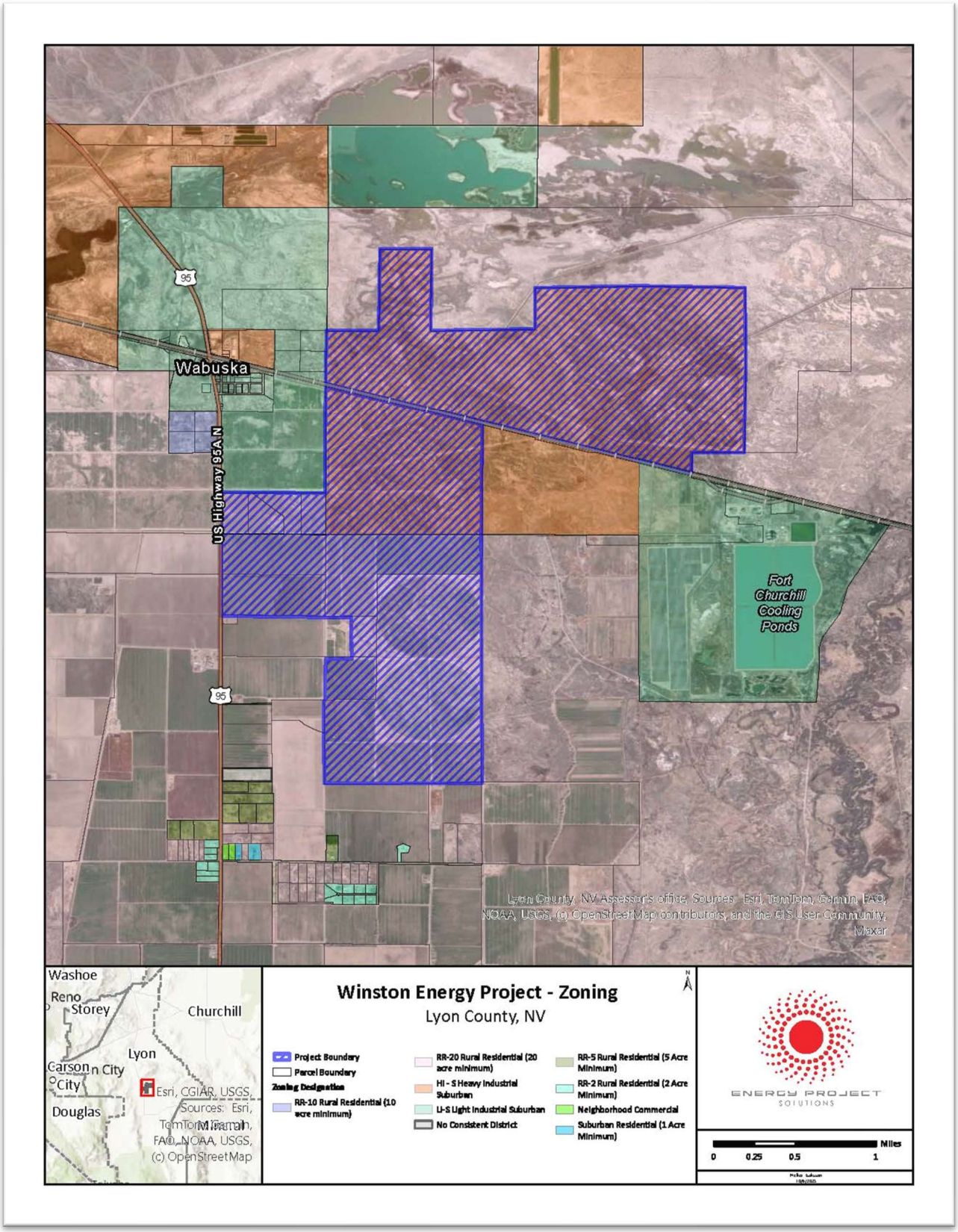


FIGURE 4: ZONING



2. Land Use and Design Standards

The Winston Energy Project is committed to maintaining the standards and criteria noted in Section 15.336.06, 15.336.09, 15.336.12, 15.337.03, 15.401.03 of the Lyon County code with the deviations and its rationale highlighted in Table 1 below.

TABLE 1: STANDARDS AND CRITERIA DEVIATIONS

Standards and Criteria	Description	Deviation from Standards/Proposed PUD Standard	Rationale
15.336.09.E.2 - Setback	Each commercial SECS array must be set a minimum of one half mile (2,640 feet) from a trail easement, highway and/or adjacent properties with an existing residential use. Setback increases to one mile (5,280 feet) from an airport, river, perennial or intermittent stream, and/or lake. An SECS may be placed closer than 2,640 feet from a property with an existing residential use, trail easement, or highway if it is separated by a geologic feature or building of a height sufficient to completely obstruct views of the commercial SECS from a point sixteen (16) vertical feet above the boundary of any Residential Zoning District. The Board of County Commissioners may, at their sole discretion, approve setbacks that are less than the setbacks outlined in this chapter if the project is a part of a Planned Unit Development (PUD).	• A 300' setback to Highway 95 30' Setback to Residential Zone	• Portions of the original 2022 CUP were lost to the NV Energy Walker River Substation project, Requiring the acquisition of additional land well before Lyon County adopted the one-mile setback requirement. • Substation and BESS system will maintain a one-mile setback from highway. • The project proposes visual screening along Highway 95 to reduce visual impacts of the project. • To achieve operational and production efficiencies and financial feasibility, the Project seeks to construct a minimum of 400 MW of solar capacity. This will

			require to recover at least 520 buildable acres for solar development which are currently unavailable for construction under the existing county code.
15.336.06.D. 2 - Setback	Each LiBESS must be set a minimum of one mile (5,280 feet) from a trail easement, highway, river, perennial or intermittent stream, lake and/or property with an existing residential use. The Board of County Commissioners may, at their sole discretion, approve setbacks that are less than the setbacks outlined in this chapter if the project is a part of a Planned Unit Development (PUD).	• Half a mile setback	• Although one residence falls within the setback, the BESS will be positioned so the substation acts as a natural barrier, minimizing visual and operational impacts.

The general land uses of the Winston Energy Project and their approximate locations are shown in Figure 5 and Figure 6 below and described further in the following sections.

FIGURE 5: LAYOUT

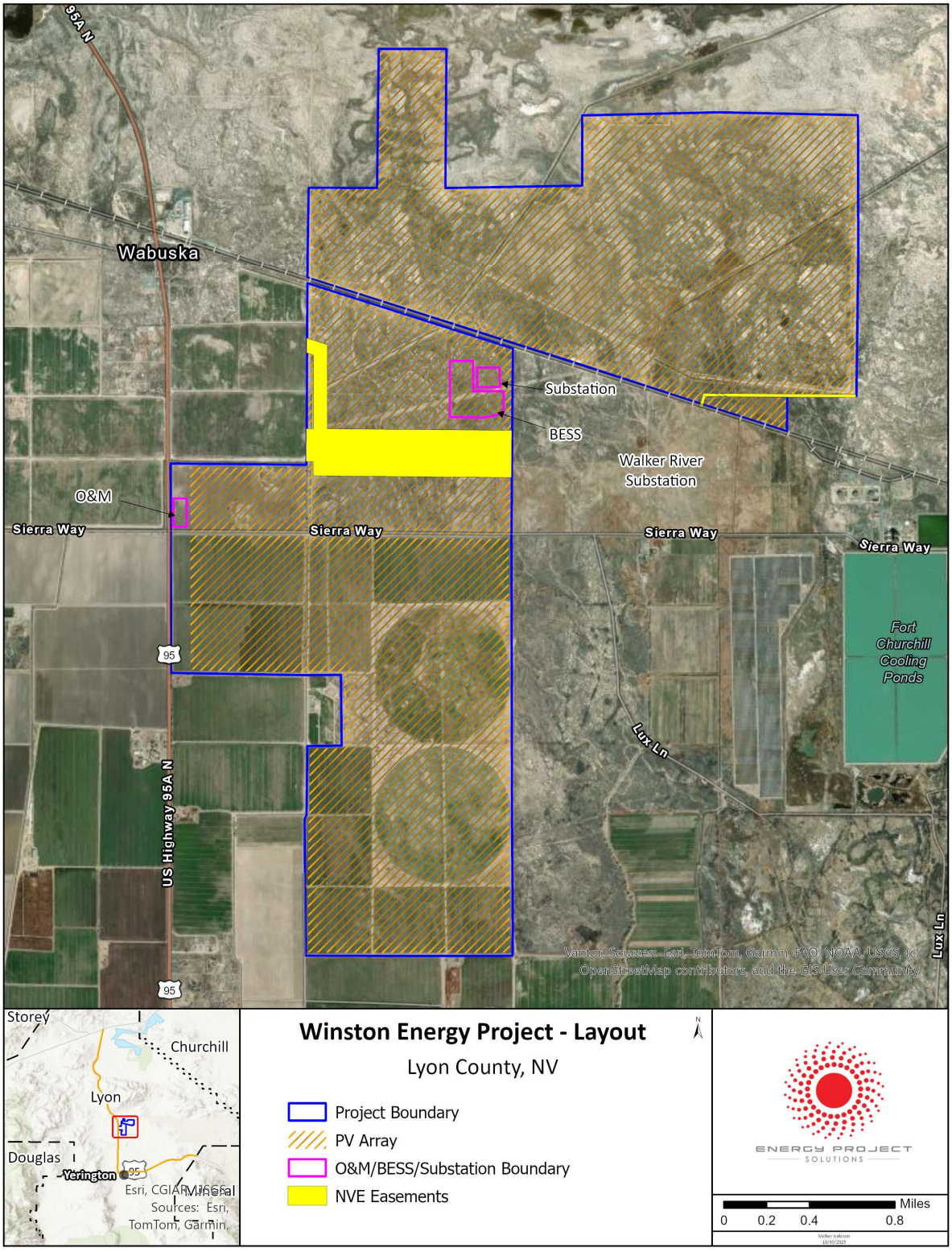
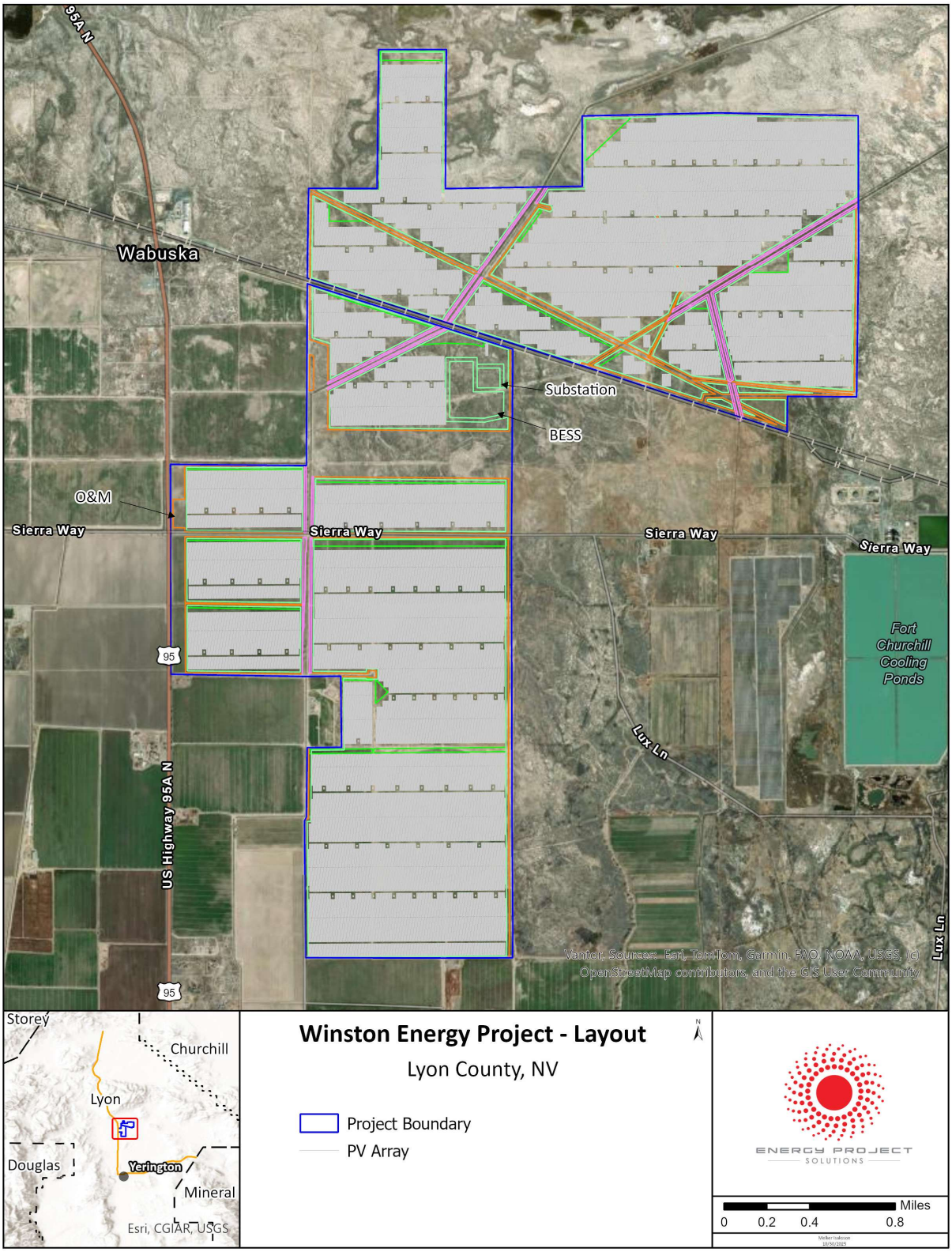


FIGURE 6: DETAILED LAYOUT



2.1. Photovoltaic Array

The Project's solar PV facility would be composed of PV modules (panels), support structures, inverters, collection lines, and meteorological equipment as detailed below. These features would comprise approximately 1,994 acres of the Project site. All disturbances associated with the solar PV facility would be contained to private lands.

The Project's PV modules would utilize crystalline silicon, bi-facial, or thin-film PV panels that would be mounted on single-axis trackers. The panels would be oriented in north–south rows with the panels moving to track the sun as it moves across the sky during the day, which increases the overall efficiency and reliability of the PV modules. Each PV module would be mounted to a tracker system specifically designed to withstand wind, snow, and seismic loads anticipated at the Project site.

The PV modules will be designed using non-reflective materials and coatings to significantly minimize potential glare and reduce visual impacts on surrounding properties and nearby roadways, ensuring that the project blends harmoniously with the existing landscape and

FIGURE 7: PV ARRAY

mitigates any potential visibility or distraction concerns for drivers traveling along Sierra Way and US Highway 95A N.

PV technology converts sunlight directly into direct current (DC) electricity. The DC electricity generated by the solar array is then collected at inverters where it is converted to alternating current (AC). The voltage of the electricity is increased by a transformer at each inverter. Medium voltage electric lines (underground and/or overhead) are then used to collect the electricity from each transformer and transmit it to the facility substation, where the voltage is further increased by a high voltage transformer to be transmitted to the electric grid. Multiple transformers would be connected in parallel via low voltage (12.5kV or 34.5kV) collector lines to the Project substation, where the power from the Project would be stepped up for delivery to the grid via the gen-tie lines described below. The proposed Site Plan showing the detailed Project layout is included in the Appendix D Site plan.

The PV modules, inverters, and transformers would be grouped into array blocks of up to 5 MW DC each occupying approximately 12.5 acres. Inverter and transformer sizes would be selected based on cost and market availability prior to construction. The PV modules deployed for use in the proposed Project would comply with industry standards and would be electrically connected to the facility's grounding system in accordance with local codes and regulations. Final PV module selection would be determined during the detailed engineering phase of development.

The PV modules would be positioned onto a single axis tracking system, allowing the modules to move through the course of the day to track the sun. The highest point on the single-axis trackers it is expected to the be 12 feet but it could reach up to a maximum of 18 feet if the site conditions such as topography or vegetation require a higher height, trackers will reach the maximum height during the morning and evening hours when the panels are tilted to face the rising or setting sun. The degree of tilt for each single-axis tracker would change over the course of each day. The PV units would be mounted on driven or pre-drilled H-pile foundations to support the panel mounting system. Site specific soil tests to validate the preliminary engineering would be performed prior to construction.

The Project's inverters and transformers would be housed in enclosures or covered by shade structures approximately 8 to 10 feet high. The Project would also include one or more small meteorological monitoring stations to track solar insulation, temperature, wind direction, and speed. These stations would have a height of approximately 8 to 13 feet and would be located within the solar PV facility boundary.

The perimeter of each continuous area of the solar PV facility would be secured with a 6 to 7-foot tall, chain link metal- fabric security fencing. If determined necessary, up to 2-foot barbed

wire or razor wire may be added to the top. Controlled access gates would be located at the site entrances to each area.

The Project's permanent lighting system would provide operation and maintenance personnel with illumination for both normal and emergency conditions near each main entrance and Fire Alarm Control Panel (FACP). Lighting would be designed to provide the minimum illumination needed to achieve safety and security objectives and would be downward facing and shielded to focus illumination on the desired areas only. There would be no lighting in the solar PV facility. Therefore, light intrusion affecting on surrounding properties, if any, would be minimal. If lighting of individual solar panels or other equipment is needed for night maintenance, portable lighting would be used.

FIGURE 8: INVERTER

2.2 Battery Energy Storage System (BESS)

The Project includes the construction and operation of a lithium Ion BESS that would store power generated by the solar PV facility and allow for the transfer of power to the electrical grid as needed. The BESS containers would be installed in a central location on the Project site, located adjacent to the Project substation.

The BESS would consist of multiple enclosures housing batteries connected in strings and mounted on racks. AC-coupled BESS design standards typically include monitoring equipment,

cooling units, active exhaust venting, multiple fire detection units including gas/heat/smoke detectors, and fire safety systems, which adequately address fire risk associated with the unit. (Fire risk and associated design requirements are addressed further in the Fire Safety Section.) AC-coupled BESS units typically require their own inverters on their own skid.

FIGURE 9: BATTERY ENERGY STORAGE SYSTEM ENCLOSURE

However, some equipment associated with the BESS (e.g., inverters, auxiliary transformer to control the HVAC system) may be adjacent to the enclosure with appropriate spacing considered for O&M access and fire safety.

Because the size of each battery enclosure varies widely by manufacturer, the total number of enclosures to be installed would not be known until a manufacturer has been selected. Each BESS enclosure would house hundreds of battery modules. Typical BESS enclosures are approximately 24 feet long by 8 feet wide by 9.5 feet high; however, these dimensions can vary by manufacturer, the height is not expected to exceed 12 feet. Each BESS enclosure is typically capable of storing between 2 to 5 MWh of energy. The batteries would be charged directly from the PV solar energy generated by the Project. Energy stored in the BESS would then be discharged into the grid when the energy is needed, providing important electrical reliability

services to the local and regional area. The total land disturbance attributed to the BESS facilities under this scenario would be 25 acres, as detailed on the Project's Site Plan

The perimeter of the BESS yard would be secured with a 6 to 7-foot tall, chain link metal- fabric security fencing. If determined necessary, up to 2-foot barbed wire or razor wire may be added to the top. Controlled access gates would be located at the site entrances to the yard.

FIGURE 10: BATTERY ENERGY STORAGE SYSTEM YARD

2.3 Operations and Maintenance Building

The proposed O&M building would be approximately 3,600 square feet with a maximum height of approximately 25 feet. The single-story O&M building would contain administrative offices, parts storage, a maintenance shop, plant security systems, and plant monitoring equipment with 13 adjacent worker parking. The O&M building would have exterior lighting on motion sensors, fire and security alarms, and would comply with all applicable laws and regulations (including applicable Operational Safety and Health Act [OSHA] requirements).

The perimeter of the O&M lot would be secured with a 6 to 7-foot tall, chain link metal- fabric security fencing. If determined necessary, up to 2-foot barbed wire or razor wire may be added to the top. Controlled access gates would be located at the site entrances to the lot.

FIGURE 11: OPERATIONS AND MAINTENANCE BUILDING

2.4 Substation

The Project would also include the construction and operation of an on-site substation. The substation would accommodate a 230-kV gen-tie line, discussed in section 2.5 Transmission Generation Tie-in Line below. The substation equipment would include medium voltage (34.5 kV) to high voltage (230 kV) step-up transformer(s) with mineral oil, breakers, buswork, protective relaying, supervisory control and data acquisition (SCADA).

FIGURE 12: SUBSTATION

The substation equipment would be located within an approximately 7-acre area. The substation would be fenced for safety and security with a 6 to 7-foot tall, chain link metal- fabric security fencing. If determined necessary, up to 2-foot barbed wire or razor wire may be added to the top and designed in accordance with codes and standards applicable to Lyon County, including but not limited to IEEE (Institute of Electrical and Electronics Engineers), ANSI (American National Standards Institute), NEC (National Electrical Code), NESC (National Electrical Safety Code) the fence would be up to 7 ft heigh. However, one or more structures may be outside the fenced area for the purpose of accessing meters and control equipment. The communication system for the substation may include above- ground fiber optic cable and/or a microwave tower. If a fiber optic line is used, it would be mounted on the gen-tie line structures as one of the shield-wires.

Switching and transformer equipment and control enclosure would also be located at the substation site with a maximum height of 30 feet. The substation equipment would be designed to accommodate necessary setbacks and spacing between pieces of equipment and would include a drainage collection area consistent with local and state regulations. Transformers would be placed within a secondary containment area according to local and state regulations to prevent pollution of soil and water in the event of a spill the estimated height of the transformers is 25 feet.

FIGURE 13: SUBSTATION YARD

The substation would utilize temporary task lighting as necessary to allow inspections and provide for safe movement within the substation and inside the substation fencing. Lighting would be designed to provide the minimum illumination needed to achieve safety and security objectives and would be downward facing and shielded to focus illumination on the desired areas only. All lighting would be shielded downward to minimize contributions to sky glow. Substation lighting would be designed to minimize potential impacts on wildlife and would avoid the casting of light toward surrounding wildlife habitat or surrounding properties in the vicinity of the Project area. The substation would be enclosed by fencing consistent with National Electric Code requirements.

2.5 Transmission Generation Tie-in Line

A new 4,800 foot, 230 kV gen-tie line would be constructed to connect the Project substation to the existing Walker River Substation. Approximately 500 feet of the proposed gen-tie line would be located within the Project area, and the remaining would be located within the Walker River Substation yard, where the electricity generated by the Project can be transmitted to the electrical grid. The Project would use H-frame or single steel pole structures made of self–weathering or galvanized steel. The structures would range in height from 120 feet to 170 feet.

The design, construction, operation, and maintenance of the gen-tie lines will meet requirements of the National Electrical Safety Code (NESC); U.S. Department of Labor, Occupational Safety and Health Standards; and requirements for safety and protection of landowners and their property. Transmission line design will also be consistent with recommendations for reducing negative impacts of power lines on birds found in Suggested Practices for Avian Protection on Power Lines: The State of the Art in 2006 by Edison Electric Institute and the Avian Power Line Interaction Committee (APLIC) and Reducing Avian Collisions with Power Lines by the U.S. Fish and Wildlife Service and the APLIC.

2.8 Setbacks

As shown in the setback map below, the Winston Energy Project's PV array is designed to comply with Lyon County Code 15.336.09.E.3 by maintaining setbacks around the project boundary. Along the highway frontage, however, a 300-foot setback is proposed to address potential visual and community character concerns. While Lyon County Code 15.336.09.E.2 specifies a minimum one-half mile setback from highways or residential areas, this requirement cannot be fully met in certain parts of the project. The County Code allows for PUD-specific setbacks when they support designs that enhance efficiency and address public interests, which provides a basis for the requested variance.

For the Winston Energy Project, a reduction of the one-half mile setback is necessary along the SR-95 frontage and for two adjacent participant residential properties whose owners have consented to the project. Without these reductions, a significant portion of the PV array would be impacted, making the project infeasible. Further justification for the reduced setback is provided below:

- Optimal Location for Energy Development: The site benefits from partial industrial zoning, immediate adjacency to Nevada's largest energy hub (the Walker River Substation), and proximity to compatible uses such as the Wabuska geothermal facility and the proposed Monarch Data Center.

- Site Expansion and Timing: Portions of the original 2022 CUP site were lost to the NV Energy Walker River Substation project, requiring the acquisition of additional lands in 2023 and 2024—well before Lyon County adopted the one-mile setback requirement in July 2025. The project also reserves land for continued maintenance and access for the Walker River Irrigation District facilities.

- Compliance for Major Infrastructure: The one-half mile setback will still apply to the project's Battery Energy Storage System (BESS) and substation, which are the primary infrastructure elements. Only the PV array would be located within the reduced setback, and the panels are low-profile, low-visibility, low-noise, and low-hazard.

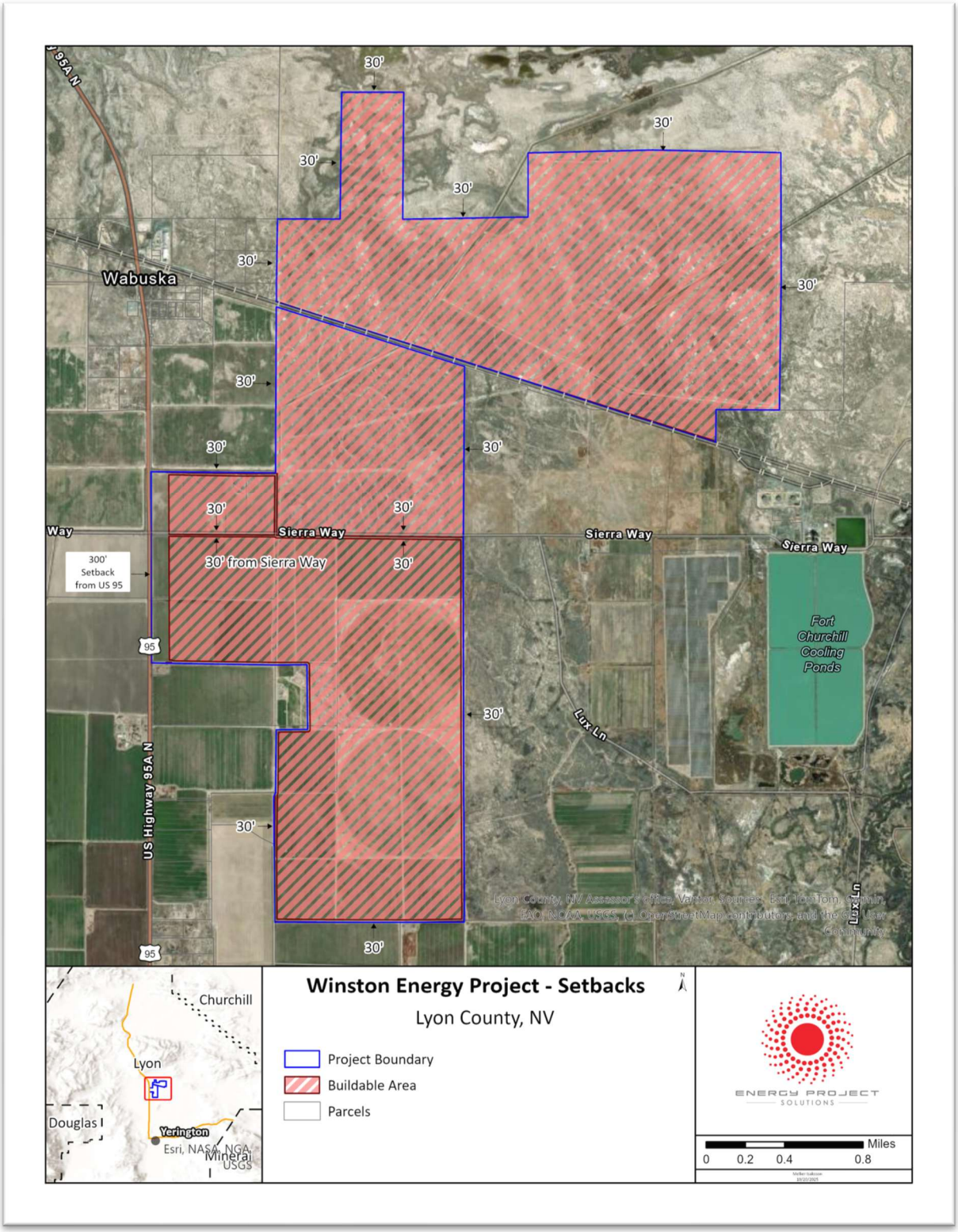
- Mitigation Measures: Along SR-95, the project proposes a 300-foot setback enhanced with visual screening and community character improvements, including retention of the existing drainage feature, planting of cottonwood trees, and installation of a landscape screen of native, low-water-demand vegetation.

The requested variance is critical due to the project's unique configuration, which cannot accommodate a 400 MW solar facility under the current one-half mile setback. Additional usable acreage is needed to support the full PV array, associated infrastructure, access roads, and interconnection facilities.

Non-participating residences are located immediately adjacent to the PV array, with the closest residence approximately 1,400 feet from the project boundary and if needed the project is committed to mitigating potential visual impacts.

The project aligns with the 2020 Lyon County Master Plan, which designates the area for partial industrial use, and is consistent with existing and planned utility infrastructure in the vicinity. Granting the setback variance enables a flagship energy project that enhances Lyon County's role as a hub for energy innovation, supports economic development and increased tax revenue, and promotes environmental stewardship, without setting adverse precedent or causing public harm.

FIGURE 14: SETBACK



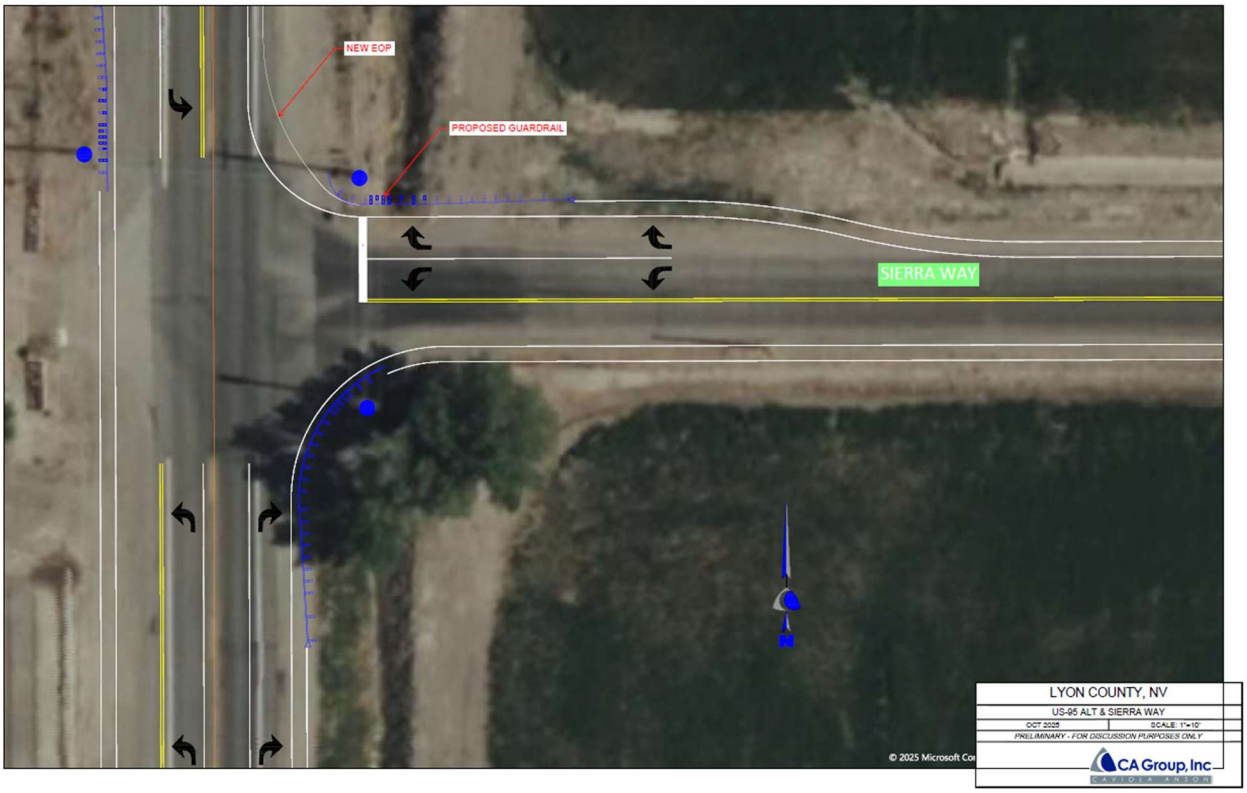
3. Transportation and Circulation

3.1. Site Access

The Project would require vehicular access during construction, operation, maintenance, and decommissioning. An existing public road, Sierra Way, would be used to provide access to the Project site from SR-95. A limited number of access points along Sierra Way would be established for the project which provide entry to the site internal access road network . The access will be used to accommodate equipment deliveries, the construction workforce, and ultimately, the operational needs of the Project.

Construction traffic which primarily consists of construction workers and truck deliveries will necessitate traffic management at the intersection of SR-95 and Sierra Way. This management could be in the form of temporary measures such as temporary signage, flaggers, and a temporary signal. Permanent improvements to the intersection may also be considered such as the installation of turn lanes on SR-95. A traffic management plan will be developed in coordination with the County and NDOT and will be required to the satisfaction of Lyon County prior to the start of significant construction activities for the project.

FIGURE 15: US-95 & SIERRA WAY INTERSECTION



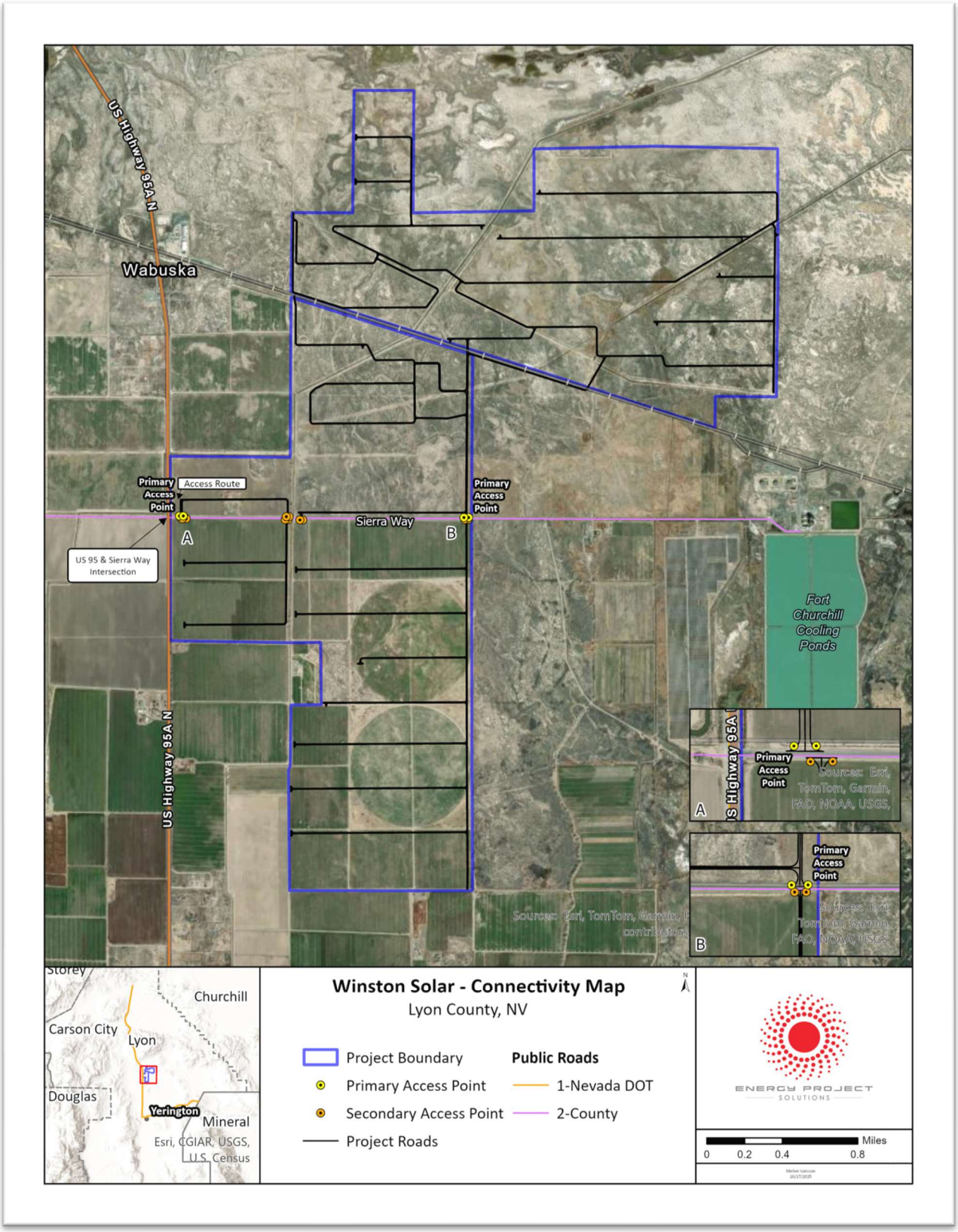
3.2. Internal Access

Internal gravel roadways would be developed throughout the Project area and would take access from Sierra Way. The internal roadway sections would include two travel lanes and would be approximately 20 to 24-feet wide to facility Project vehicles. The Applicant would maintain the internal roads throughout the life of the Project. The Project would require construction of approximately 24 miles of internal access roads. If necessary, water may be applied to work surfaces to aid soil compaction and for dust control. An estimated 150 to 250 acre feet of water would be needed for dust control during Project construction, which is substantially less than the water rights authorized for the properties comprising the Project area.

3.3 Access for other uses.

Access for existing and proposed infrastructure with the project site would also be maintained. This includes the Walker River Irrigation District, railroad, gas pipeline, and NV Energy facilities. As feasible and appropriate, the project will also accommodate access for other adjacent uses.

FIGURE 16: CONNECTIVITY MAP



4. Public Safety

4.1 Project Fire Protection Planning and System

While there is limited potential for wildfire at the Project site, the Applicant would coordinate with the Mason Valley Fire Protection District and other applicable entities, as appropriate, to define measures to mitigate the risk of fire throughout the life of the Project. During Project operation, one or more aboveground water storage tank(s) would be installed on-site, if as required by the Fire Protection District. The tank(s) would be sized to meet the County requirements to supply sufficient water to contain a fire in the event of one taking place and prevent it from propagating across the site. Additional fire protection measures within the O&M building may be included based on collaboration with the Mason Valley Fire Protection District or Lyon County.

The Project's BESS would include self-contained enclosures would have its own fire detection system, which would comply with all local and federal fire code requirements. Each BESS enclosure would include multiple sensors for fire detection or an external fire detection system using infrared sensing capabilities. Additionally, the Project would have a fire alarm control panel located at the site entrance to alert local fire authorities remotely and on the panel itself of any trouble on site. The Project would use battery storage systems that are compliant with the following codes and standards:

- NFPA 855 – Standard for the Installation of Stationary Energy Storage Systems
- NFPA 70 - National Electric Code
- NFPA 72 – National Fire Alarm and Signaling Code
- UL 1973 – Standard for Safety: Batteries for Use in Stationary and Motive Auxiliary Power Applications
- UL 9540 - Standard for Safety: Energy Storage Systems and Equipment
- UL 1741 – Standard for Safety: Inverters

This includes the completion of Large Scale Fire Testing. Large Scale Fire Testing provides empirical data on the risk of fire propagation should a thermal runaway take place. To pass this test the BESS supplier must demonstrate that a fire in one enclosure will not cause thermal runaway to spread into adjacent enclosures.

The battery system will also include explosion prevention schemes, compliant with NFPA 69.

The project would adopt a multi-layered approach to incorporate fire safety into the design, implementation, and operation of energy storage assets. The following strategy will be employed:

- **Technology selection**. Conscious review and selection of energy storage technologies which minimize the risk and exposure of thermal events. The project would select the

technology that is more resistant to thermal runaway and propagation from a failed battery cell to its neighbors

- **Equipment qualification and vendor selection:** All major equipment would go through an exhaustive qualification process to ensure the highest safety, manufacturing, and quality standards are utilized, including strict audits of all its suppliers to evaluate their manufacturing quality and design for safety, vendor selection would require testing due diligence from BESS suppliers to ensure safety of products and completing thorough design reviews at each level of equipment used.
- **Large Scale Fire Testing:** project would require that all BESS vendors conduct large scale fire testing to assess the thermal exposure resulting from an intense fire in a BESS unit, with the aim of understanding the risk of propagation to nearby units or other exposures and require the arrangement for testing to mirror the ultimate installation setup of the BESS, along with any ancillary equipment.
- **Site level design strategies:** Design that minimizes risk of a thermal event, restricts propagation, and supports first responders, following UL and NFPA standards.
- **Training:** Review of all processes for safe operations prior to implementation, and coordination with Mason Valley Fire Protection District as the local first responders to ensure proper training to deal with an event, should one occur.
- **Operations & Maintenance:** Strictly adhering to all maintenance requirements prescribed by equipment suppliers.

Moreover, the project will develop and implement a comprehensive Risk Assessment that would include the engagement of an independent Fire Protection Engineer, with the following deliverables:

- **Hazard Mitigation Analysis (HMA):** systematic method that would identify potential failure modes, causes and effects, and develop mitigation solutions.
- **Failure Mode and Effects Analysis (FMEA):** identifying the ways, or modes, in which something might fail where any errors or defects and studying the consequences of those failures.
- **Fire Risk Assessment (FRA):** identification of potential hazards and risks and recommendations on how to reduce or remove the identified fire risks.
- **Plume Study:** Analysis of the gases emitted from a fire should one occur and the identification of routes that such gases would follow.

4.2 Fire and Emergency Services

To ensure safety for site personnel, communities, and first responders Emergency Preparedness and Response Procedures Plans (EPRP) would be created and adapted to reflect the unique characteristics of project such as the selected technology, specific fire risks and the local regulatory requirements of Lyon County and the Mason Valley Fire Protection District.

The development of the EPRPs will follow this strategy:

- **Coordination and project familiarization:** Project would coordinate with first responders to build familiarity with the layout, equipment, and fire risks specific to the Winston Energy Project, making sure responders understand the potential hazards of the BESS when developing effective response protocols.
- **Joint Development of Emergency Procedures:** This includes fire containment strategies, proper safety perimeters, firefighter entry limitations near energized equipment, and protocols for safely isolating battery and storage systems.
- **Pre-incident Training:** Comprehensive training tailored to the BESS facility will be provided to emergency responders as outlined in similar projects, covering key topics such as thermal runaway management and hazard identification. This ensures responders are equipped and prepared to tackle unique risks related to lithium-ion battery fires.
- **Battery Energy Storage System Safety:** The plan will incorporate fire protection systems designed specifically for the safe operation of lithium-ion batteries. This includes advanced smoke, heat, and gas detection technologies.
- **Comprehensive Emergency Procedures:** The EPRP will outline actions for onsite personnel during fire-related events, prioritizing safety, accountability measures, evacuation, and coordination with offsite responders, a copy if the EPRP will be supplied to the Mason Valley Fire Protection District,
- **Strategic Fire Response:** Emergency protocols will reflect methodologies proven effective for mitigating battery fires, including measures to minimize risks associated with thermal runaway, electrical shock hazards, and structural fire propagation.
- **Site integration and situational awareness tools**: Real-time monitoring systems such as thermal cameras, gas detection devices, and expert-driven onsite integration will be incorporated into incident management. Decision trees will be available to responders for rapid assessment and customized reactions.
- **Onboarding Fire Safety Training:** All project personnel will undergo the proper training on how to respond in the case of an incident including a safe shutdown of the plant and evacuation of the facilities.

4.3 Police Services

Law enforcement at and around the project site would be served by the Lyon County Sheriff. Energy projects have very little demand for law enforcement. Security at the site is achieve primarily through design and structural means in compliance with NERC requirements.

4.4 Spill Prevention and Control

Project construction activities would involve the use of fuels and greasers to ensure construction equipment is sufficiently maintained and operational. Such substances may be stored in temporary aboveground storage tanks or sheds located on the Project site. The fuels stored on site would be in a locked container within a fenced and secure temporary staging area.

The small quantities of substances to be stored at the Project site during construction would include fuels, oils, and chemicals required for equipment and facilities maintenance. These materials would be stored in their appropriate containers in an enclosed and secure location, such as portable outdoor hazardous materials storage cabinets equipped with secondary containment to prevent contact with rainwater. The portable chemical storage cabinets may be moved to different locations around the site as construction activity locations shift. The chemical storage area would not be located immediately adjacent to any drainage. Disposal of excess materials and waste would be performed in accordance with local, state, and federal regulations; excess materials/waste would be recycled or reused to the maximum extent practicable.

If quantities exceed regulatory thresholds, the Applicant would ensure that storage is undertaken in compliance with the Spill Prevention, Control, and Countermeasure Rule and a Hazardous Materials Business Plan, which would be developed prior to construction. The use, storage, transport, and disposal of hazardous materials used during Project construction would be carried out in accordance with federal, state, and county regulations. No extremely hazardous substances are anticipated to be produced, used, stored, transported, or disposed of during construction. Material safety data sheets for all applicable materials would be made readily available to on-site personnel. Construction materials would be sorted on site throughout construction and transported to appropriate waste management facilities. Recyclable materials would be separated from non-recyclable items and stored until they could be transported to a designated recycling facility.

5. Public Infrastructure, Services, and Utilities

5.1 Water Supply

Water consumption for the Project will be divided between construction and operational activities, with the highest use occurring during construction. Water for construction activities, primarily for dust control, will be sourced from an on-site well. During operations, potable water may be provided by the County (if service is available), sourced from an on-site well, or stored in a 15,000-gallon storage tank on-site.

Additionally, non-potable water storage tanks required for fire department use may also be installed on-site as per NFPA requirements. Overall, water consumption during the peak construction period will remain significantly below the total water rights authorized for the properties within the Project area. No water will be used for panel washing.

5.2 Sewer Service

The project plans to utilize an on-site septic tank to manage wastewater, providing a reliable and self-contained solution. By relying on this system, the project can ensure proper sanitation, environmental compliance, and uninterrupted operations throughout the construction period.

5.3 Walker River Irrigation District

The Project site includes irrigation canals that cross the proposed boundary. These canals are managed by the Walker River Irrigation District (WRID). The Project team has been in ongoing coordination and communication with WRID to identify the canals and understand the District's needs and requirements.

Prior to applying for any mass grading or building permits, the Project will obtain WRID's approval for the development and improvement plans. These plans will ensure that the Wabuska Drain continues to fulfill its primary purpose, provides WRID with the necessary easements for maintenance access, and ensures that any proposed improvements do not interfere with WRID's infrastructure or maintenance activities.

5.4 Nevada Energy

The project has obtained a Letter of Intent to Serve from NV Energy, confirming their commitment to provide electrical service to the project site. A copy of this letter has been included in Appendix I.

5.7 Communications

The project intends to use a satellite provider to supply both internet and phone services, ensuring reliable communication capabilities even in remote or undeveloped areas where

traditional infrastructure may be limited or unavailable. By relying on satellite technology, the project can maintain consistent connectivity for operations, data transmission, and coordination among team members.

6. Agency Coordination/Permitting

6.1 County

6.1.1 Conditional Use Permit (CUP)

Lyon County has previously issued a Conditional Use Permit (CUP) for the Winston Energy Project, which includes approval for a Operations & Maintenance (O&M) building, collection lines and up to 200 megawatts of photovoltaic (PV) solar panels within a 1,712-acre project boundary. From this point forward, the BESS, O&M building, collection lines, and PV solar panels will collectively be referred to as the project components. The findings from the 2022 CUP are provided below along with a summary of how the Winston Energy Project will comply with the findings.

A. The proposed use at the specified location is consistent with the policies embodied in the adopted master plan and the general purpose and intent of the applicable district regulations;

- The Winston Energy Project is located within an established Industrial and Rural Residential zone identified in the Land Use Plan, ensuring compatibility with surrounding uses.
- The Winston Energy Project is located directly adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation), reducing the infrastructural demand, resources impacts, and visual contrast associated with transmission infrastructure.
- The development of project components will provide sustainable renewable energy resources to Nevada's Energy's transmission system, serving both Lyon County residents, and residents throughout the state.
- The development of renewable energy resources in the region will contribute to the long-term resilience of Nevada's energy infrastructure by diversifying the state's energy resources.
- Unlike fossil fuel development, solar PV facilities require minimal water for operation. Water conservation is especially critical in Lyon County, where water resources are scarce, and better utilized for agricultural purposes.

- The proposed solar arrays will be installed in a manner that allows for the preservation of native vegetation and maintenance of existing soil integrity.
- By generating electricity from sunlight, solar facilities produce no air pollutants or greenhouse gases during operation, offering a clean alternative to fossil fuels. Their success demonstrates the viability of renewable energy, attracting investment, supporting policy goals, and encouraging broader adoption of low-emission technologies across the energy sector.

B. The proposed use is compatible with the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way (ROW) to mitigate development related adverse impacts, such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods;

- The Winston Energy Project will be located within the Heavy Industrial – Suburban (HI-S) and Rural Residential 20 Acre Minimum (RR-20) zone districts, which are located in Lyon County's Suburban and Residential Character Districts, respectively.
- The BESS and Substation are located near the center of the Project area to minimize visual and noise impacts to surrounding uses.
- Existing infrastructure is sufficient to accommodate construction traffic for project components.

C. The proposed use incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to mitigate the development impacts;

- Access to the project site will be limited to Winston FC Solar, LLC personnel during construction hours.
- During the typical construction schedule of the project, no access restrictions are expected to be in place. However, when oversized loads are delivered to the site, flaggers are expected to temporarily stop/slow the traffic while assisting these vehicles in entering and exiting the site via US-95A/Sierra intersection.
- Proposed roadway improvements range from installing a southbound left turn lane on US-95A at Sierra, a northbound right turn lane on US-95A at Sierra,

installing right and left turn lanes on Sierra, and an accel lane on US-95A in the northbound direction at Sierra.

- Proposed traffic control devices range from construction signs installed on the sign posts, changeable message signs that could be installed on either side of Sierra Way on US-95A, temporary traffic signal at the intersection of US-95A and Sierra Way and flaggers that could assist during movement of oversized loads delivering equipment to the site.

D. The proposed use incorporates features to address adverse effects, including visual impacts and noise, of the proposed conditional use on adjacent properties;

- The Winston Energy Project is located directly adjacent to the Walker River Substation (f.k.a. Fort Churchill Substation), reducing the infrastructural demand, resources impacts, and visual contrast associated with transmission infrastructure.
- The Project's solar arrays are setback at least 300 feet from neighboring public ROWs including U.S. Alt 95 and Sierra Way, while larger Project components including the BESS and Substation are located near the center of the Project area to minimize visual and noise impacts to surrounding uses.
- Project's boundary, further minimizing the potential for conflicts with neighboring residents. Finally, the Project was intentionally located adjacent to other industrial uses to minimize impacts to other land use types. Neighboring industrial uses include the Walker River Substation, railroad corridor, and the Lux Solar Center.
- The Winston Energy Project operations require minimal nighttime lighting, and all light fixtures will be shielded and use downward-facing fixtures to prevent light pollution. Since solar energy is generated during daylight hours, the site remains largely inactive at night, preserving the natural night environment and reducing impacts on nearby communities and wildlife.

E. The proposed conditional use complies with all additional standards imposed on it by the particular provisions of this chapter and all other requirements of this title applicable to the proposed conditional use and uses within the applicable base zoning district, including but not limited to, the adequate public facility policies of this title; and

- The Winston Energy Project commits to complying with all standards and requirements that are imposed under this chapter, the findings of the CUP, and other standards and requirements that are included in the Planned Unit Development application and Planned Unit Development Handbook for the Project.

F. The proposed conditional use will not be materially detrimental to the public health, safety and welfare, and will not result in material damage or prejudice to other properties in the vicinity.

- The facility's clean and quiet operation avoids conflicts with nearby land uses and contributes to a safe, orderly industrial environment.
- The Project will not produce waterborne pollutants, protecting surface and groundwater resources, and supports water quality goals.
- Solar energy facilities do not emit air pollutants or greenhouse gas during operation, directly contributing to improved air quality.
- The project includes a fence around all project components ensuring public safety.
- The nearest residential structure is approximately 1,400 feet away from the southern Project's boundary, minimizing the potential for conflicts with neighboring residents.

If the project proposes additional structures such as substations transmission lines, O&M buildings, additional solar panels/generation, or expands the project boundary, a new or modified CUP and additional public hearings would be required. In addition to the CUP, the Project will also require building permits, encroachment permits for driveway cuts affecting public rights-of-way, and other applicable discretionary and non-discretionary permits.

6.2 State

6.2.1 Nevada Department of Transportation (NDOT)

The project will coordinate with NDOT to identify if the project is expected to exceed the threshold that would trigger a Traffic Impact Study (TIS), in the case that NDOT deems that the project exceeds such threshold the project would coordinate with NDOT to review and approve the basis of the report and the, temporally and permanent mitigation measures, mitigation measures required by NDOT would be implemented before construction start.

6.2.2 Nevada Division of Environmental Protection NDEP

The Nevada Division of Environmental Protection (NDEP), Bureau of Water Pollution Control, will require a water pollution control permit for the Project. Based on the scope of the Project, it will also require an NDEP Construction Stormwater General Permit. This permit is mandatory for projects that disturb more than one (1) acre of land during construction, among other requirements.

Before filing a Notice of Intent (NOI) with NDEP, a Stormwater Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP will include, among other things, the identification of a team responsible for overseeing compliance with the permit requirements.

Additionally, the Project will likely need a Surface Area Disturbance (SAD) permit, as it is expected to disturb more than five (5) acres for purposes unrelated to agriculture.

Coordination with NDEP will be necessary to ensure the Project complies with applicable environmental standards for air, water, and land. According to the Lyon County Planning Department, NDEP approval and all required permits must be obtained and submitted during the later stages of the Project, prior to the beginning of construction.

6.2.3 Public Utilities Commission of Nevada (PUCN)

The Project falls under the scope of the Utility Environmental Protection Act (UEPA), which addresses environmental considerations related to the construction of utility facilities, administered and enforced by the PUCN.

The Project qualifies as a utility facility under UEPA because its generation component exceeds the nominal nameplate generating capacity of 70 MW. According to statute, a UEPA construction permit must be issued by the PUCN before construction can commence. The Project's application for a UEPA permit was approved on July 29, 2025.

As part of the UEPA permitting process, the Project was also required to submit a notice to the Nevada Department of Wildlife (NDOW) and provide a $10,000 deposit to conduct a NDOW site survey. This notice and deposit were submitted to NDOW on March 15, 2023, and the notice was included with the Project's UEPA application to the PUCN.

7. Phasing/Implementation

7.1 Project Approvals

7.2 Construction

Project construction is anticipated to begin in Quarter 1 of 2027, with commercial operations anticipated to commence in Quarter 4 of 2028. Construction of the Project is expected to occur over 18-24 months and would consist of several phases, including mobilization and staging, improvements to access roads, PV facility construction, BESS construction, gen-tie line construction, demobilization of equipment and staging areas, and interim site reclamation.

7.2.1 Construction Workforce

The projected construction work force discussed below includes all personnel required to complete construction of the Project including overall Project and site management, laborers, skilled craft, and startup personnel. The Project's construction workforce is expected to consist of approximately 350 to 450 personnel during peak construction activities and would include both construction workers and support personnel, such as surveyors and project managers. Up to 350 workers are expected to work on the site at its peak. This peak usually occurs during panel installation which can last up to 6 months. Prior to this peak period, there is an approximate 6 month period of site preparation when the workforce is about 50% of peak. After the peak period, the work force quickly ramps down to about 25% of the peak for the final 6 months of the project construction.

Skilled craft and laborers would be drawn from the local area, while construction management and startup functions would be provided by relocated personnel from the Applicant's designated engineering, procurement, and construction (EPC) contracting firm.

7.2.2 Site Preparation and Grading

Site-preparation activities would include surveying, vegetation clearing and grubbing, and grading. Prior to the initiation of any construction, the necessary permits would be obtained.

Vegetation clearing and grubbing for the Project would commence immediately prior to the beginning of construction activities, to minimize the potential for soil erosion. Vegetation would be permanently cleared from roadways, access ways, and at inverter equipment, substation, BESS, and O&M building locations. Within the solar PV facility, native vegetation would be left in place to the extent practicable, with some mowing and selective trimming as needed to create a safe work environment and avoid interference with the movement of the solar panels. Prior to construction, vegetation throughout the solar array areas would be mowed to a height of 18

inches leaving the roots intact to facilitate regrowth during operations. Construction equipment may drive over and crush the vegetation during installation of the arrays.

Following initial site preparation and vegetation removal, grading would be completed with the use of standard heavy equipment, such as bulldozers. Grading activities would conform to accepted slope stability requirements and all Nevada Division of Environmental Protection (NDEP) best management practices (BMP).

The proposed improvements for the facility would be constructed at existing grade where possible. Within the Project area, some grading would be required to accommodate the substation, O&M building, BESS enclosures, internal roads, electrical equipment pads, and where the PV module support foundations are driven or drilled. A small, graded pad may be required within each solar array to accommodate the associated inverter and transformer, or they could be installed on driven piers. Additionally, excavation would be required for trenches for electrically connecting some of the equipment on site. Following construction, all underground trenches would be filled with native soils and/or imported fill and compacted.

A Fugitive Dust Control Plan to reduce fugitive dust during grading would be prepared prior to construction.

7.2.3 Construction Sequencing

Construction activities would occur over an 18-24 month period and would include the following phases and sequencing:

- **Fencing** – Permanent exterior fencing would be installed.
- **Clearing** – Vegetation removal for installation of the solar facilities would be completed only as necessary in advance of equipment installation. Clearing would be conducted to minimize the amount of disturbed ground surface at any one time.
- **Site Grading** – Because of the relatively flat topography at the site, relatively minimal volumes of soil would be moved for grading, however, minor grading activities may be required for the development of substation, O&M building, BESS enclosures, internal roads, electrical equipment pads, and other ancillary equipment
- **Parking and Laydown** – Parking areas for construction workers and laydown areas for construction materials would be prepared inside the Project area. Detailed information regarding the location of the laydown and parking areas for the Project would be developed after an EPC is hired to construct the facility.
- **Site Roads** – The internal site roads would be constructed in phases throughout the construction period. All internal access roads would be maintained throughout the life of the Project.

- **Foundation Construction** – Foundations for the substation, inverters and transformers, O&M building, and BESS enclosures would be constructed, and may require some earthen fill.
- **Solar Array Installation** – The solar arrays are installed first by driving piles (including pre-drilling if required by site soil conditions). The tracker is then attached to the piles and then the PV modules (panels) are attached to the tracker. Generally, at the same time the substation equipment, inverters, and BESS are installed. This also includes running cables between all equipment. Cables between the PV panels and inverter are commonly routed through hangers or trays. Cables from the inverters to the substation would be underground (installed by trenching, laying the cable, and backfilling).
- **BESS installation** – Grade the pad, install the foundation, set the BESS and exterior electrical equipment, run conduit and wiring between the equipment, trench to the substation, and test/commission the BESS once the grid requirements have been met.
- **Gen-tie Construction** – Structure assembly and conductor installation would be performed from the Project substation to the Point of Interconnection (POI) at Walker River Substation.
- **Testing and Commissioning** – Testing of subsystems would be conducted as they are completed. Modules would be tested once all supporting subsystems are installed and tested.
- **Site Stabilization/Reclamation** – Disturbed areas would be stabilized during construction to minimize wind and water erosion and fugitive dust by watering and/or use of dust palliatives. Cleared and graded surfaces that would not be subject to future disturbance would be restored.
- **Demobilization** – Any temporary fabrication and construction facilities would be removed from the site once construction is complete.

7.3 Operations

O&M activities would begin once Project construction is complete and the facility has been commissioned. O&M activities associated with the Project would be minimal. The Project would be expected to collectively require up to 12 personnel, including both full-time employees and contractors throughout the operational life of the Project. Maintenance and administrative staff would typically work 8-hour days, Monday through Friday. During periods when non-routine maintenance or major repairs are in progress, the maintenance force could work longer hours, and contract labor could be utilized as necessary.

Long-term maintenance schedules would be developed to include periodic maintenance and equipment replacement in accordance with manufacturer recommendations. Solar panels are designed for a 40-year Project life; however, PV modules and BESS components would be replaced as necessary. Moving parts, such as motors and tracking module drive equipment would be serviced on a regular basis, and unscheduled maintenance would be conducted as necessary.

No heavy equipment would be used during normal plant operation. Operation and maintenance vehicles would include trucks (pickups, flatbeds, dump trucks), forklifts, and loaders for routine and unscheduled maintenance. Large heavy-haul transport equipment may be brought to the site infrequently for equipment repair or replacement.

Operation of the Project would only be expected to generate up to 10 to 15 round trips per day from maintenance and security personnel. Potable water may be supplied by the County (if service is available), a well, or could be stored on-site in a 15,000-gallon storage tank. Additional non-potable water tanks for fire department use may also be stored onsite per NFPA requirements.

O&M activities associated with the Project would require the use of standard traffic and safety signage on-site. Traffic and/or safety signs may be placed on the Project site as required to ensure safe use of the roadways and access to the facility. Traffic and safety signage would be maintained as part of the overall Project operation.

7.4 Project Decommissioning and Reclamation

The Project has an anticipated operational life of up to 40 years, after which the Project proponent may choose to update site technology and recommission, or to decommission the site and remove the systems and their components. All decommissioning and restoration activities would adhere to the requirements of the appropriate governing authorities and in accordance with all applicable federal, state, and County regulations. At the end of the proposed Project site's operational term, the applicant may determine that the proposed Project site should be decommissioned and deconstructed, or it may seek an extension of its permits. Because the PV arrays' supporting equipment would sit on the surface of the land, the land would be largely unaltered from its natural state when the arrays are removed after the proposed Project's lifetime. The Applicant would work with the County to comply with the local regulations and requirements to ensure the decommissioning of the proposed Project site after its productive lifetime. The Project would use BMPs to ensure the collection and recycling of materials and to avoid the potential for modules and batteries to be disposed of as municipal waste.

Appendix

Appendix A – PUD Justification
Appendix B – ALTA and Title Reports
Appendix C – Project Legal Description and Vesting Deed
Appendix D – Site Plan
Appendix E – Basis of Design
Appendix F – Soils Report
Appendix G – Property Tax Status
Appendix H – Visual Report/Simulation
Appendix I – Intent to Serve

SHEET INDEX

SHEET #	SHEET TITLE	REV #	REV DATE
C-000	CIVIL COVER SHEET		
C-001	CIVIL SHEET INDEX		
C-100	OVERALL EXISITNG CONDITIONS & REMOVALS		
C-150	OVERALL BUILDABLE AREA MAP		
C-200.1	OVERALL CIVIL SITE PLAN		
C-200	OVERALL GRADING & DRAINAGE PLAN		
C-201	GRADING & DRAINAGE PLAN		
C-202	GRADING & DRAINAGE PLAN		
C-203	GRADING & DRAINAGE PLAN		
C-204	GRADING & DRAINAGE PLAN		
C-205	GRADING & DRAINAGE PLAN		
C-206	GRADING & DRAINAGE PLAN		
C-300	OVERALL EROSION CONTROL PLAN		
C-500	OVERALL CUT & FILL		
C-600	SITE DETAILS		
C-601	SITE DETAILS		
C-602	SITE DETAILS		
C-603	SITE DETAILS		
C-604	SITE DETAILS		
C-605	SITE DETAILS		

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EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

PROJECT
WINSTON CONCEPTUAL DESIGN - EDF

LOCATION
**YERINGTON
LYON COUNTY, NV**

SUBMITTAL
PRELIMINARY SITE PLAN

SCALE

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY
KK/AR

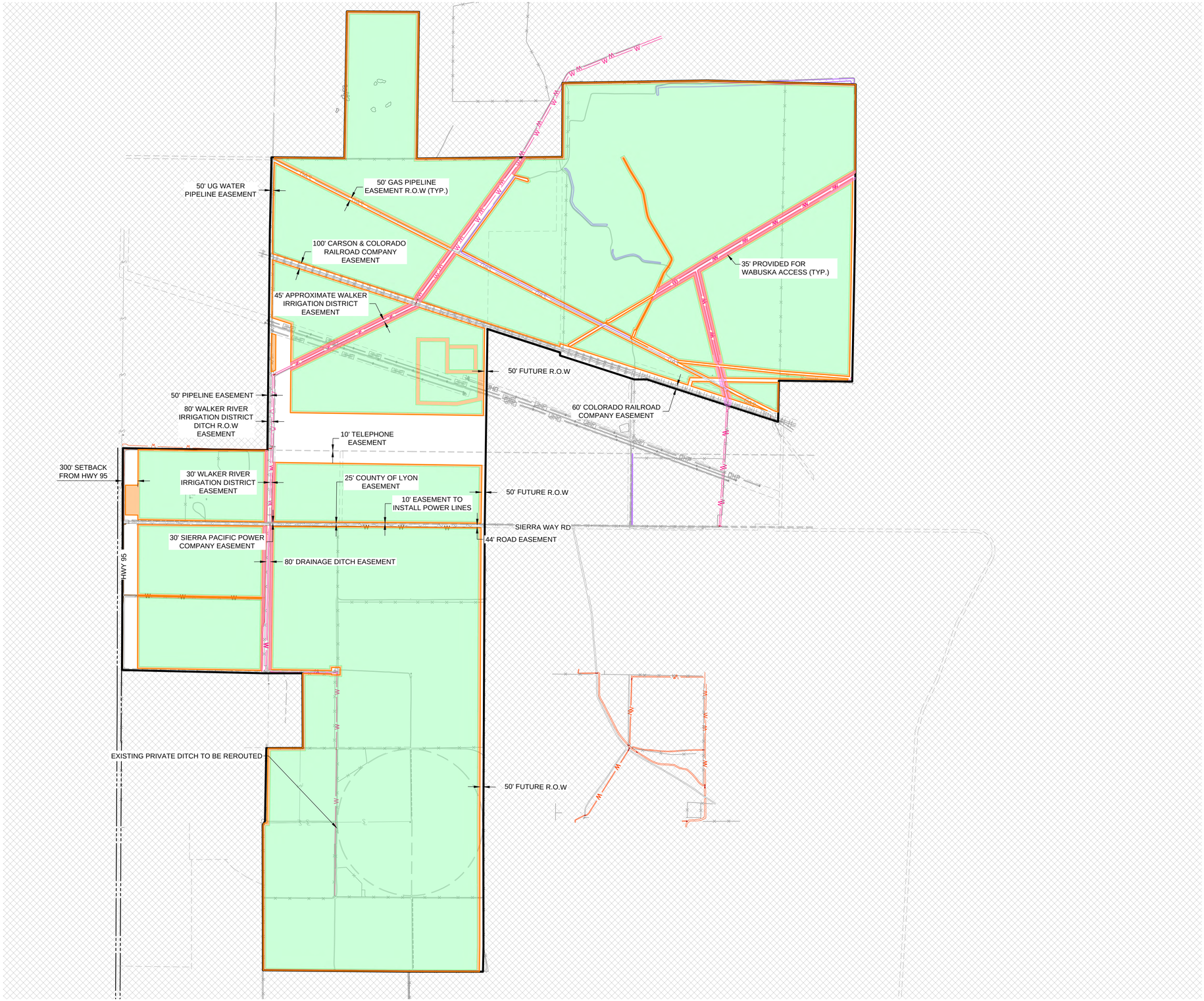
CHECKED BY
JT/EW

DATE
2025.10.17

PROJECT #
2025-141

SHEET NAME
CIVIL SHEET INDEX

SHEET NUMBER
C-001



LEGEND

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OHP — OVERHEAD POWER
- GAS — UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- W — WRID DITCH/CANAL TOP
- W — CANAL TOP
- DTCH — DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR
- MINOR CONTOUR

BUILDABLE AREA FEATURES

- BUILDABLE AREA - ELECTRICAL EQUIPMENT
- BUILDABLE AREA - CIVIL FEATURES ONLY
- PRELIMINARY DETENTION BASIN
- WABUSKA DRAIN ACCESS

BUILDABLE AREA NOTES

1. BUILDABLE AREA MAP CONSTRUCTED USING THE FOLLOWING INFORMATION:
   - 1.1. WINSTON SOLAR ALTA/NSPS SURVEY.
   - 1.2. CONSTRAINTS V20 WINSTON 20250723.
   - 1.3. BL_V20_WINSTON_20250721
2. SETBACKS PER OWNER PROVIDED:
   - 2.1. CONSTRAINTS V20 WINSTON 20250723.
   - 2.2. WINSTON SOLAR ALTA/NSPS SURVEY.
   - 2.3. DRAINAGE GUIDELINES FOR LYON COUNTY.
3. ASSUMED SETBACKS:
   - 3.1. 1' SETBACK FROM ALL EASEMENTS AND R.O.W.
   - 3.2. 300' SETBACK FROM HWY_95 - WEST.
   - 3.3. 50' SETBACK FROM CENTERLINE OF RAILROAD.
   - 3.4. 10' SETBACK FROM CANAL (ACTIVE DRAINAGE) EASEMENT.
   - 3.5. 50' SETBACK - FUTURE RIGHT OF WAY.
   - 3.6. 50' SETBACK FROM GAS PIPELINE EASEMENT.
   - 3.7. 650' NVE WORKING EASEMENT - EAST.
   - 3.8. 270' EASEMENT NVE ALTA - WEST.
4. ASSUMED OFFSETS:
   - 4.1. 35' OFFSET FROM CIVIL BUILDABLE EXTENTS TO ELECTRICAL EQUIPMENT BUILDABLE (TO ALLOW FOR FENCES, ROADS, BMPS, ETC.)
5. BUILDABLE AREA DESIGN NOTES
   - 5.1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
   - 5.2. STORMWATER DESIGN REQUIRES ADDITIONAL COORDINATION WITH LYON COUNTY AND CURRENT LANDOWNERS.

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 900 1800 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME

OVERALL BUILDABLE AREA MAP

SHEET NUMBER

C-150

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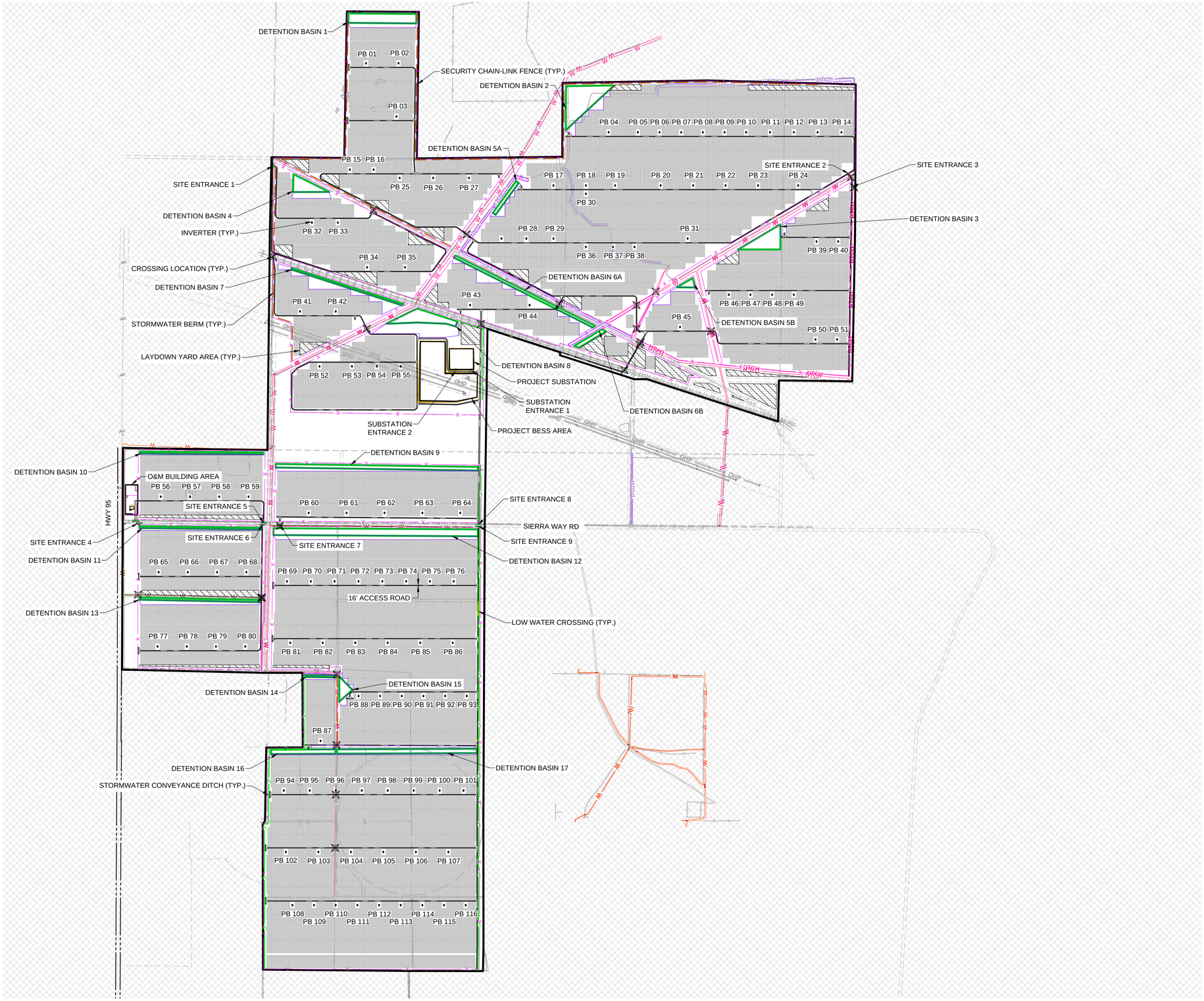

LEGEND

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OHP — OVERHEAD POWER
- GAS — UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- W — WRID DITCH/CANAL TOP
- W — CANAL TOP
- DTCH — DITCH TOP
- V-GUTTER
- WATER LINE
- WELL

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV — MV FEEDER
- DIRECTIONAL BORE
- X — CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR

SITE NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
2. TOTAL ROAD LENGTH = 23.6 MILES.
3. TOTAL FENCED IN AREA = 2091 ACRES.

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 900 1800 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY KK/AR

CHECKED BY JT/EW

DATE 2025.10.17

PROJECT # 2025-141

SHEET NAME

OVERALL CIVIL SITE PLAN

SHEET NUMBER

C-200.1

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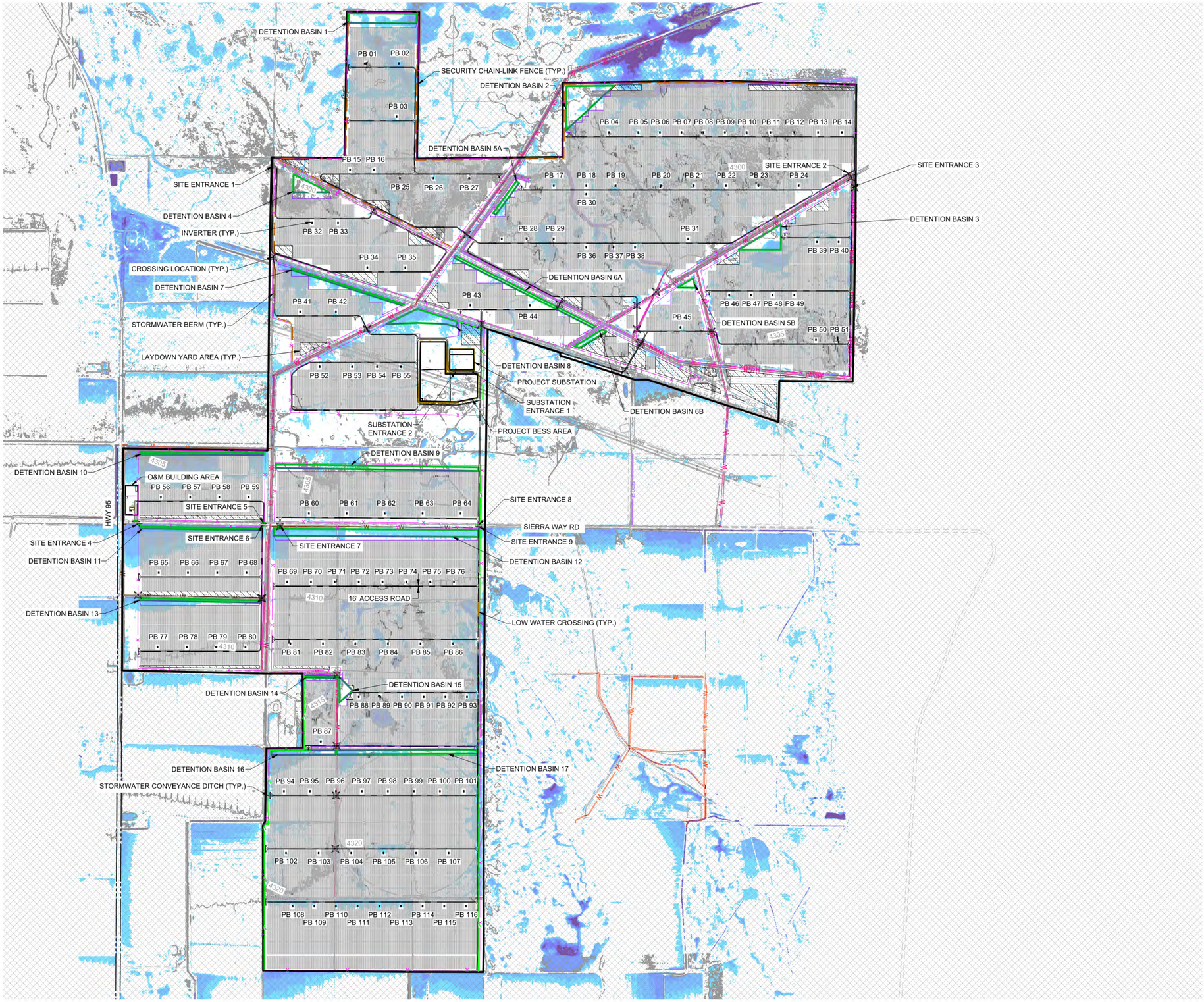

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OHP — OVERHEAD POWER
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- V-GUTTER
- WATER LINE
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PROPOSED FEATURES

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- POWER BLOCK BOUNDARY
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- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR
- MINOR CONTOUR

EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
- 0.50' - 1.00'
- 1.00' - 1.50'
- 1.50' - 2.00'
- 2.00'+

GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
2. FLOOD DEPTHS SHOWN ON THIS PLAN SET DEPICT THE 100-YEAR, 24-HOUR EXISTING CONDITIONS HYDROLOGY MODELING.
3. IF NO PROPOSED ROAD GRADING IS SHOWN, REFER TO TYPICAL SOLAR ACCESS ROAD DETAIL ON SHEET C-601 FOR ROAD GRADING DIRECTION.
4. EXISITNG NON JURISDICTIONAL DITCH & CANALS TO BE MAINTAINED AND USED AS PART OF THE STORMWATER SYSTEM.
5. REFER TO TABLE 4/C-600 FOR CROSSING INFORMATION.

EVS ENGINEERING

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

EDF

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 900 1800 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME

OVERALL GRADING & DRAINAGE PLAN

SHEET NUMBER

C-200

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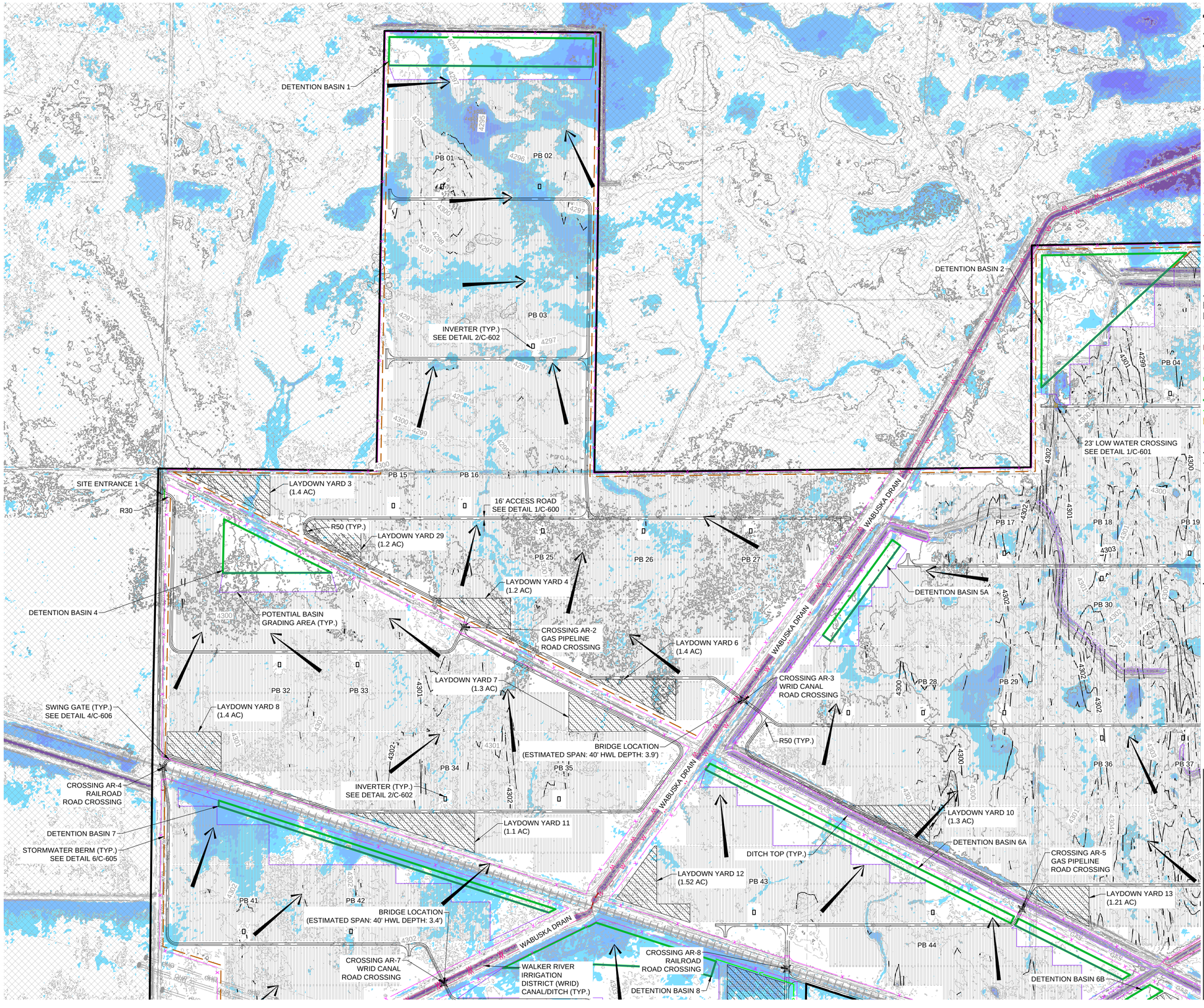

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OHP — OVERHEAD POWER
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- UNDERGROUND WATER PIPELINE
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- W — CANAL TOP
- DTCH — DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR
- MINOR CONTOUR

PROPOSED FEATURES

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- POWER BLOCK BOUNDARY
- MV — MV FEEDER
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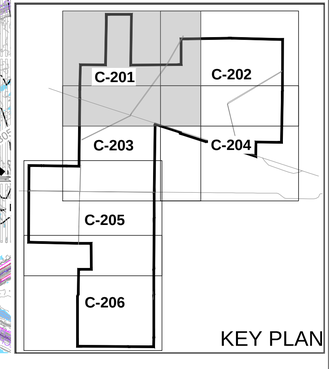
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR
- MINOR CONTOUR

EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
- 0.50' - 1.00'
- 1.00' - 1.50'
- 1.50' - 2.00'
- 2.00'+

GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
2. FLOOD DEPTHS SHOWN ON THIS PLAN SET DEPICT THE 100-YEAR, 24-HOUR EXISTING CONDITIONS HYDROLOGY MODELING.
3. IF NO PROPOSED ROAD GRADING IS SHOWN, REFER TO TYPICAL SOLAR ACCESS ROAD DETAIL ON SHEET C-601 FOR ROAD GRADING DIRECTION.
4. EXISITNG NON JURISDICTIONAL DITCH & CANALS TO BE MAINTAINED AND USED AS PART OF THE STORMWATER SYSTEM.
5. REFER TO TABLE 4/C-600 FOR CROSSING INFORMATION.



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Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

PROJECT
WINSTON CONCEPTUAL DESIGN - EDF

LOCATION
YERINGTON
LYON COUNTY, NV

SUBMITTAL
PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NUMBER
C-201

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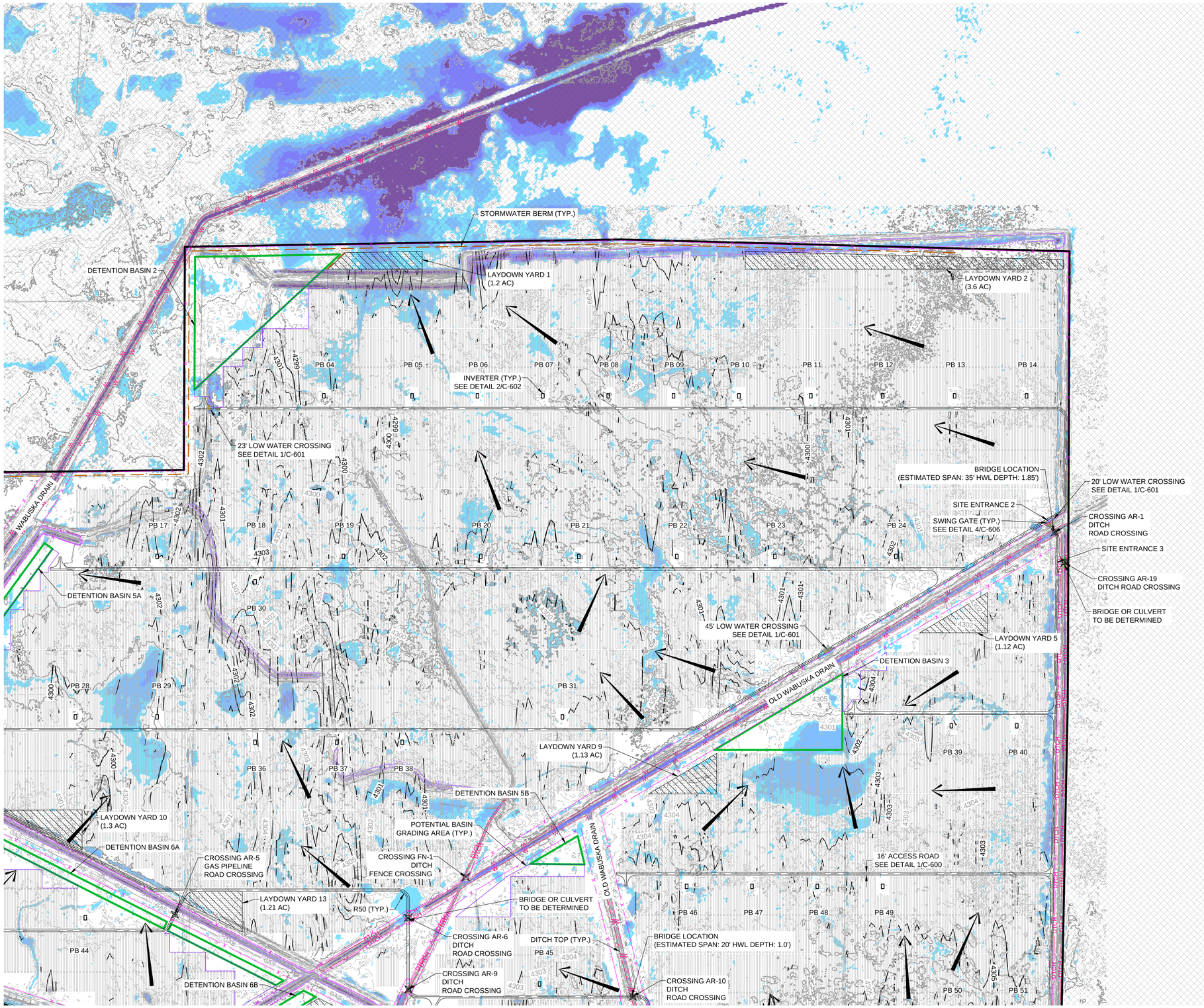

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OVERHEAD POWER
- UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- WRID DITCH/CANAL TOP
- CANAL TOP
- DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR
- MINOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV FEEDER
- DIRECTIONAL BORE
- CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR
- MINOR CONTOUR

EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
- 0.50' - 1.00'
- 1.00' - 1.50'
- 1.50' - 2.00'
- 2.00'+

GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
2. FLOOD DEPTHS SHOWN ON THIS PLAN SET DEPICT THE 100-YEAR, 24-HOUR EXISTING CONDITIONS HYDROLOGY MODELING.
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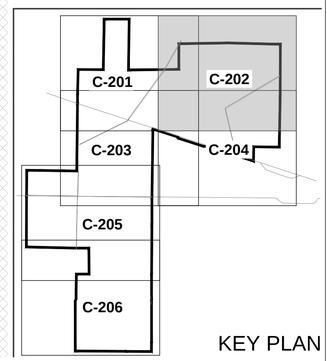
5. REFER TO TABLE 4/C-600 FOR CROSSING INFORMATION.



KEY PLAN

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

EDF

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME

GRADING & DRAINAGE PLAN

SHEET NUMBER

C-202

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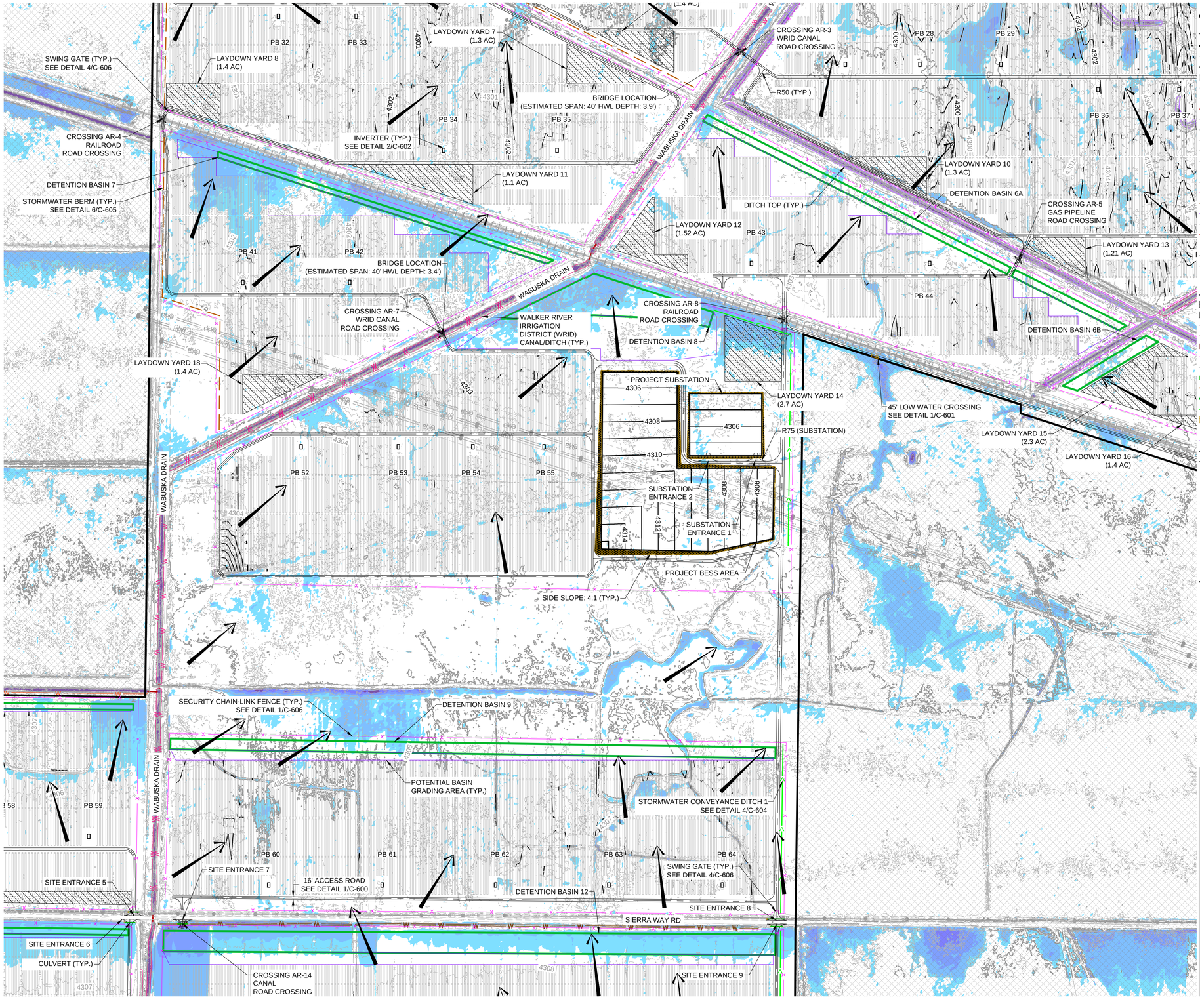

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
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- UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- WRID DITCH/CANAL TOP
- CANAL TOP
- DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR
- MINOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV FEEDER
- DIRECTIONAL BORE
- CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR
- MINOR CONTOUR

EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
- 0.50' - 1.00'
- 1.00' - 1.50'
- 1.50' - 2.00'
- 2.00'+

GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
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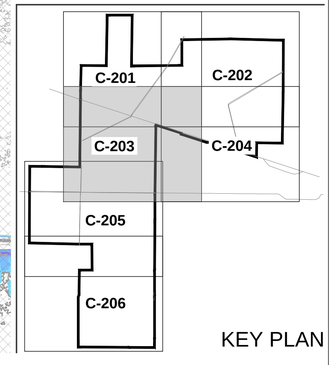

KEY PLAN

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

EDF

PROJECT
WINSTON CONCEPTUAL DESIGN - EDF

LOCATION
**YERINGTON
LYON COUNTY, NV**

SUBMITTAL
PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NUMBER
C-203

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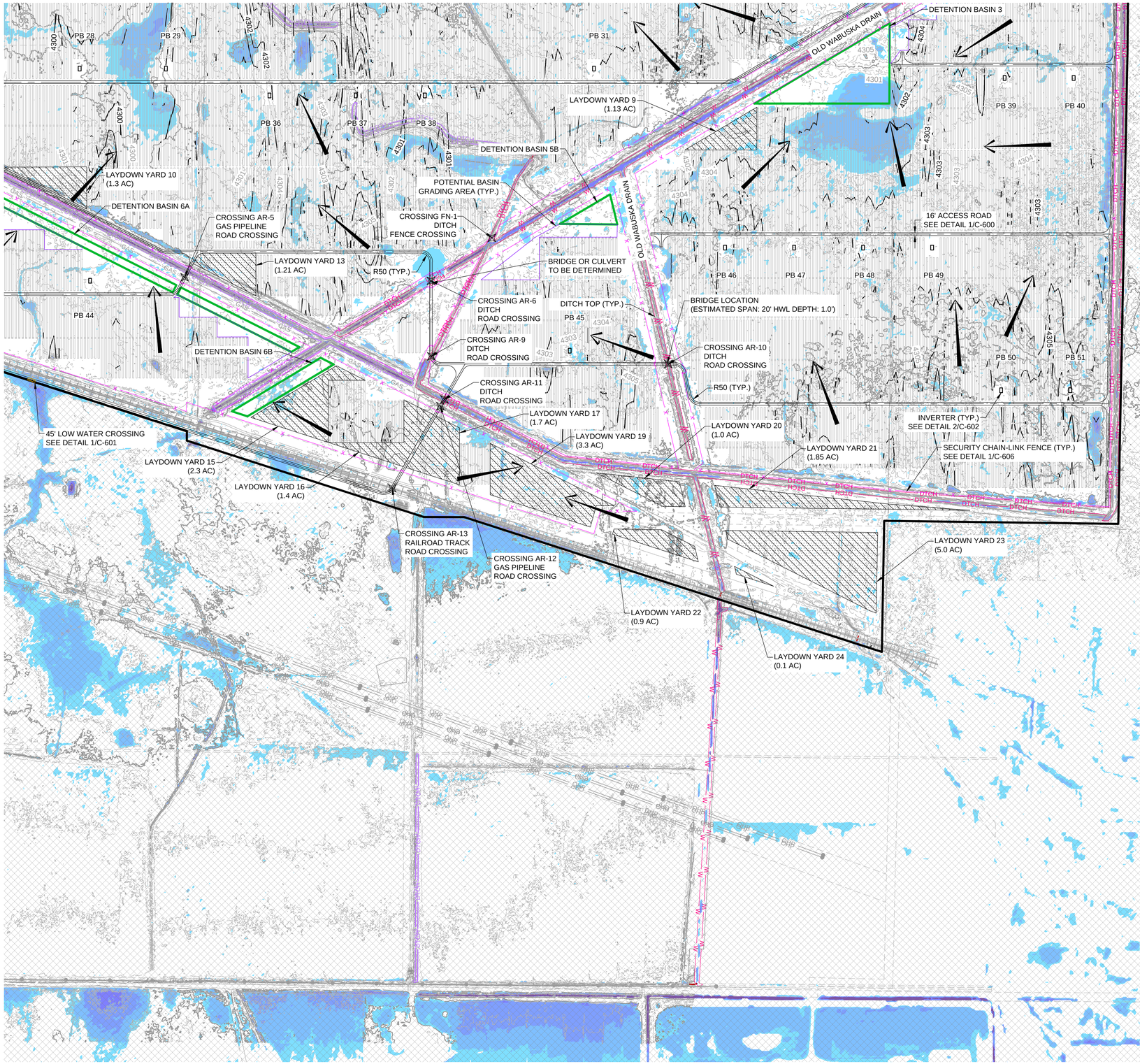

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
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- PONDING FEATURES
- OVERHEAD POWER
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- RAILROAD TRACKS
- WRID DITCH/CANAL TOP
- CANAL TOP
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- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR
- MINOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV FEEDER
- DIRECTIONAL BORE
- CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
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- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
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EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
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- 1.00' - 1.50'
- 1.50' - 2.00'
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GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
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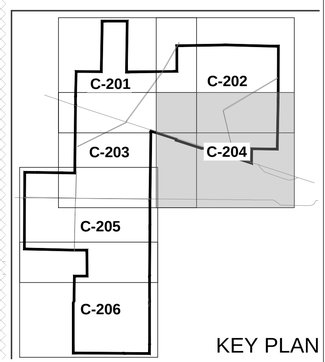

KEY PLAN

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10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

PROJECT
WINSTON CONCEPTUAL DESIGN - EDF

LOCATION
YERINGTON
LYON COUNTY, NV

SUBMITTAL
PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NUMBER
C-204

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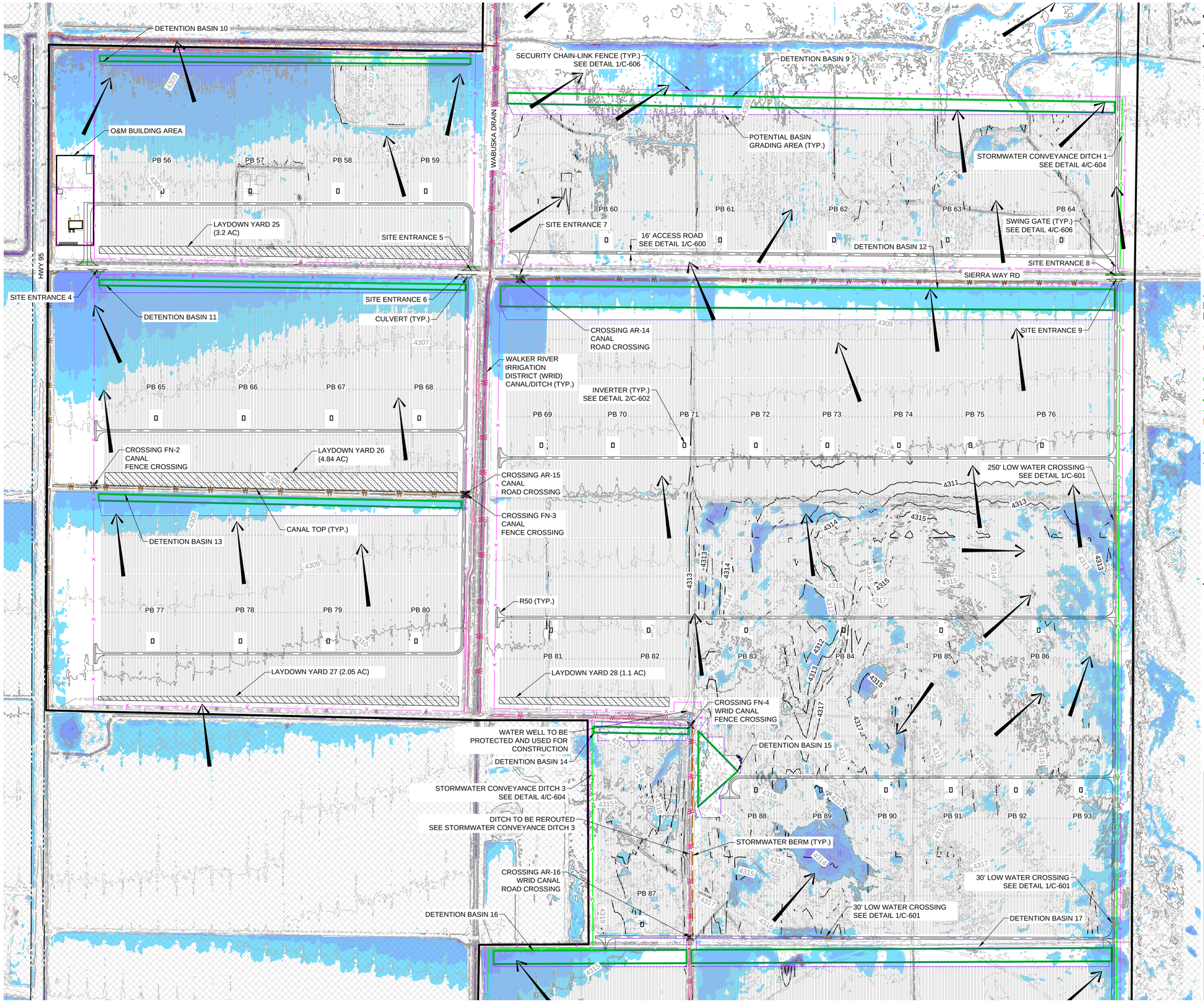

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
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- MINOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
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EXISITNG 100-YR STORM HWL DEPTHS

- 0.25' - 0.50'
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GRADING NOTES

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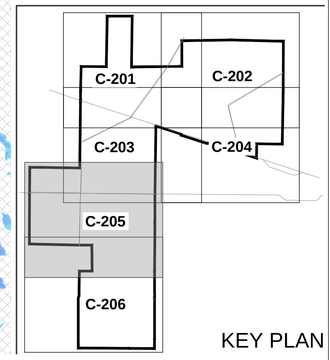

KEY PLAN

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Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

EDF

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	PROJECT #
2025.10.17	2025-141

SHEET NAME

GRADING & DRAINAGE PLAN

SHEET NUMBER

C-205

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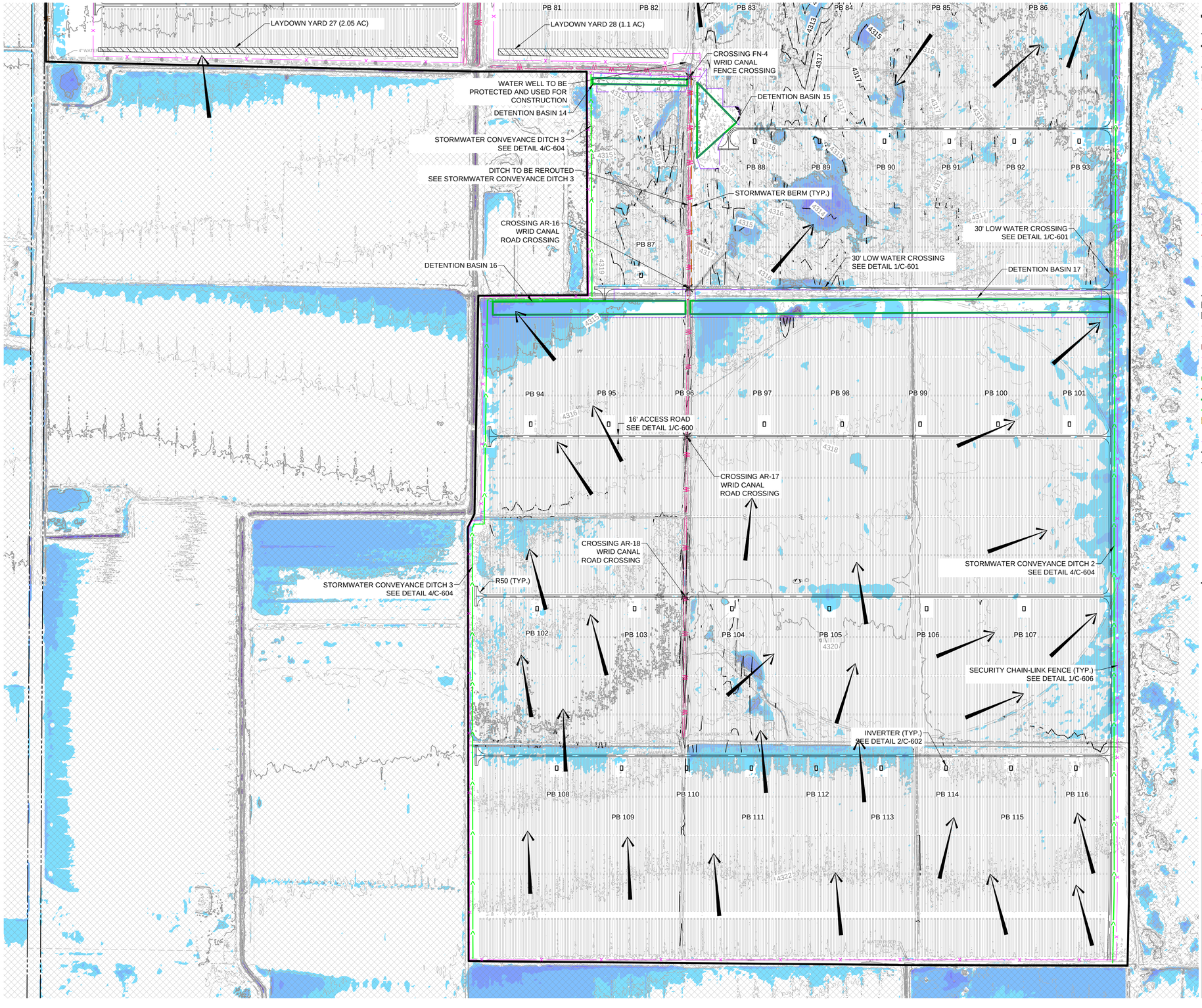

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
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PROPOSED FEATURES

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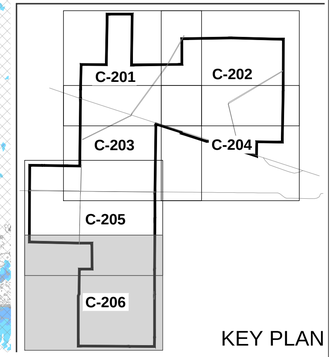
- 2.00'+

GRADING NOTES

1. WABUSKA DRAIN PATH TO BE CONFIRMED BY WALKER RIVER IRRIGATION DISTRICT.
2. FLOOD DEPTHS SHOWN ON THIS PLAN SET DEPICT THE 100-YEAR, 24-HOUR EXISTING CONDITIONS HYDROLOGY MODELING.
3. IF NO PROPOSED ROAD GRADING IS SHOWN, REFER TO TYPICAL SOLAR ACCESS ROAD DETAIL ON SHEET C-601 FOR ROAD GRADING DIRECTION.
4. EXISITNG NON JURISDICTIONAL DITCH & CANALS TO BE MAINTAINED AND USED AS PART OF THE STORMWATER SYSTEM.
5. REFER TO TABLE 4/C-600 FOR CROSSING INFORMATION.



KEY PLAN

EVS, Inc.
10025 Valley View Road, Suite 140
Eden Prairie, Minnesota 55344
Phone: 952.646.0236
www.evs-eng.com
Nevada Registration #23420

CLIENT

EDF

PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 300 600 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY: KK/AR
CHECKED BY: JT/EW
DATE: 2025.10.17
PROJECT #: 2025-141

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NUMBER
C-206

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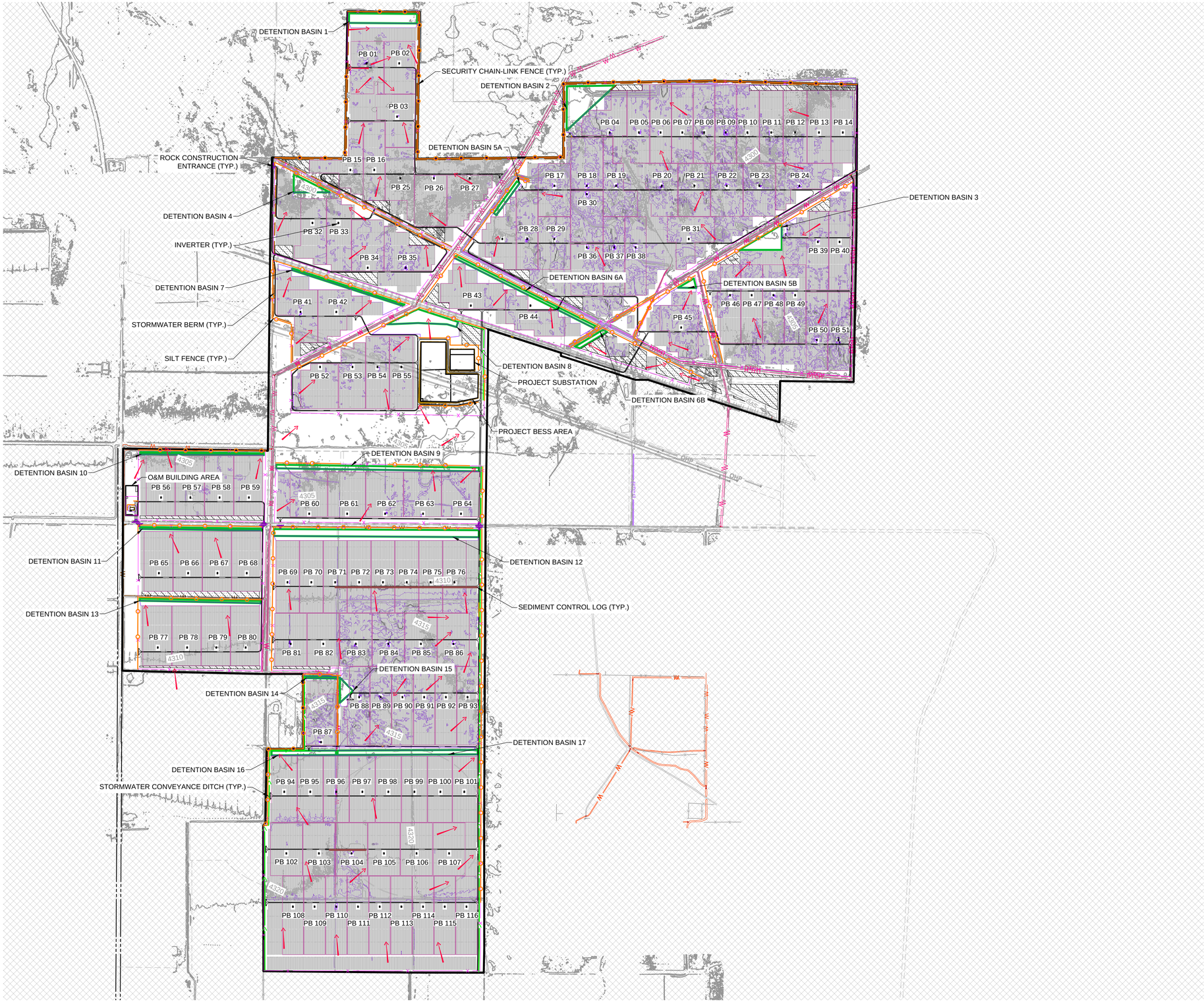

LEGEND

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OVERHEAD POWER
- UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- WRID DITCH/CANAL TOP
- CANAL TOP
- DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV FEEDER
- DIRECTIONAL BORE
- CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR
- MINOR CONTOUR

EROSION CONTROL FEATURES

- SILT FENCE
- DOUBLE-ROW SILT FENCE
- J-HOOK SILT FENCE
- EROSION CONTROL BLANKET
- ROCK CONSTRUCTION ENTRANCE
- SEDIMENT CONTROL LOG
- ROCK CHECK DAM
- SILT FENCE RELIEF
- FLOW DIRECTION

EROSION CONTROL NOTES

1. SEE SHEET C-002 FOR EROSION CONTROL AND SITE PREPARATION NOTES.
2. DEPENDING ON THE FLOWS AND DRAINAGE AREAS DURING CONSTRUCTION, CONTRACTOR SHALL INSTALL ROCK CHECK DAMS AS NEEDED TO PREVENT EROSION.
3. DETENTION BASINS WILL BE USED AS TEMPORARY SEDIMENT BASINS DURING CONSTRUCTION, AND WILL BE CONVERTED TO PERMANENT BASINS.

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PROJECT

WINSTON CONCEPTUAL DESIGN - EDF

LOCATION

YERINGTON
LYON COUNTY, NV

SUBMITTAL

PRELIMINARY SITE PLAN

SCALE

NORTH

0 900 1800 FT

1 2 IN

DRAWING SCALES APPLY TO 22" x 34" SHEETS

#	DATE	DESCRIPTION
A	2025.10.17	PRELIMINARY SITE PLAN

PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY KK/AR

CHECKED BY JT/EW

DATE 2025.10.17

PROJECT # 2025-141

SHEET NAME

OVERALL EROSION CONTROL PLAN

SHEET NUMBER

C-300

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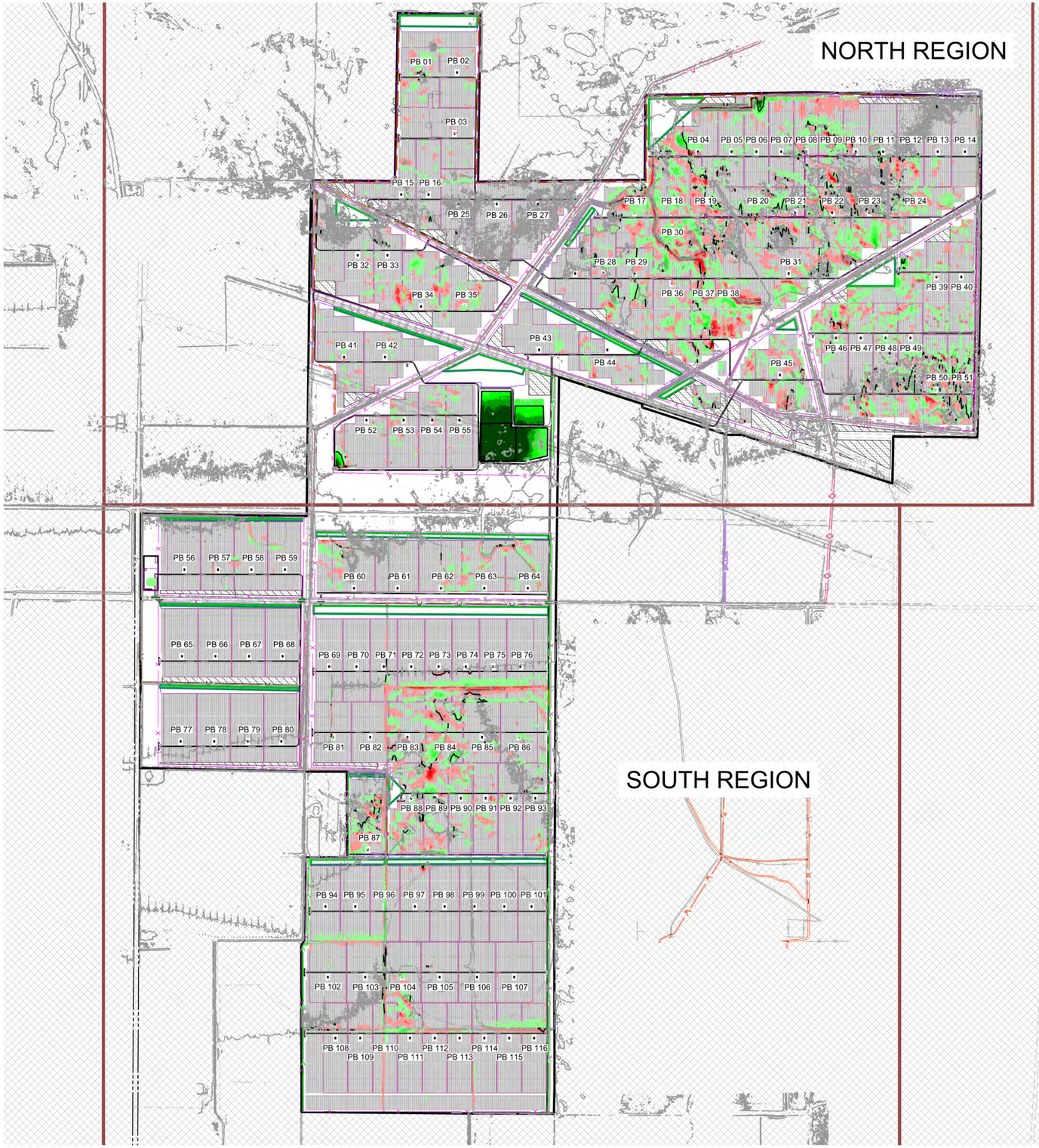

LEGEND

EXISTING FEATURES

- PROPERTY LINE
- EASEMENT LINE
- ROAD RIGHT-OF-WAY
- NON-PARTICIPATING BOUNDARIES
- EDGE OF DIRT ROAD
- EDGE OF PAVED ROAD
- EXISTING CULVERT
- FENCE
- PONDING FEATURES
- OHP — OVERHEAD POWER
- GAS — UNDERGROUND GAS LINE
- UNDERGROUND WATER PIPELINE
- STRUCTURE
- RAILROAD TRACKS
- W — WRID DITCH/CANAL TOP
- W — CANAL TOP
- DTCH — DITCH TOP
- V-GUTTER
- WATER LINE
- WELL
- MAJOR CONTOUR

PROPOSED FEATURES

- AGGREGATE ROAD
- TEMPORARY AGGREGATE SURFACE
- POWER BLOCK BOUNDARY
- MV — MV FEEDER
- DIRECTIONAL BORE
- X — CHAIN LINK FENCE
- SETBACK LINE
- CULVERT
- STORMWATER BERM
- STORMWATER BASIN OUTLINE
- STORMWATER DITCH
- RIPRAP
- CROSSING LOCATION
- GRADING EDGE
- MAJOR CONTOUR

CUT AND FILL FEATURES

-0' TO -1'	0' TO 1'
-1' TO -2'	1' TO 2'
-2' TO -3'	2' TO 3'
-3' TO -4'	3' TO 4'
-4'+	4'+

- REGION BOUNDARY

CUT AND FILL NOTES

1. COLORS SHOWN REPRESENT DEPTHS OF CUT OR FILL TO FINISHED GRADE.
2. A SHRINK/SWELL FACTOR OF 1.15 HAS BEEN ASSUMED & APPLIED TO FILL QUANTITIES. NO GEOTECHNICAL INPUT RECEIVED ON FILL FACTOR.
3. EARTHWORK NUMBERS INCLUDE TRACKER GRADING, SUBSTATION, BESS, & O&M PADS. BASIN, SWALES, BERMS, & MASS GRADING TO BE INCLUDED IN FUTURE SUBMITTALS. SITE TO BE BALANCED IN FINAL SUBMITTAL, NO IMPORT OR EXPORT EXPECTED.
4. FINISHED GRADE IS TOP OF AGGREGATE BASE OR TOP OF TOPSOIL.

EVS ENGINEERING

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PROFESSIONAL CERTIFICATION

PRELIMINARY, NOT FOR CONSTRUCTION OR PROCUREMENT

DRAWN BY	CHECKED BY
KK/AR	JT/EW
DATE	**PROJECT #**
2025.10.17	2025-141

SHEET NAME
OVERALL CUT & FILL

SHEET NUMBER
C-500

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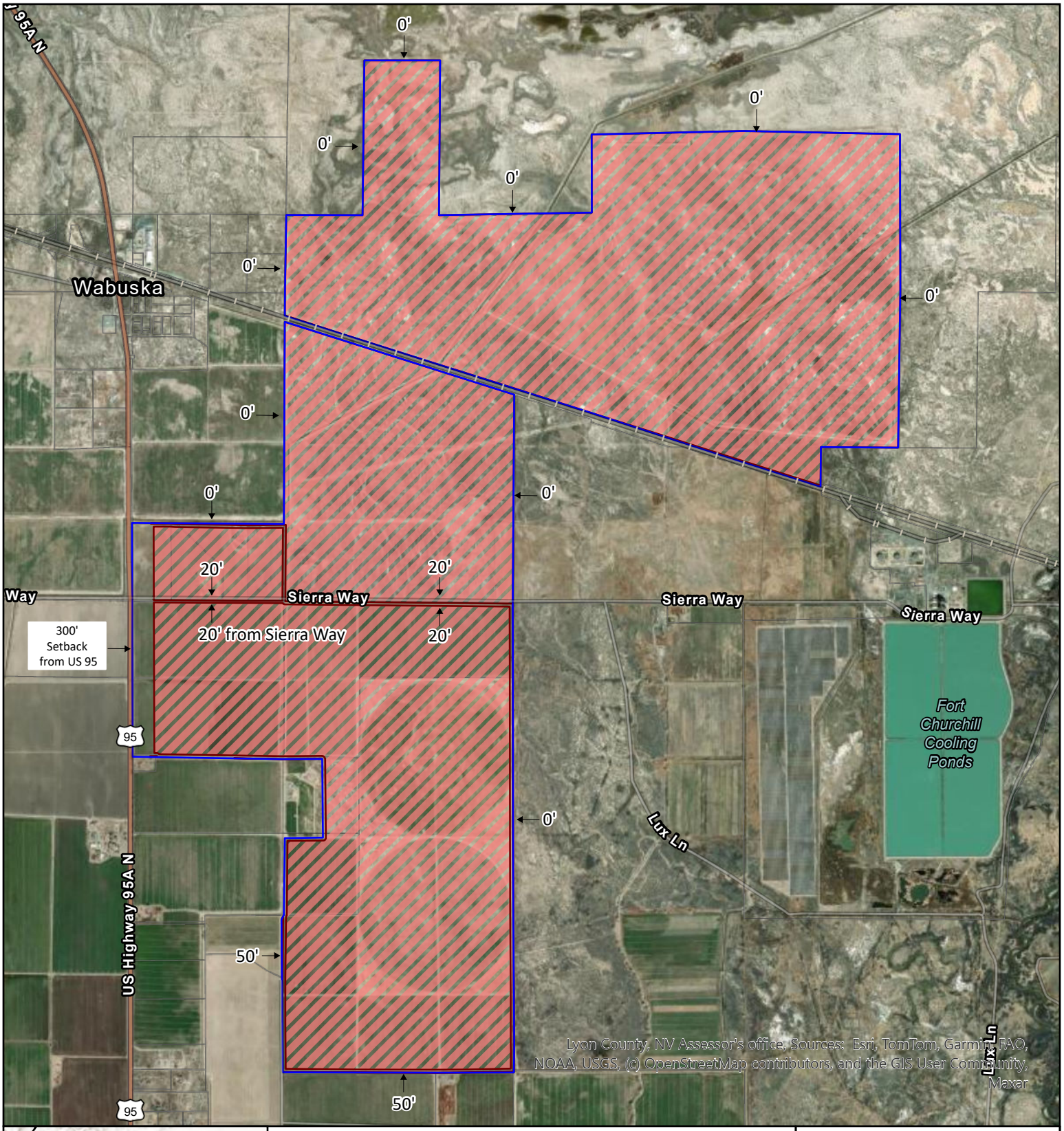

Winston Solar - Setbacks
Lyon County, NV

N

- Project Boundary
- Buildable Area
- Parcels

ENERGY PROJECT SOLUTIONS

Miles
0 0.2 0.4 0.8

Melker Isaksson
10/20/2025

An Employee Owned Company
CA Group, Inc

TRAFFIC IMPACT STUDY for WINSTON ENERGY PROJECT

December 19, 2025

PREPARED FOR:

WINSTON ENERGY

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1. EXECUTIVE SUMMARY

The Winston Energy Project is a major proposed energy project in Lyon County, Nevada. It includes a 400 MW commercial photovoltaic (PV) solar energy facility paired with a 400 MW, four-hour Battery Energy Storage System (BESS). Located east of US 95A and along Sierra Way north of Yerington, the facility will interconnect with the grid via a new 230 kilovolt (kV) gen-tie line less than one-mile in length, connecting to the adjacent Walker River Substation.

The site's sole access is via Sierra Way, starting at US 95A. Because permanent operation of the facility will generate significantly fewer peak-hour vehicle trips than the temporary construction phase, the Traffic Impact Study (TIS) will analyze only construction-related traffic impacts to the adjacent roadway network. The study proposes to evaluate the following two scenarios:

- **Scenario 1:** This scenario analyzes traffic impacts generated solely by construction of the Winston Energy project. The peak-hour construction volume of 250 trips is based on a worker to vehicle trip ratio of 1.4:1 (see supporting documentation in Appendix C). Trip distribution is assumed to be 70% from the north and 30% from the south of the project site. This scenario is considered highly conservative and would only last for approximately 6 months of the project construction with the remainder of the 18-24 months generating fewer trips.
- **Scenario 2:** This scenario analyzes cumulative traffic impacts from the concurrent construction of the Lux Solar project, the Monarch Data Center, and the Winston Energy project. The peak-hour construction volumes are 1,621 trips during the AM peak and 1,768 trips during the PM peak, based on the same worker to vehicle trip ratio of 1.4:1. The trip distribution is assumed to be similar to Scenario 1. This scenario is also considered conservative and speculative since the actual trips and timing of each project is unknown.

The project limits will include the four study intersections listed below and shown in Figure 1:

1. US 50 and Ramsey Weeks Cutoff
2. US 95A and Ramsey Weeks cutoff
3. US 95A and Sierra Way
4. US 95A and SR 339.

Based on the traffic analysis, the following mitigations are required for the intersections to operate at a Level of Service D or better. Taper, acceleration, and deceleration lengths are based on NDOT's Access Management System and Standards (AMSS) guidelines.

For Scenario 1, the mitigation measures required at US 95A and Sierra Way include:

- Installing a 50-foot storage and a 605-foot deceleration for the southbound left-turn lane with a 360-foot approach taper.
- Installing a 605-foot deceleration for the northbound right-turn lane with a 120-foot lane taper.
- Installing a 50-foot storage and a 350-foot deceleration for the westbound right-turn lane with a 120-foot lane taper.

For Scenario 2, the following mitigation measures are required:

- At US 50 at Ramsey Weeks Cutoff

    - Installing a 50-foot storage and a 350-foot deceleration for the northbound right-turn lane with a 120-foot lane taper.
    - Installing a temporary signal.
- At US 95A at Ramsey Weeks Cutoff
    - Installing a 350-foot deceleration for the eastbound right-turn lane with a 120-foot lane taper.
    - Installing a 1,410-foot acceleration lane for the southbound and a 300-foot lane-drop taper.
    - Extending the existing 250-foot northbound left-turn lane storage to 1,000 feet. *Recognizing that installing a 1,000-foot storage for a temporary condition may cause confusion for the traveling public when the full-built operation begins with much lower traffic volumes, the design team recommends coordinating with NDOT to determine an optimal storage length that accommodates the temporary and permanent condition.*
- At US 95A at Sierra Way
    - Installing a 1,000-foot storage and a 605-foot deceleration for the southbound left-turn lane with a 360-foot approach taper. *Recognizing that installing a 1,000-foot storage for temporary condition may cause confusion for the traveling public when the full-built operation begins with much lower traffic volumes, the design team recommends coordinating with the Nevada Department of Transportation (NDOT) to determine an optimal storage length that accommodates the temporary and permanent condition.*
    - Installing a 605-foot deceleration for the northbound right-turn lane with a 120-foot lane taper.
    - Installing a 350-foot deceleration for the westbound right-turn lane with a 120-foot lane taper.
    - Installing a 605-foot deceleration for the southbound right-turn lane with 120-foot lane taper.
    - Installing a 1,200-foot acceleration lane for the northbound and a 300-foot lane-drop taper.
    - Installing a temporary signal.
- At US 95A at SR 339
    - Installing a 50-foot storage and a 350-foot deceleration for the southbound left-turn lane with a 180-foot approach taper.
    - Installing a temporary signal.

Due to the conservative and speculative nature of the second scenario, ongoing coordination between NDOT, Lyon County, and current and future projects in Lyon County is advised to determine the timing and final design of the mitigation measure.

2. INTRODUCTION

The Winston Energy Project is a major proposed energy project in Lyon County, Nevada. It includes a 400 MW commercial photovoltaic (PV) solar energy facility paired with a 400 MW, four-hour Battery Energy Storage System (BESS). Located east of US 95A and along Sierra Way north of Yerington, the facility will interconnect with the grid via a new 230 kilovolt (kV) gen-tie line less than one-mile in length, connecting to the adjacent Walker River Substation.

The proposed solar farm project is located on the east side of US 95A and on both sides of Sierra Way north of Yerington, in Lyon County, Nevada. The site's sole access is via Sierra Way, starting at US 95A. Because permanent operation of the facility will generate significantly fewer peak-hour vehicle trips than the temporary construction phase, the Traffic Impact Study (TIS) will analyze only construction-related traffic impacts to the adjacent roadway network. Scenario 1 only considers the Winston Energy project, while Scenario 2 considers the cumulative traffic of all three projects (Winston Energy project, Lux Solar project, and the Monarch Data Center).

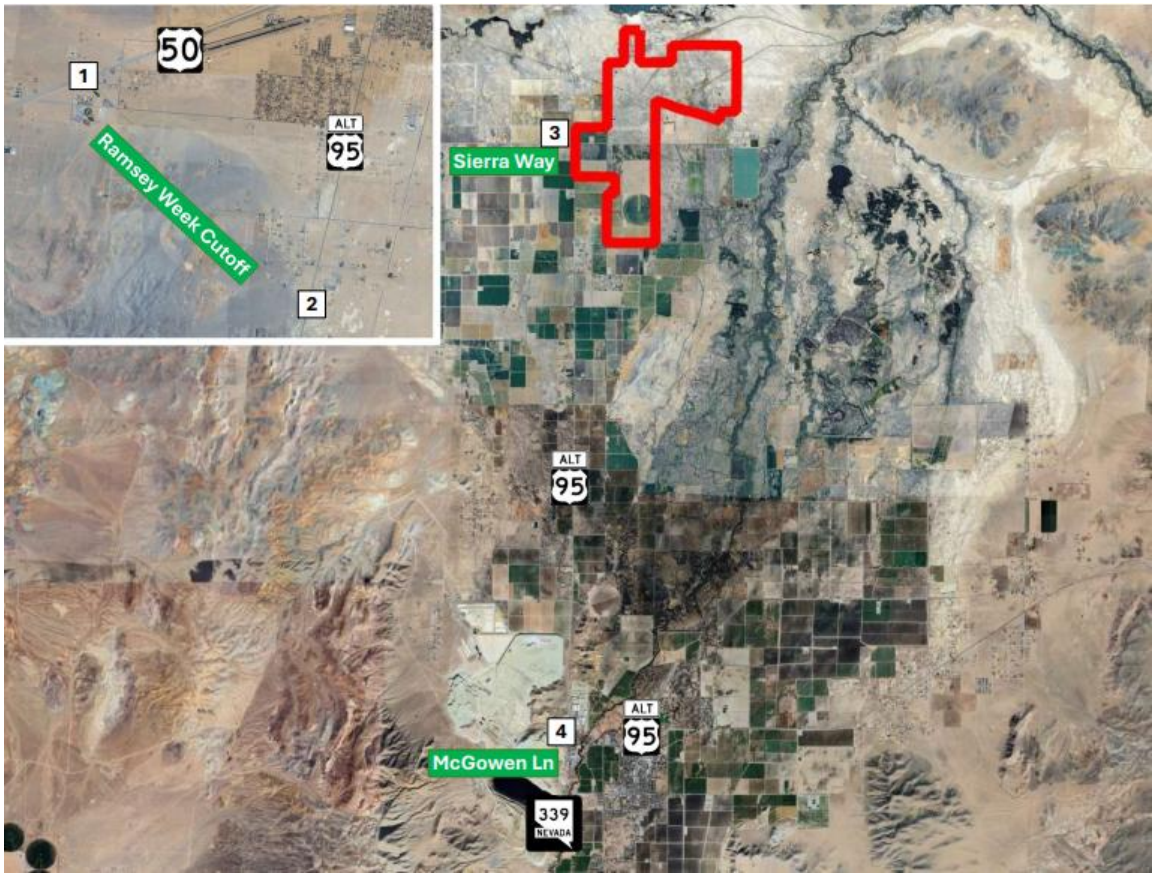


Figure 1: Project Limits for Traffic Analysis

The project limits will include the four study intersections listed below (shown in Figure 1).

1. US 50 and Ramsey Weeks Cutoff
2. US 95A and Ramsey Weeks Cutoff
3. US 95A and Sierra Way
4. US 95A and SR 339

The only access to the Winston Energy project site is from Sierra Way, which has a posted speed limit of 45 miles per hour (mph). The surrounding area is largely open land, with the town of Silver Springs located 20 miles to the north and the town of Yerington 10 miles to the south. On US 95A, the posted speed limit is 65 mph at the Ramsey Weeks Cutoff, reducing to 60 mph near Sierra Way access, and further decreasing to 45 mph near the junction with SR 339, with other cross streets posted at various speeds as shown in Figure 2.

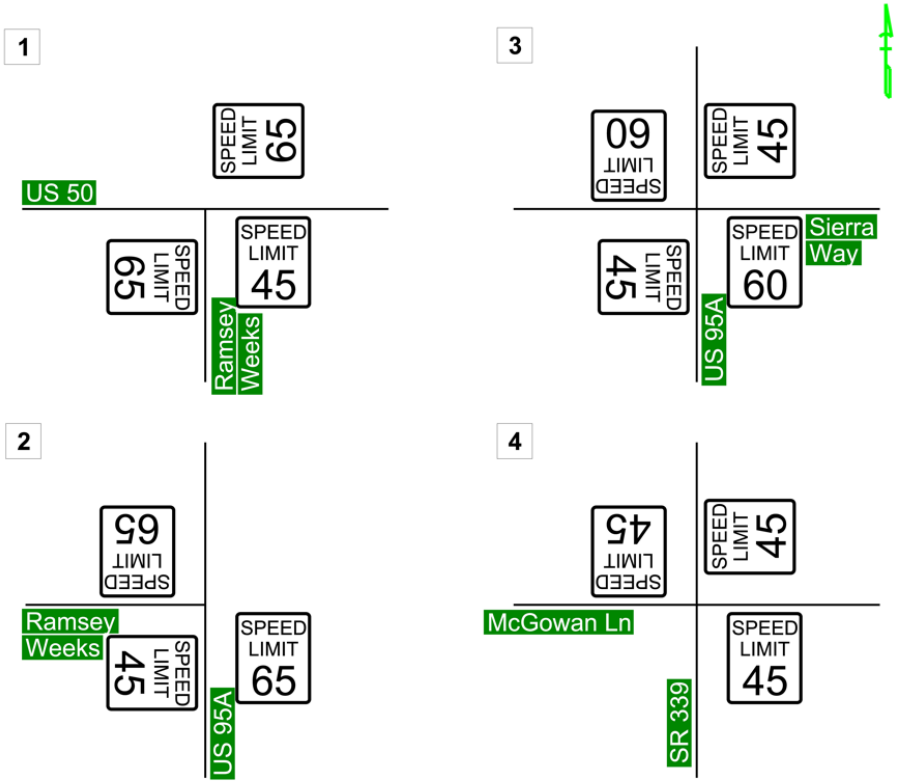


Figure 2: Roadway Posted Speed Limits

3. TECHNICAL GUIDANCE, STANDARDS, AND TOOLS

Traffic operations analyses were performed using SYNCHRO 12 from existing topography/mapping and online resources (such as Google/Bing Maps). The various data included:

- Intersection Geometry (number of right/through/left lanes and turn pocket lengths)
- Peak-Hour Volumes (vehicle/hour)
- Roadway Segment Length
- Percent Trucks
- Peak Hour Factor (PHF)
- Speed Limit

The technical references used for the modeling analysis included:

- CORSIM Modeling Guidelines, NDOT, 2012
- Highway Capacity Manual (HCM) 7th Edition, Transportation Research Board, 2022

Traffic analysis was performed at four intersections. The measures of effectiveness (MOE) used to evaluate operations included intersection delay and level-of-service (LOS) based on the HCM (7th Edition). LOS criteria for the signalized and unsignalized intersections are shown in Tables 1 and 2, respectively. For Two-Way Stop Controlled (TWSC) intersections, LOS criteria apply only to minor street approaches and movements. Intersection LOS is not reported for TWSC intersections; instead, the delay and LOS are reported for the worst-case approach.

Table 1: LOS Criteria for Signalized Intersection (HCM 7th Edition Exhibit 19-8)

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio [a]	
	≤ 1.0	≥ 1.0
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

Note: [a] For approach-based and intersection wide assessment, LOS is defined solely by control delay.

Table 2: LOS Criteria for TWSC Intersection (HCM 7th Edition Exhibit 20-2)

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio [a]	
	≤ 1.0	≥ 1.0
≤ 10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: Delays and LOS provided are from the worst-case minor approach.

4. TRAFFIC FORECASTS AND HEAVY VEHICLE

All traffic forecasts were developed following the methodology and guidance provided in the *NDOT Traffic Forecasting Guidelines* (2012). The historical traffic data from NDOT TRINA (see Appendix A) along the corridor were reviewed to determine the annual growth rate.

Table 3 lists the historical AADT from the three NDOT TRINA counters available along US 95A. Over the past 10 years (2015 to 2024), this corridor has experienced significant traffic growth. The average annual growth rates (AAGR) for 2027 were calculated based on these three traffic counters.

Table 3: NDOT TRINA AADT Data

Counter	Location	2015	2024	Annual Growth Rate	AAGR
190048	US 95A, north of Sierra Way	2,600	3,650	3.45%	3.47%
190115	US 95A, between Penrose Lane and Miller Lane	3,700	5,150	3.36%	
190051	US 95A, north of SR 339	5,200	7,400	3.59%	

The 2025 field traffic count data (see Appendix B) included information on the heavy vehicle/truck percentages, as shown in Table 4. These percentages will be applied in the analysis for Existing 2025 conditions, Future 2027 conditions, and Future 2027 with Winston Energy Construction Traffic.

Table 4: Heavy Vehicle/Truck Percentage (Existing Field Count Conditions)

Intersection	Heavy Truck %
US 50 at Ramsey Weeks Cutoff	4%
US 95A at Ramsey Weeks Cutoff	10%
US 95A at Sierra Way	13%
US 95A at SR 339	7%

The truck percentages used for the Future 2027 Plus Construction Traffic conditions are reduced because a substantially higher portion of passenger vehicles will be used for construction trips. The adjusted percentages are provided in Table 5. These values are calculated based on the weighted ratio of truck percentages from the existing field counts and a zero-truck percentage for construction traffic, applied to the total intersection traffic volumes during the AM and PM peaks.

Table 5: Heavy Vehicle/Truck Percentage (Plus Construction Traffic Conditions)

Intersection	Heavy Truck %	
	Winston Energy	Cumulative Projects
US 50 at Ramsey Weeks Cutoff	4%	2%
US 95A at Ramsey Weeks Cutoff	8%	3%
US 95A at Sierra Way	9%	4%
US 95A at SR 339	6%	4%

5. TRIP GENERATION

The peak construction scenario consists of approximately 350 employees for the Winston Energy project and 350 employees for the Lux Solar project. The number of employees for the Monarch Data Center are unreported. Using the 1.4:1 worker to vehicle trip ratio (see supporting documentation in Appendix C), Scenario 1 will be analyzed with 250 trips to and from the Winston Energy project site. All AM trips are inbound, and all PM trips are outbound. Trip distribution is assumed to be 70% from/to the north and 30% from/to the south. This scenario is considered highly conservative and would only last for approximately 6 months of the project construction with the remainder of the 18-24 months generating fewer trips.

Scenario 2 will be analyzed with the cumulative trips of 1,621 in the AM peak and 1,768 in the PM peak. All AM trips are inbound, and all PM trips are outbound. Trip distribution is assumed to be 70% from/to the north and 30% from/to the south. This scenario is also considered conservative and speculative since the actual trips and timing of each project is unknown. See Table 6 for the trip generation estimates for each scenario.

Table 6: Trip Generation Estimates

Description	Peak Head Counts	Construction Traffic Trips	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Construction Traffic Trips (Winston Energy)	350	250	100%	0%	0%	100%
			250	0	0	250
Construction Traffic Trips (Cumulative of the three projects)	~ 2,000	1,621 (1,768)	100%	0%	0%	100%
			1,621	0	0	1,728

6. TRAFFIC VOLUMES

The 2025 field traffic count data (see Appendix B) included the peak hour factor (PHF) information. The AM and PM peak PHF ranges mostly between 0.89 to 0.91; therefore, all analyses will use a PHF of 0.90.

The following percentages were used to distribute the construction traffic to and from the site, as shown in Figure 3 for Scenario 1 and Figure 4 for Scenario 2 (for intersection locations, see figure 1).

- Scenario 1 (Winston Energy Project):
  - 70% to and from US 95A north of Sierra Way
  - 30% to and from US 95A south of Sierra Way
  - 15% to and from US 95A east of SR 339
  - 15% to and from SR 339 south of US 95A

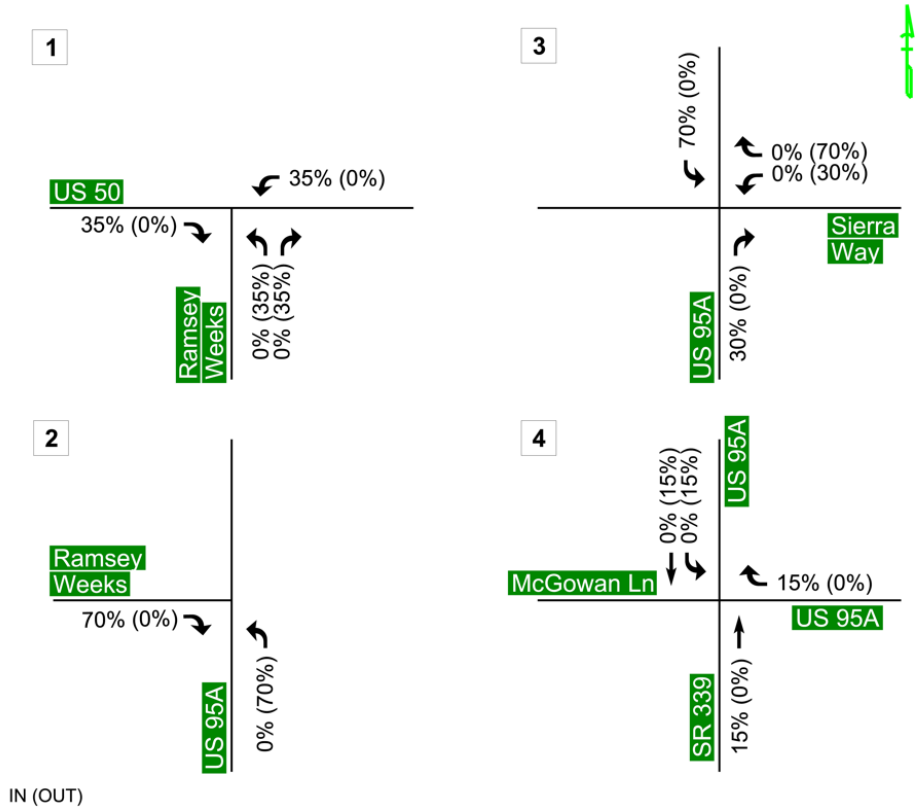


Figure 3: Percentages of Trip Distribution (Winston Energy Project)

- Scenario 2 (Cumulative of Projects):
  - 70% to and from US 95A north of Sierra Way
  - 8% to and from US 95A south of Sierra Way (22% of the cumulative trips are from the Monarch Data Center construction trips that will use Bowman Lane in lieu of Sierra Way)
  - 15% to and from US 95A east of SR 339
  - 15% to and from SR 339 south of US 95A

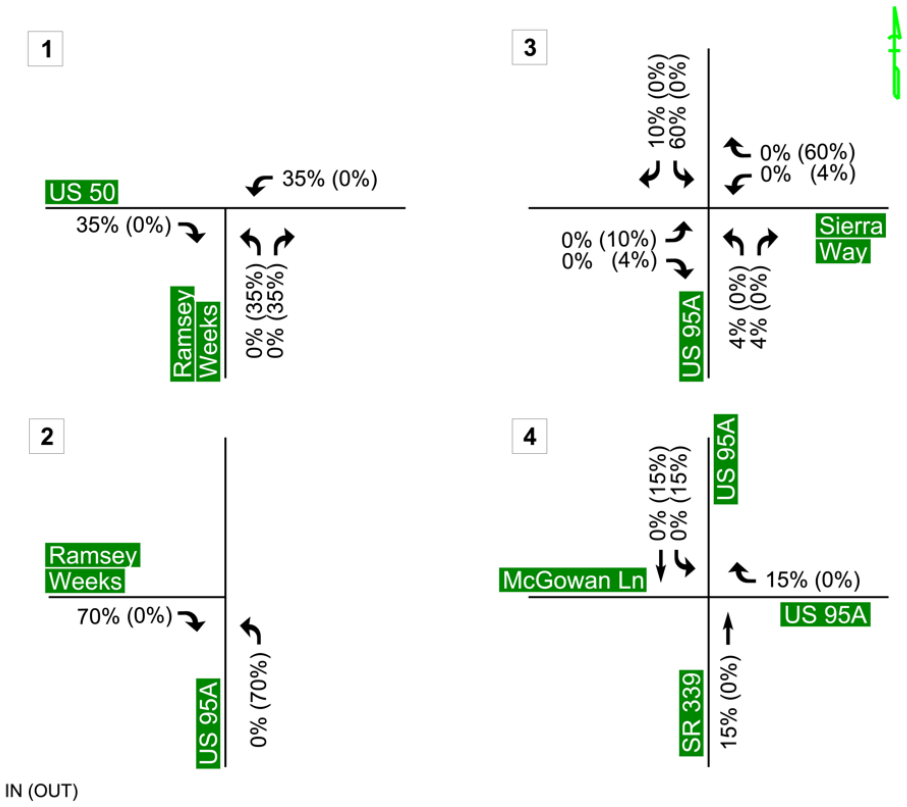


Figure 4: Percentages of Trip Distribution (Cumulative Projects)

The 24-hour field counts for intersections #1 through #3, collected on October 21, 2025, were obtained from Lux Solar TIS report. The 24-hour field counts for intersection #4, collected on March 4, 2025, were obtained from the Monarch Data Center TIS report. Based on the data included in Appendix B, all four intersections exhibit a wide range of AM peak hours, from 5:00 AM to 10:00 AM, and a more consistent PM peak hour, between 4:15 PM and 5:30 PM. To be conservative, the analyses will use these AM and PM peak periods with the construction traffic volumes. Figures 5 through 10 on the following pages show the volumes for each condition:

- Figure 5 – Existing 2025 Traffic Volumes
- Figure 6 – Future 2027 Traffic Volumes
- Figure 7 – Generated Traffic Volumes During Construction (Winston Energy Project)
- Figure 8 – Future 2027 Plus Traffic Volumes During Construction (Winston Energy Project)
- Figure 9 – Generated Traffic Volumes During Construction (Cumulative Projects)
- Figure 10 – Future 2027 Plus Traffic Volumes During Construction (Cumulative Projects)

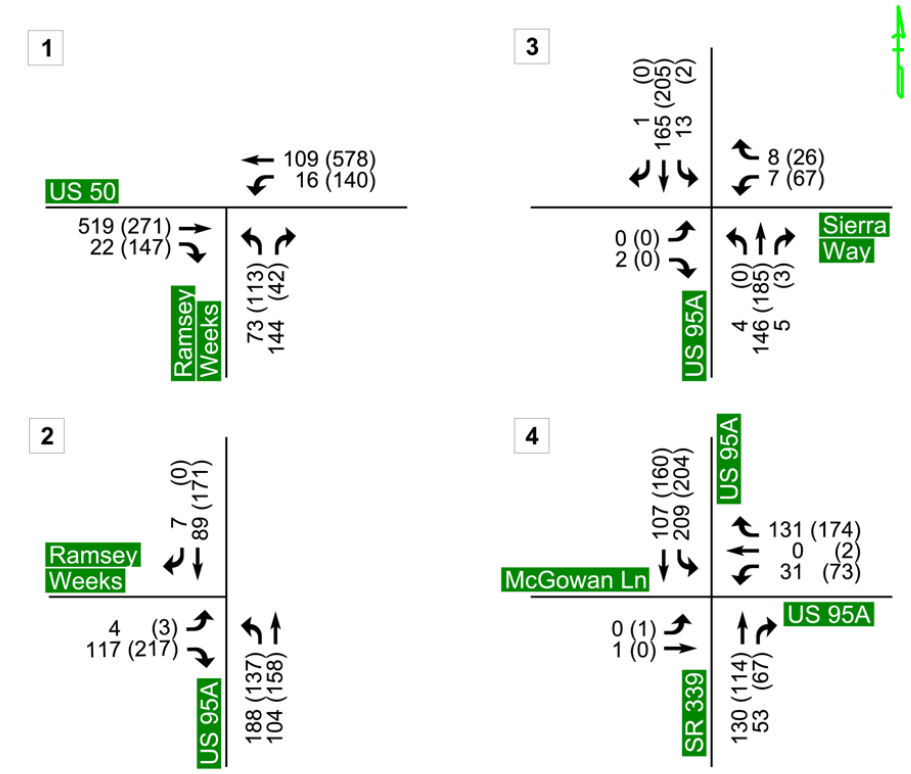


Figure 5: Existing 2025 Traffic Volumes

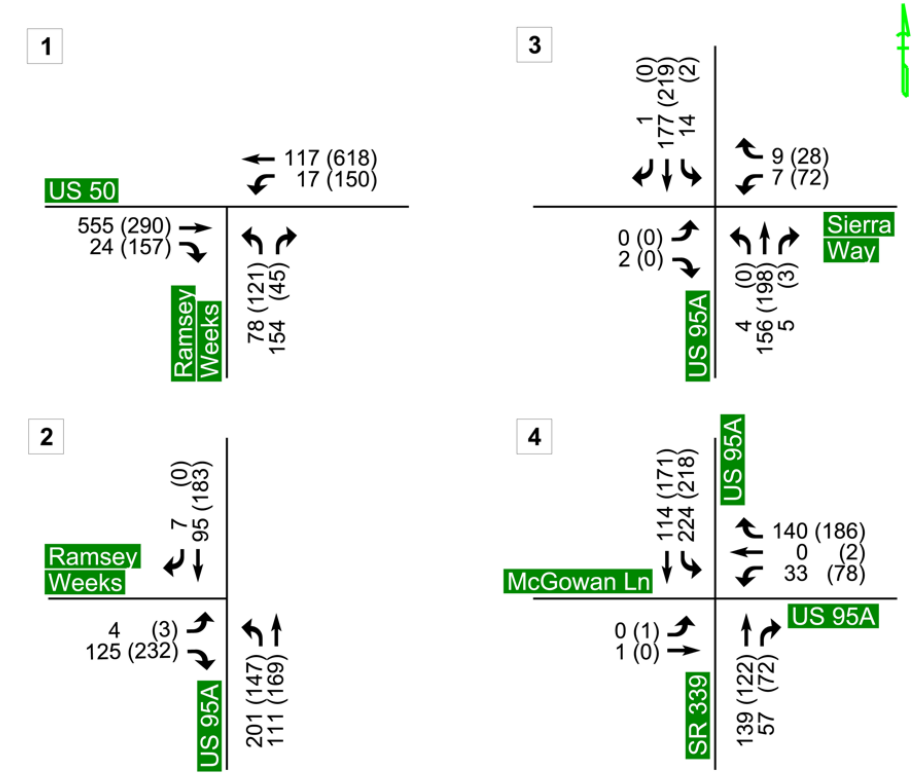


Figure 6: Future 2027 Traffic Volumes

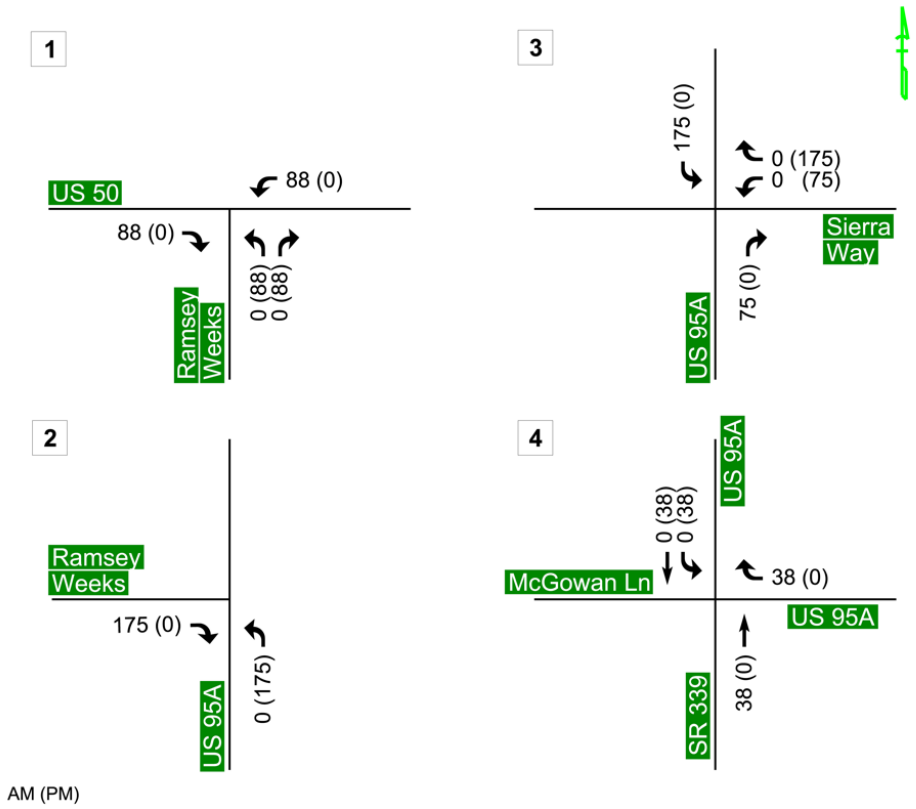


Figure 7: Generated Traffic Volumes during construction (Winston Energy Project)

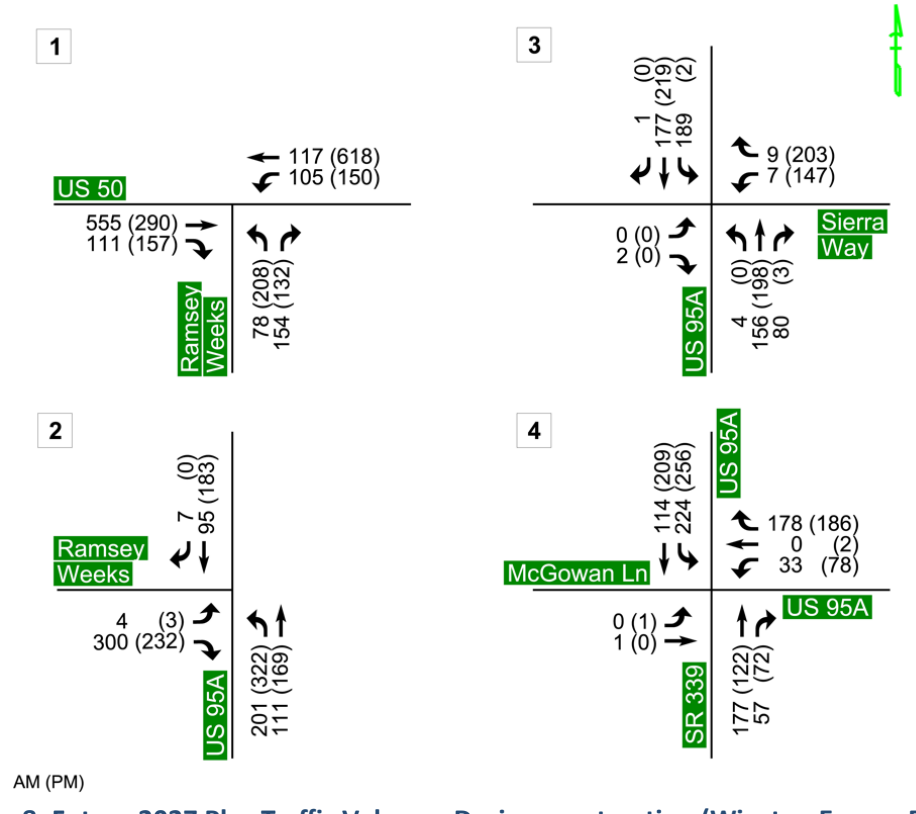


Figure 8: Future 2027 Plus Traffic Volumes During construction (Winston Energy Project)

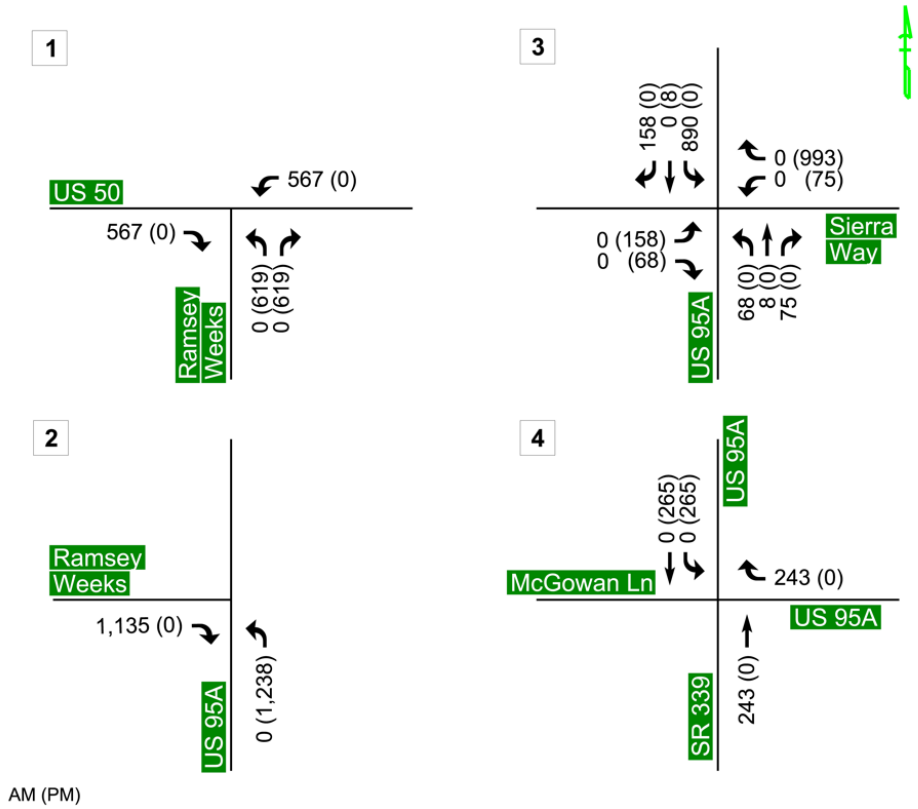


Figure 9: Generated Traffic Volumes during construction (Cumulative of Projects)

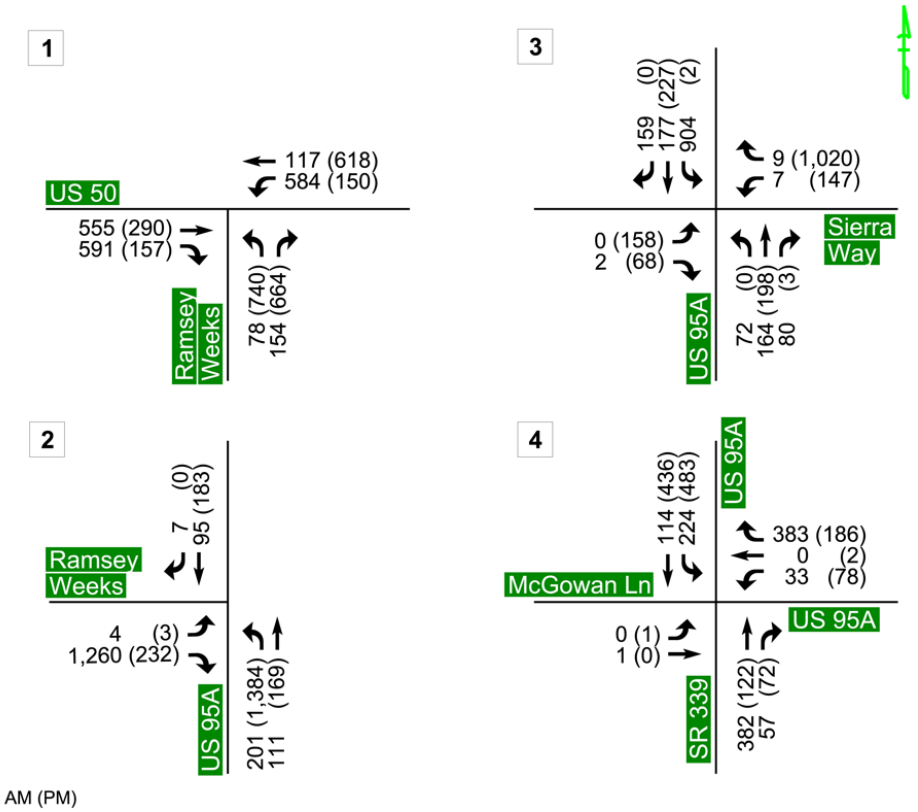


Figure 10: Future 2027 Plus Traffic Volumes During construction (Cumulative of Projects)

7. TRAFFIC ANALYSIS CONDITIONS

The study analyzes both weekday AM and PM peak hours for the eight (8) SYNCHRO analysis conditions:

- Existing 2025 Conditions
- Future 2027 Conditions
- Future 2027 Plus Construction Traffic Conditions (Winston Energy Project)
- Future 2027 Plus Construction Traffic Conditions (Winston Energy Project) with Additional Turn Lanes at Intersection #3
- Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects)
- Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes and a Temporary Signal at Intersection #3
- Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes at all Four Intersections and Temporary Signals at all analyzed Intersections.
- Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes at all Four Intersections; Temporary Signals at Intersections #1, #3, and #4; and Acceleration Lanes at Intersections #2 and #3

The models were developed for the four project intersections to evaluate traffic operations. The traffic analysis results are discussed in the following section.

8. TRAFFIC OPERATIONS ANALYSIS

Table 7 shows the unsignalized minor (side street) approach delays and LOS for the Winston Energy Project construction traffic analysis. All minor approaches under Existing 2025 and Future 2027 conditions operate at LOS D or better. When construction traffic is added to the Future 2027 conditions, all minor approaches continue to operate at LOS D or better, except for the westbound approach at the intersection of US 95A and Sierra Way, which operates at LOS E in the PM peak. Therefore, a westbound dedicated right-turn lane is needed to improve the operations.

For Scenario 2 (the cumulative projects scenario), Table 8 presents the unsignalized minor (side street) approach delays and LOS, as well as the overall intersection delay and LOS for signalized intersections, as noted in the footnotes. All minor approaches under Existing 2025 and Future 2027 conditions operate at LOS D or better. When cumulative construction traffic is added, the Future 2027 Plus Construction Traffic with Mitigation A scenario shows all four intersections operating at LOS F (failing). Mitigation A includes only roadway improvements and a temporary signal at the intersection of US 95A and Sierra Way.

With the additional roadway improvements noted under Mitigation B, all four intersections continue to operate at LOS F. By adding temporary signals at all four intersections, as described in Mitigation C, delays and LOS at Intersection #1 (US 50 at Ramsey Weeks Cutoff) and Intersection #4 (US 95A at SR 339) improved to LOS D and LOS C, respectively. In addition, installing acceleration lanes on southbound US 95A at Ramsey Weeks Cutoff (Intersection #2) and northbound US 95A at Sierra Way Intersection #3), improves operations at intersection #3 to LOS C. Operations at Intersection #2 improve to LOS C only during the AM peak and continue to fail at LOS F during the PM peak. This failure occurs at the northbound left-turn lane, where traffic volumes are estimated to exceed 1,300 vehicles per hour. The recommendation is to extend the existing left-turn lane to 800 feet and not install a temporary signal.

For the Cumulative of Projects scenario, it should be noted that the analysis is conservative and speculative since the actual trips and timing of each project is unknown. Ongoing coordination between NDOT, Lyon County, and current and future projects in Lyon County is advised to determine the timing and final design of the mitigation measure. Additionally, schedule coordination, routing, and other traffic management solutions may also be considered to decrease the impact of combined projects and reduce the need for physical improvement.

Detailed SYNCHRO outputs for each condition are included in Appendices D through K.

Table 7: Intersection/Approach Delay and LOS (Winston Energy Project)

ID	Intersection	[1] Existing 2025 Conditions		[1] Future 2027 Conditions		[1] Future 2027 Plus Construction Traffic Conditions		[1] Future 2027 Plus Construction Traffic with Mitigation	
		AM	PM	AM	PM	AM	PM	AM	PM
1	US 50 at Ramsey Weeks Cutoff	15.4 (C)	11.7 (B)	16.7 (C)	12.2 (B)	16.7 (C)	15.7 (C)	16.7 (C)	15.7 (C)
2	US 95A at Ramsey Weeks Cutoff	9.8 (A)	11.3 (B)	9.9 (A)	11.6 (B)	11.3 (B)	11.9 (B)	11.3 (B)	11.9 (B)
3	US 95A at Sierra Way	10.5 (B)	12.8 (B)	10.6 (B)	13.3 (B)	15.1 (C)	39.8 (E)	14.1 (B)	13.2 (B)
4	US 95A at SR 339	19.0 (C)	23.0 (C)	20.4 (C)	25.4 (D)	21.3 (C)	31.2 (D)	21.3 (C)	31.2 (D)

Note 1: Delays (LOS) provided are from the worst minor approach.

Table 8: Intersection/Approach Delay and LOS (Cumulative of Projects)

ID	Intersection	[1] Existing 2025 Conditions		[1] Future 2027 Conditions		[1] Future 2027 Plus Construction Traffic with Mitigation A		[1] Future 2027 Plus Construction Traffic with Mitigation B		[2] Future 2027 Plus Construction Traffic with Mitigation C		[2] Future 2027 Plus Construction Traffic with Mitigation D	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	US 50 at Ramsey Weeks Cutoff	15.4 (C)	11.7 (B)	16.7 (C)	12.2 (B)	16.5 (C)	>300 (F)	13.2 (B)	95.5 (F)	39.0 (D)	31.3 (C)	39.0 (D)	31.3 (C)
2	US 95A at Ramsey Weeks Cutoff	9.8 (A)	11.3 (B)	9.9 (A)	11.6 (B)	245 (F)	74.2 (F)	239 (F)	74.2 (F)	91.1 (F)	121 (F)	15.4 (C)	74.2 (F)
3	US 95A at Sierra Way *	10.5 (B)	12.8 (B)	10.6 (B)	13.3 (B)	34.3 (C)	80.7 (F)	34.3 (C)	80.7 (F)	34.3 (C)	80.7 (F)	34.1 (C)	8.4 (A)
4	US 95A at SR 339	19.0 (C)	23.0 (C)	20.4 (C)	25.4 (D)	28.4 (D)	>300 (F)	27.9 (D)	202 (F)	33.7 (C)	18.4 (C)	33.7 (C)	18.4 (B)

*- A temporary signal will be installed at US 95A and Sierra Way for (all) Mitigations A through D, and the Delays (LOS) provided are from the signalized intersection.

Note 1: Delays (LOS) provided are from the worst minor approach.

Note 2: Delays (LOS) provided are from the signalized intersections.

Mitigation A: Intersection of US 95A and Sierra Way is signalized with added SBL, NBR and WBR lanes.

Mitigation B: Includes Mitigation A in addition to adding NBR at intersection #1, added EBR at intersection #2, and added SBL at intersection #4.

Mitigation C: Includes Mitigation B in addition to adding temporary signals at all analyzed intersections.

Mitigation D: Includes Mitigation C in addition to adding acceleration lanes on US 95A at intersections #2 and #3, and taking out temporary signal at intersection #2.

9. CRASH AND SAFETY ANALYSIS

EXISTING CRASH DATA ANALYSIS

The crash data analysis was conducted using Nevada Department of Transportation (NDOT) crash data for the five-year period from January 1, 2019, to December 31, 2023. The intersections of US 95A/Ramsey Weeks Cutoff and US 50/Ramsey Weeks Cutoff were analyzed to identify crash trends or patterns that could indicate locations where safety enhancements may be warranted. The project limits, including the analyzed intersections, are shown in Figure 1.

Intersection - 1: US 50 and Ramsey Weeks Cutoff

During the five-year analysis period, the intersection US 50 and Ramsey Weeks Cutoff experienced a total of 20 crashes, including 12 angle crashes, four non-collision crashes, two rear-end crashes, one backing crash, and one sideswipe meeting crash. Of these, five were serious injury crashes resulting in ten serious injuries, eight were injury crashes resulting in 13 injuries, and seven were property damage only (PDO) crashes. Table 9 below provides the crash analysis summary for Intersection #1.

Table 9: US 50 and Ramsey Weeks Cutoff Intersection Crash Summary

Overall Crashes	• 20 total crashes ➢ 5 serious injury crashes resulting in 10 serious injuries ○ 8 injury crashes resulting in 13 injuries ➢ 7 PDO crashes
Predominant Crash Types	• 12 angle crashes • 4 non-collision crashes • 2 rear-end crashes • 1 backing crash • 1 sideswipe-meeting crash
Motorcycle Crashes	• No crashes involving motorcycles
Pedestrian Crashes	• No crashes involving pedestrians
Predominant Weather Conditions	• 13 clear • 3 cloudy • 1 fog, smog, smoke, ash • 2 snow • 1 unknown
Predominant Lighting Conditions	• 18 daylight • 1 dawn • 1 dark-spot roadway lighting

Intersection – 2: US 95A and Ramsey Weeks Cutoff

During the five-year analysis period, the intersection of US 95A and Ramsey Weeks Cutoff had a total of 11 crashes, including five rear-end crashes, four non-collision crashes, and two angle crashes. Of these, there was one serious injury crash resulting in two serious injuries, four injury crashes resulting in four injuries, and six PDO crashes. Table 10 below provides the crash analysis summary for intersection 2.

Table 10: US 95A and Ramsey Weeks Cutoff Intersection Crash Summary

Overall Crashes	• 11 total crashes ➢ 1 serious injury crash resulting in 2 serious injuries ○ 4 injury crashes resulting in 4 injuries ➢ 6 PDO crashes
Predominant Crash Types	• 5 rear-end crashes • 4 non-collision crashes • 2 angle crashes
Motorcycle Crashes	• No crashes involving motorcycles
Pedestrian Crashes	• No crashes involving pedestrians
Predominant Weather Conditions	• 6 clear • 4 cloudy • 1 unknown
Predominant Lighting Conditions	• 7 daylight • 2 dark-spot roadway lighting • 1 dusk • 1 unknown

Intersection 3 - US 95A and Sierra Way

In the five-year analysis period, the intersection of US 95A and Sierra Way had a total of two property damage only (PDO) crashes, with one rear-end crash and one angle crash. Table 11 below provides the crash analysis summary for Intersection 3.

Table 11: US 95A and Sierra Way Intersection Crash Summary

Overall Crashes	• 2 total crashes ➢ 2 PDO crashes
Predominant Crash Types	• 1 rear-end crash • 1 Angle crash
Motorcycle Crashes	• no crashes involving motorcycles
Pedestrian Crashes	• no crashes involving pedestrians
Predominant Weather Conditions	• 2 Clear
Predominant Lighting Conditions	• 2 Daylight

Intersection 4 - US 95A and SR 339/West Goldfield Avenue

During the five-year analysis period, the intersection of US 95A and SR 339 had a total of 13 crashes, including five angle crashes, four rear-end crashes, three side swipe same direction (SSSD) crashes, and one head-on crash. Of these, there were two injury crashes resulting in two injuries and 11 PDO crashes. Table 12 below provides the crash analysis summary for Intersection 4.

Table 12: US 95A and SR 339/West Goldfield Avenue Intersection Crash Summary

Overall Crashes	• 13 total crashes ➢ 2 injury crashes with two injuries ➢ 11 PDO crashes
Predominant Crash Types	• 5 Angle crashes • 4 Rear-end crashes • 3 SSSD crashes • 1 Head-on crash
Motorcycle Crashes	• No crashes involving motorcycles
Pedestrian Crashes	• No crashes involving pedestrians
Predominant Weather Conditions	• 10 Clear • 3 Cloudy
Predominant Lighting Conditions	• 9 Daylight • 4 Dark - spot roadway lighting

FINDINGS AND CONCLUSIONS

Based on the five-year crash data analysis, both intersections at Ramsey Weeks Cutoff exhibit crash patterns that indicate opportunities for targeted safety improvements. The intersection of US 50 and Ramsey Weeks Cutoff experienced higher crash frequency and severity, with angle crashes as the predominant type and a notable number of serious injury and injury crashes. The intersection of US 95A and Ramsey Weeks Cutoff had fewer total crashes, primarily rear-end and non-collision crashes.

Crash analyses at Sierra Way and SR 339 indicate low crash frequencies, with most crashes being PDO. Rear-end and angle collisions were the predominant crash types at these two intersections. No pedestrian or motorcycle crashes were recorded at any of the four intersections, and most crashes occurred during clear weather and daylight conditions. This suggests that roadway geometry, traffic operations, or driver behavior (rather than environmental factors) are likely the primary contributors.

10. ACCESS MANAGEMENT

For the Winston Energy project's traffic volumes, the analysis indicates that a southbound left-turn lane and a northbound right-turn lane are not required. However, the NDOT's AMSS guidelines recommend the following improvements:

Southbound Left-Turn Lane Warrant (US 95A at Sierra Way): The left-turn lane warrant analysis was conducted for the southbound approach of US 95A at Sierra Way. Per NDOT AMSS guidelines, the warrant volume thresholds are provided in Table 4-13: *Left-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas*. The need for a left-turn lane is based on turning movement volume, posted speed limit, and adjacent roadway through volumes. With a posted speed limit of 60 mph on US 95A and left-turn volumes exceeding 15 vehicles per hour, the left-turn lane warrant is met.

The southbound left-turn lane yields only to northbound through traffic; therefore, a 50-foot storage length is adequate. However, a deceleration lane and an approach taper are also required. Given the posted speed limit of 60 mph on US 95A, a minimum deceleration length of 605 feet and an approach taper of 360 feet are required per AMSS Table 4-20 (*Minimum Length of Left-Turn or Right-Turn Deceleration Lanes*) and Table 4-22 (*Approach and Departure Tapers*), respectively. These lengths will be included in the list of mitigation improvements.

Northbound Right-Turn Lane Warrant (US 95A at Sierra Way): The right-turn lane warrant analysis was conducted for the northbound approach of US 95A at Sierra Way. Per the NDOT AMSS, the warrant volume threshold is detailed in Table 4-17: *Right-Turn Lane Warrants at Unsignalized Intersections, Two-Lane Roadways in Rural Areas*. The requirement for a right-turn lane is based on the turning movement volume, speed limit, and the adjacent roadway through volumes. With the US 95A posted speed limit of 60 mph and the right-turn volumes exceed 25 vph, the right-turn lane warrant is met.

The northbound right-turn lane is a free-flow movement; therefore, no storage queue length is required. However, a deceleration lane and lane taper are required. Given the posted speed limit of 60 mph on US 95A, a minimum deceleration length of 605 feet and a taper of 120 feet are required per AMSS Table 4-20 and Table 4-25 (*Auxiliary Lane-Addition Tapers*), respectively. These will be included in the list of mitigation improvements.

11. LIST OF APPENDICES

Appendix A – NDOT TRINA Historical Counts
Appendix B – 2025 Field Data Collection
Appendix C – Supporting Documentation for Trip Generation of 1.4:1 (workers:vehicle trips)
Appendix D – Existing 2025 Conditions SYNCHRO Output
Appendix E – Future 2027 Conditions SYNCHRO Output
Appendix F – Future 2027 Plus Construction Traffic Conditions (Winston Energy Project) SYNCHRO Output
Appendix G – Future 2027 Plus Construction Traffic Conditions (Winston Energy Project) with Additional Turn Lanes at Intersection #3 SYNCHRO Output
Appendix H – Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) SYNCHRO Output
Appendix I – Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes and a Temporary Signal at Intersection #3 SYNCHRO Output
Appendix J – Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes at all four intersections and Temporary Signals at all analyzed intersections SYNCHRO Output
Appendix K – Future 2027 Plus Construction Traffic Conditions (Cumulative of Projects) with Additional Turn Lanes at all four intersections, Temporary Signals at Intersections #1, #3, and #4, and Acceleration Lanes at intersections #2 and #3
Appendix L – Crash Data

Appendix A

NDOT TRINA Historical Counts

Station 0190048 Location Information

Station Name	0190048
Route ID	
Route Name	US95A
Station Type	ShortTerm
STREET_FRO	Sierra Wy.
STREET_TO	Weeks cutoff Rd.
LATITUDE	4334021.5339
LONGITUDE	311483.6071

Station 0190048 AADT

AADT 2024	3,650
AADT 2023	4,150
AADT 2022	4,500
AADT 2021	4,300
AADT 2020	4,000
AADT 2019	4,150
AADT 2018	2,600
AADT 2017	2,900
AADT 2016	2,700
AADT 2015	2,600
AADT 2014	2,600

Report:

Hourly

Average Daily Factored Class Distribution:

2020 | 2021 | 2022 | 2023
2024 |

Station 0190115 Location Information

Station Name	0190115
Route ID	
Route Name	US95A
Station Type	ShortTerm
STREET_FRO	Miller Ln.
STREET_TO	Sierra Way
LATITUDE	4325366.0822
LONGITUDE	311251.1126

Station 0190115 AADT

AADT 2024	5,150
AADT 2023	5,550
AADT 2022	4,700
AADT 2021	5,700
AADT 2020	5,050
AADT 2019	5,250
AADT 2018	4,800
AADT 2017	3,900
AADT 2016	4,400
AADT 2015	3,700
AADT 2014	3,500

Report:

Hourly

Average Daily Factored Class Distribution:

2020 | 2021 | 2022 | 2023
2024 |

Station 0190051 Location Information

Station Name	0190051
Route ID	
Route Name	US95A
Station Type	ShortTerm
STREET_FRO	SR339 (Nordyke Rd)
STREET_TO	Burch Dr
LATITUDE	4318477.0148
LONGITUDE	311049.0733

Station 0190051 AADT

AADT 2024	7,400
AADT 2023	8,700
AADT 2022	7,100
AADT 2021	8,150
AADT 2020	6,350
AADT 2019	7,300
AADT 2018	6,900
AADT 2017	6,700
AADT 2016	6,500
AADT 2015	5,200
AADT 2014	5,100

Report:

Hourly

Average Daily Factored Class Distribution:

2020 | 2021 | 2022 | 2023
2024 |

Appendix B

Lux Solar and Monarch Data Center: Kimley-Horn and Associates, Inc. 2025 Field Data Collection

US 50 and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

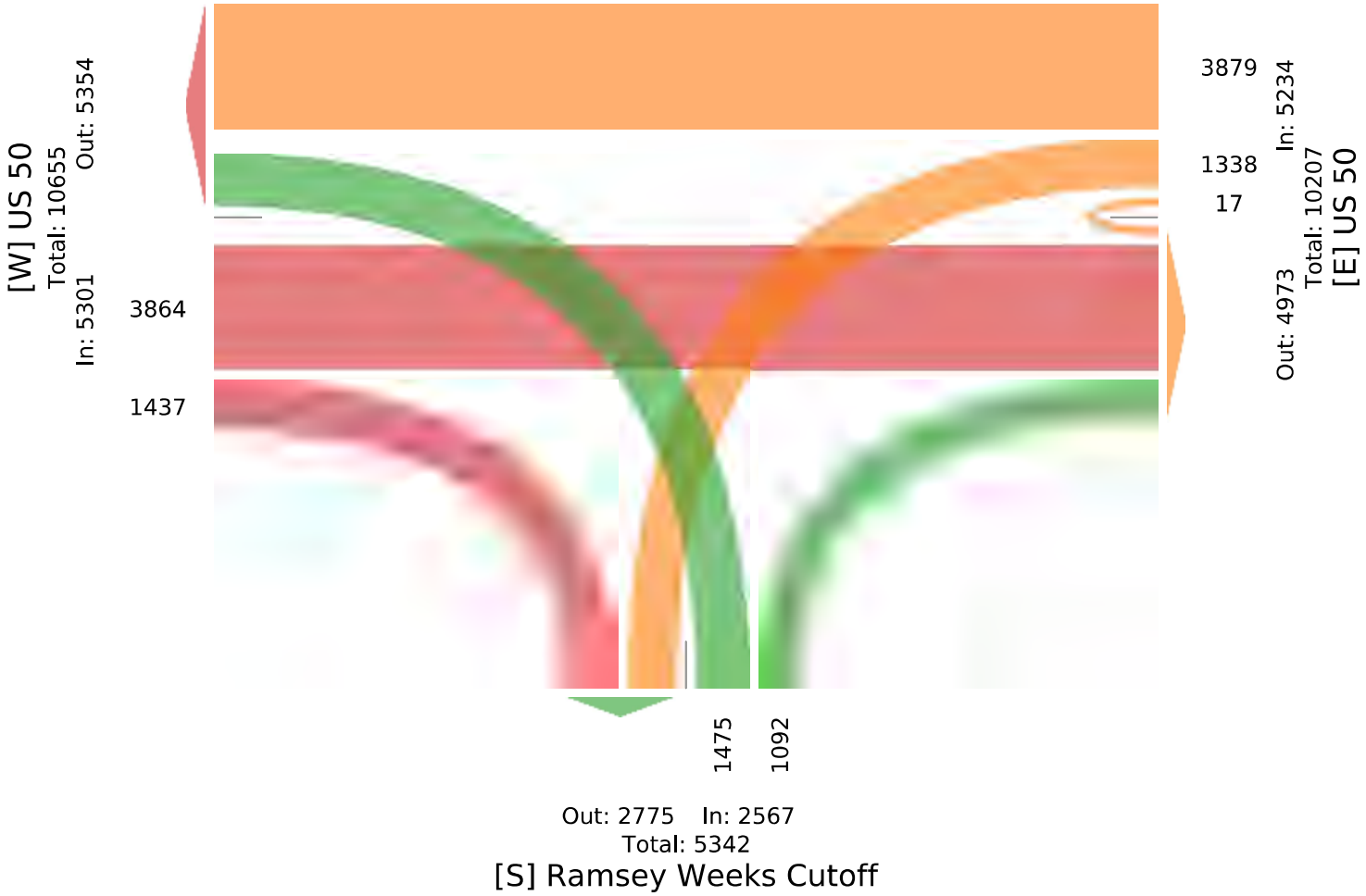
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Ramsey Weeks Cutoff Northbound				US 50 Eastbound				US 50 Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-10-21 12:00AM	5	12	0	**17**	5	4	0	**9**	10	10	0	**20**	**46**
1:00AM	6	3	0	**9**	10	4	0	**14**	8	8	0	**16**	**39**
2:00AM	3	13	0	**16**	15	4	0	**19**	8	14	0	**22**	**57**
3:00AM	7	19	0	**26**	38	5	0	**43**	6	20	0	**26**	**95**
4:00AM	23	70	0	**93**	239	8	0	**247**	7	38	1	**46**	**386**
5:00AM	73	144	0	**217**	519	22	0	**541**	16	109	0	**125**	**883**
6:00AM	118	97	0	**215**	311	51	0	**362**	63	225	1	**289**	**866**
7:00AM	122	78	0	**200**	278	77	0	**355**	78	194	0	**272**	**827**
8:00AM	110	51	0	**161**	230	91	0	**321**	70	149	1	**220**	**702**
9:00AM	88	75	0	**163**	216	87	0	**303**	91	177	2	**270**	**736**
10:00AM	83	65	0	**148**	165	50	0	**215**	54	172	0	**226**	**589**
11:00AM	84	42	0	**126**	180	55	0	**235**	63	182	4	**249**	**610**
12:00PM	87	49	0	**136**	173	82	0	**255**	47	188	1	**236**	**627**
1:00PM	77	66	0	**143**	179	94	0	**273**	94	256	2	**352**	**768**
2:00PM	91	54	0	**145**	199	106	0	**305**	79	263	2	**344**	**794**
3:00PM	130	58	0	**188**	248	138	0	**386**	117	382	1	**500**	**1074**
4:00PM	110	38	0	**148**	252	143	0	**395**	136	542	0	**678**	**1221**
5:00PM	109	38	0	**147**	264	160	0	**424**	128	398	0	**526**	**1097**
6:00PM	64	40	0	**104**	174	105	0	**279**	112	291	2	**405**	**788**
7:00PM	40	19	0	**59**	60	57	0	**117**	42	107	0	**149**	**325**
8:00PM	25	27	0	**52**	58	44	0	**102**	41	62	0	**103**	**257**
9:00PM	7	23	0	**30**	24	20	0	**44**	37	43	0	**80**	**154**
10:00PM	8	8	0	**16**	16	11	0	**27**	13	28	0	**41**	**84**
11:00PM	5	3	0	**8**	11	19	0	**30**	18	21	0	**39**	**77**
Total	1475	1092	0	**2567**	3864	1437	0	**5301**	1338	3879	17	**5234**	**13102**
% Approach	57.5%	42.5%	0%	**-**	72.9%	27.1%	0%	**-**	25.6%	74.1%	0.3%	**-**	**-**
% Total	11.3%	8.3%	0%	**19.6%**	29.5%	11.0%	0%	**40.5%**	10.2%	29.6%	0.1%	**39.9%**	**-**
Lights	1443	1058	0	**2501**	3507	1408	0	**4915**	1290	3473	14	**4777**	12193
% Lights	97.8%	96.9%	0%	**97.4%**	90.8%	98.0%	0%	**92.7%**	96.4%	89.5%	82.4%	**91.3%**	93.1%
Articulated Trucks	2	8	0	**10**	248	3	0	**251**	17	290	2	**309**	570
% Articulated Trucks	0.1%	0.7%	0%	**0.4%**	6.4%	0.2%	0%	**4.7%**	1.3%	7.5%	11.8%	**5.9%**	4.4%
Buses and Single-Unit Trucks	30	26	0	**56**	109	26	0	**135**	31	116	1	**148**	339
% Buses and Single-Unit Trucks	2.0%	2.4%	0%	**2.2%**	2.8%	1.8%	0%	**2.5%**	2.3%	3.0%	5.9%	**2.8%**	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

US 50 and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 50 and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
AM Peak (5 AM - 6 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

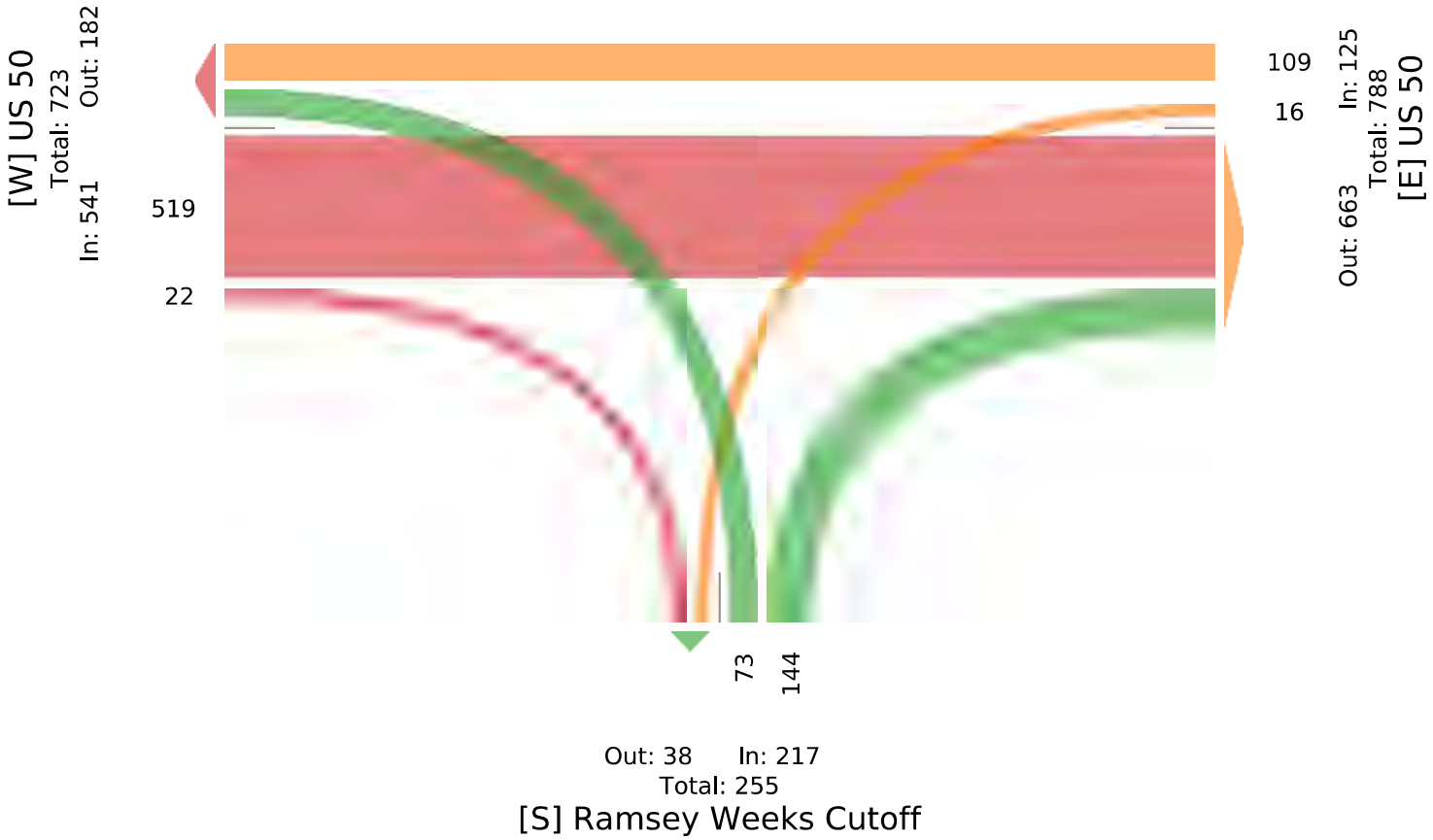
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Ramsey Weeks Cutoff Northbound				US 50 Eastbound				US 50 Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-10-21 5:00AM	13	35	0	**48**	149	4	0	**153**	1	24	0	**25**	**226**
5:15AM	19	48	0	**67**	146	4	0	**150**	3	27	0	**30**	**247**
5:30AM	16	33	0	**49**	138	4	0	**142**	5	27	0	**32**	**223**
5:45AM	25	28	0	**53**	86	10	0	**96**	7	31	0	**38**	**187**
Total	73	144	0	**217**	519	22	0	**541**	16	109	0	**125**	**883**
% Approach	33.6%	66.4%	0%	**-**	95.9%	4.1%	0%	**-**	12.8%	87.2%	0%	**-**	**-**
% Total	8.3%	16.3%	0%	**24.6%**	58.8%	2.5%	0%	**61.3%**	1.8%	12.3%	0%	**14.2%**	**-**
PHF	0.730	0.750	**-**	**0.810**	0.871	0.550	**-**	**0.884**	0.571	0.879	**-**	**0.822**	0.894
Lights	73	143	0	**216**	505	22	0	**527**	16	101	0	**117**	860
% Lights	100%	99.3%	0%	**99.5%**	97.3%	100%	0%	**97.4%**	100%	92.7%	0%	**93.6%**	97.4%
Articulated Trucks	0	0	0	**0**	8	0	0	**8**	0	7	0	**7**	15
% Articulated Trucks	0%	0%	0%	**0%**	1.5%	0%	0%	**1.5%**	0%	6.4%	0%	**5.6%**	1.7%
Buses and Single-Unit Trucks	0	1	0	**1**	6	0	0	**6**	0	1	0	**1**	8
% Buses and Single-Unit Trucks	0%	0.7%	0%	**0.5%**	1.2%	0%	0%	**1.1%**	0%	0.9%	0%	**0.8%**	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

US 50 and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
AM Peak (5 AM - 6 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 50 and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

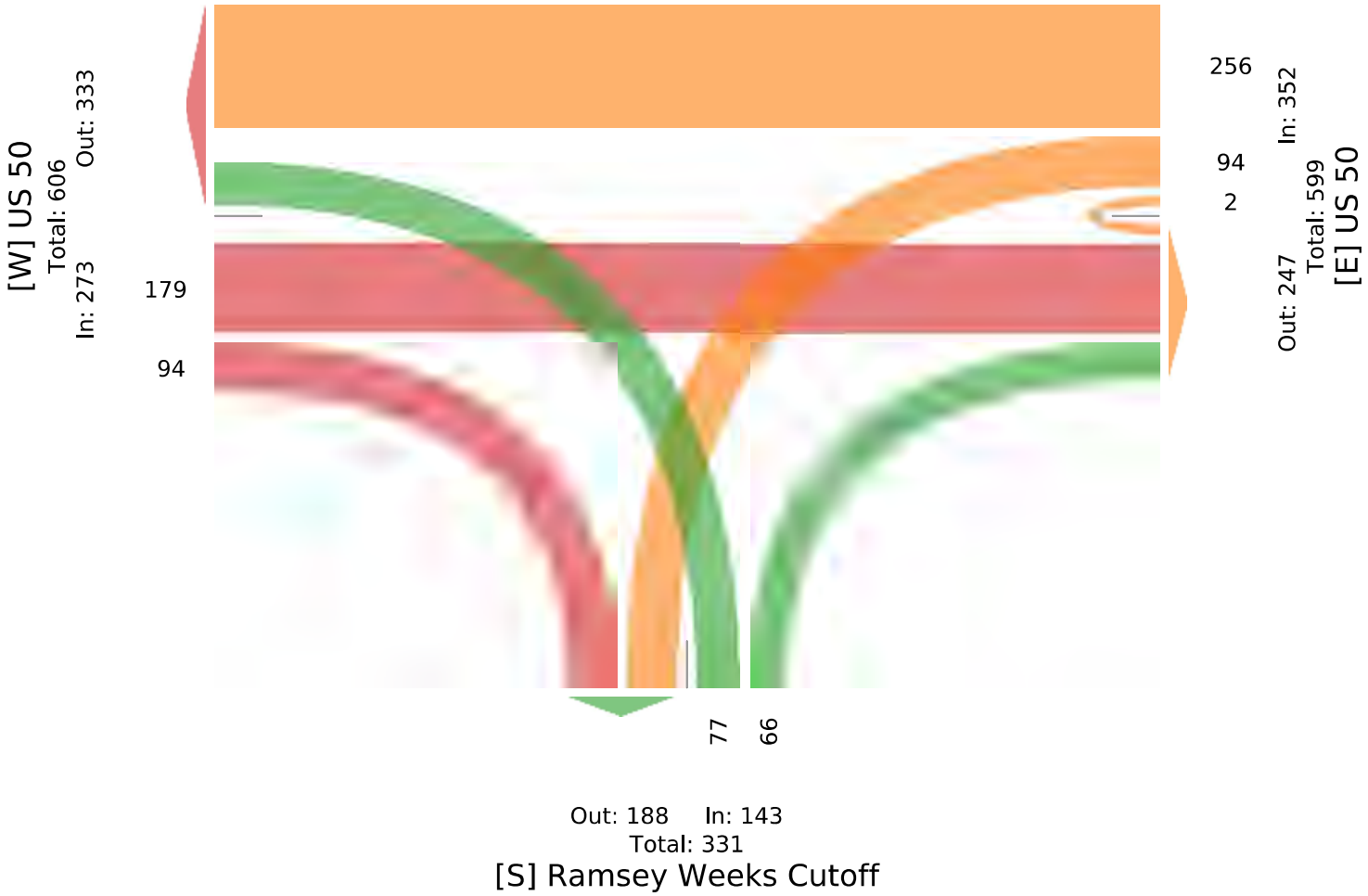
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Ramsey Weeks Cutoff Northbound				US 50 Eastbound				US 50 Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-10-21 1:00PM	19	22	0	**41**	34	26	0	**60**	21	67	0	**88**	**189**
1:15PM	24	13	0	**37**	50	17	0	**67**	34	50	2	**86**	**190**
1:30PM	19	15	0	**34**	40	27	0	**67**	15	57	0	**72**	**173**
1:45PM	15	16	0	**31**	55	24	0	**79**	24	82	0	**106**	**216**
Total	77	66	0	**143**	179	94	0	**273**	94	256	2	**352**	**768**
% Approach	53.8%	46.2%	0%	**-**	65.6%	34.4%	0%	**-**	26.7%	72.7%	0.6%	**-**	**-**
% Total	10.0%	8.6%	0%	**18.6%**	23.3%	12.2%	0%	**35.5%**	12.2%	33.3%	0.3%	**45.8%**	**-**
PHF	0.802	0.750	**-**	**0.872**	0.814	0.870	**-**	**0.864**	0.691	0.780	0.250	**0.830**	0.889
Lights	76	60	0	**136**	156	89	0	**245**	89	222	2	**313**	694
% Lights	98.7%	90.9%	0%	**95.1%**	87.2%	94.7%	0%	**89.7%**	94.7%	86.7%	100%	**88.9%**	90.4%
Articulated Trucks	0	1	0	**1**	19	1	0	**20**	0	21	0	**21**	42
% Articulated Trucks	0%	1.5%	0%	**0.7%**	10.6%	1.1%	0%	**7.3%**	0%	8.2%	0%	**6.0%**	5.5%
Buses and Single-Unit Trucks	1	5	0	**6**	4	4	0	**8**	5	13	0	**18**	32
% Buses and Single-Unit Trucks	1.3%	7.6%	0%	**4.2%**	2.2%	4.3%	0%	**2.9%**	5.3%	5.1%	0%	**5.1%**	4.2%

*L: Left, R: Right, T: Thru, U: U-Turn

US 50 and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 50 and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Ramsey Weeks Cutoff Northbound				US 50 Eastbound				US 50 Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2025-10-21 4:15PM	30	14	0	**44**	59	44	0	**103**	35	145	0	**180**	**327**
4:30PM	21	7	0	**28**	75	28	0	**103**	31	148	0	**179**	**310**
4:45PM	34	11	0	**45**	70	32	0	**102**	37	161	0	**198**	**345**
5:00PM	28	10	0	**38**	67	43	0	**110**	37	124	0	**161**	**309**
Total	113	42	0	**155**	271	147	0	**418**	140	578	0	**718**	**1291**
% Approach	72.9%	27.1%	0%	**-**	64.8%	35.2%	0%	**-**	19.5%	80.5%	0%	**-**	**-**
% Total	8.8%	3.3%	0%	**12.0%**	21.0%	11.4%	0%	**32.4%**	10.8%	44.8%	0%	**55.6%**	**-**
PHF	0.831	0.750	**-**	**0.861**	0.903	0.835	**-**	**0.950**	0.946	0.898	**-**	**0.907**	0.936
Lights	108	42	0	**150**	252	146	0	**398**	136	567	0	**703**	1251
% Lights	95.6%	100%	0%	**96.8%**	93.0%	99.3%	0%	**95.2%**	97.1%	98.1%	0%	**97.9%**	96.9%
Articulated Trucks	1	0	0	**1**	12	0	0	**12**	2	5	0	**7**	20
% Articulated Trucks	0.9%	0%	0%	**0.6%**	4.4%	0%	0%	**2.9%**	1.4%	0.9%	0%	**1.0%**	1.5%
Buses and Single-Unit Trucks	4	0	0	**4**	7	1	0	**8**	2	6	0	**8**	20
% Buses and Single-Unit Trucks	3.5%	0%	0%	**2.6%**	2.6%	0.7%	0%	**1.9%**	1.4%	1.0%	0%	**1.1%**	1.5%

*L: Left, R: Right, T: Thru, U: U-Turn

US 50 and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348897, Location: 39.394495, -119.284524

Provided by: Kimley-Horn and Associates, Inc.
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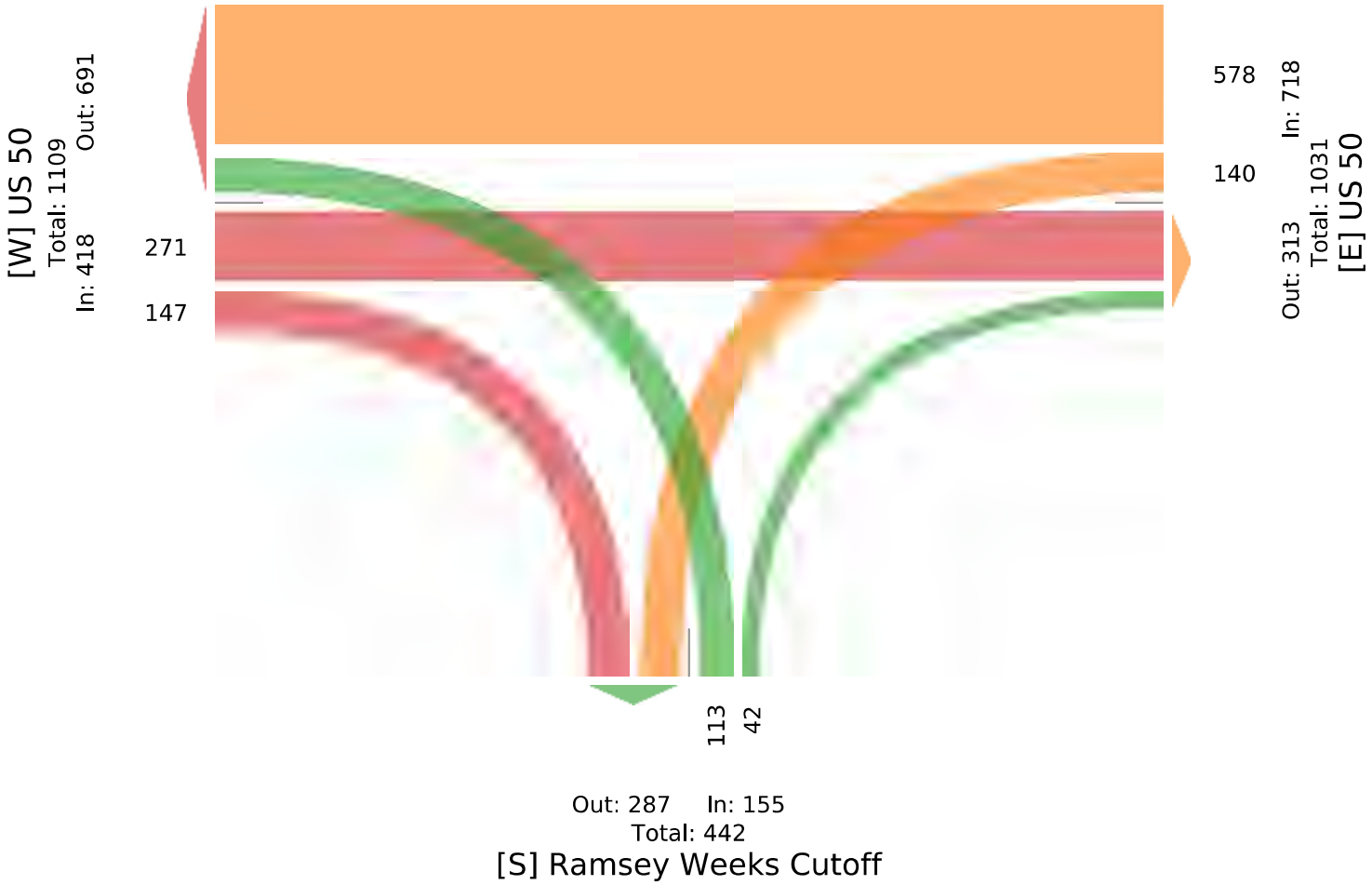


US 95A and Ramsey Weeks Cutoff TMC - TMC

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

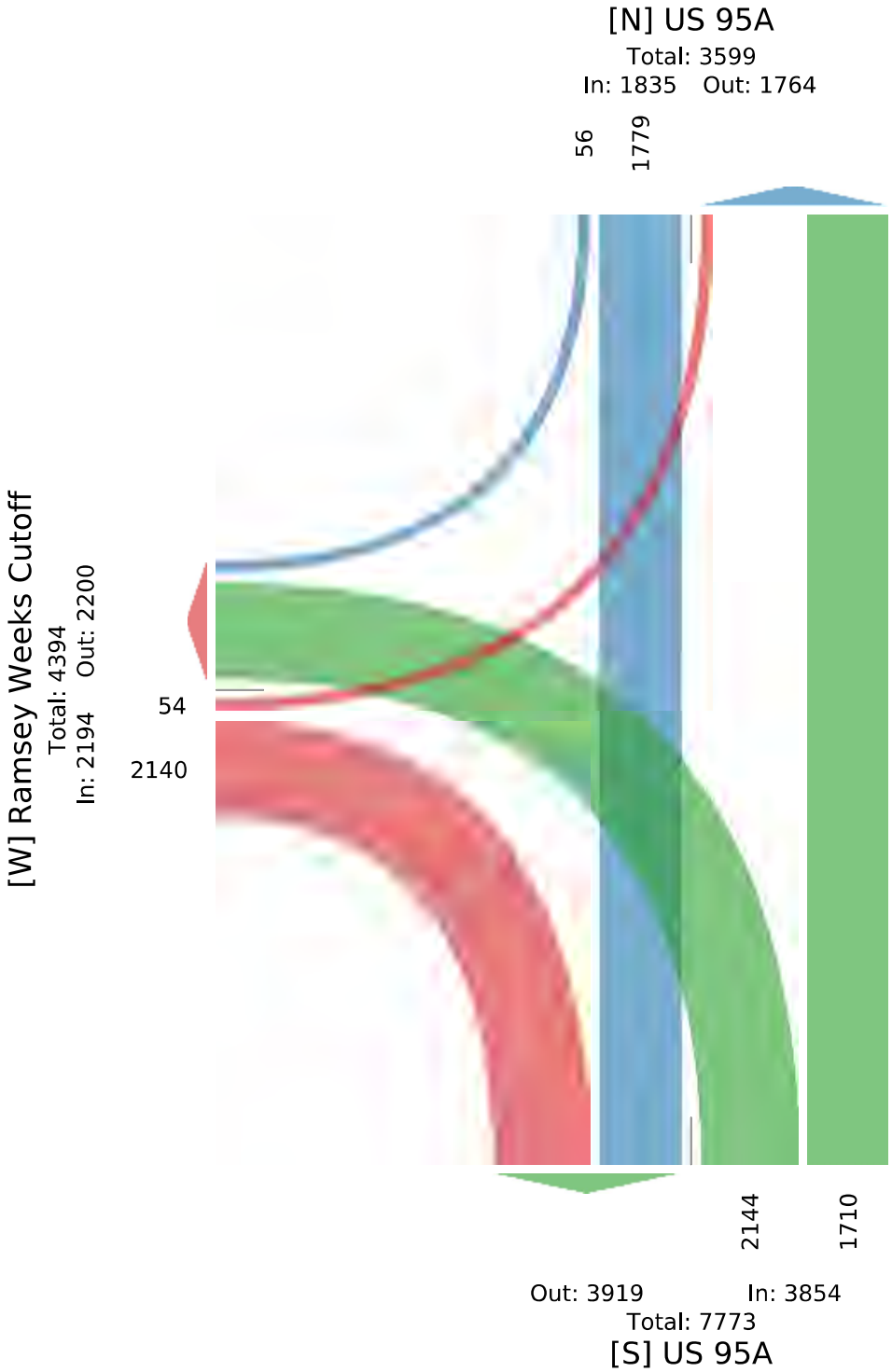
Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Leg Direction	US 95A Northbound				US 95A Southbound				Ramsey Weeks Cutoff Eastbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2025-10-21 12:00AM	12	16	0	**28**	12	0	0	**12**	0	8	0	**8**	**48**
1:00AM	6	15	0	**21**	11	0	0	**11**	0	8	0	**8**	**40**
2:00AM	14	19	0	**33**	8	0	0	**8**	0	8	0	**8**	**49**
3:00AM	30	16	0	**46**	7	0	0	**7**	0	13	0	**13**	**66**
4:00AM	84	40	0	**124**	16	0	0	**16**	0	8	0	**8**	**148**
5:00AM	183	78	0	**261**	36	0	0	**36**	0	26	0	**26**	**323**
6:00AM	167	78	0	**245**	59	3	0	**62**	0	82	0	**82**	**389**
7:00AM	188	104	0	**292**	89	7	0	**96**	4	117	0	**121**	**509**
8:00AM	148	99	0	**247**	87	8	0	**95**	3	112	0	**115**	**457**
9:00AM	128	98	0	**226**	76	7	0	**83**	7	151	0	**158**	**467**
10:00AM	112	109	0	**221**	89	3	0	**92**	7	99	0	**106**	**419**
11:00AM	110	127	0	**237**	105	7	0	**112**	7	106	0	**113**	**462**
12:00PM	110	102	0	**212**	141	5	0	**146**	8	112	0	**120**	**478**
1:00PM	118	101	0	**219**	125	5	0	**130**	1	142	0	**143**	**492**
2:00PM	115	128	0	**243**	137	0	0	**137**	2	155	0	**157**	**537**
3:00PM	152	107	0	**259**	163	0	0	**163**	3	189	0	**192**	**614**
4:00PM	137	135	0	**272**	173	1	0	**174**	3	212	0	**215**	**661**
5:00PM	121	122	0	**243**	132	5	0	**137**	4	199	0	**203**	**583**
6:00PM	82	83	0	**165**	113	2	0	**115**	4	161	0	**165**	**445**
7:00PM	36	45	0	**81**	82	1	0	**83**	1	68	0	**69**	**233**
8:00PM	41	33	0	**74**	45	1	0	**46**	0	68	0	**68**	**188**
9:00PM	30	30	0	**60**	33	0	0	**33**	0	47	0	**47**	**140**
10:00PM	12	16	0	**28**	26	0	0	**26**	0	25	0	**25**	**79**
11:00PM	8	9	0	**17**	14	1	0	**15**	0	24	0	**24**	**56**
Total	2144	1710	0	**3854**	1779	56	0	**1835**	54	2140	0	**2194**	**7883**
% Approach	55.6%	44.4%	0%	**-**	96.9%	3.1%	0%	**-**	2.5%	97.5%	0%	**-**	**-**
% Total	27.2%	21.7%	0%	**48.9%**	22.6%	0.7%	0%	**23.3%**	0.7%	27.1%	0%	**27.8%**	**-**
Lights	2072	1300	0	**3372**	1349	34	0	**1383**	31	2052	0	**2083**	6838
% Lights	96.6%	76.0%	0%	**87.5%**	75.8%	60.7%	0%	**75.4%**	57.4%	95.9%	0%	**94.9%**	86.7%
Articulated Trucks	13	338	0	**351**	363	17	0	**380**	14	27	0	**41**	772
% Articulated Trucks	0.6%	19.8%	0%	**9.1%**	20.4%	30.4%	0%	**20.7%**	25.9%	1.3%	0%	**1.9%**	9.8%
Buses and Single-Unit Trucks	59	72	0	**131**	67	5	0	**72**	9	61	0	**70**	273
% Buses and Single-Unit Trucks	2.8%	4.2%	0%	**3.4%**	3.8%	8.9%	0%	**3.9%**	16.7%	2.9%	0%	**3.2%**	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

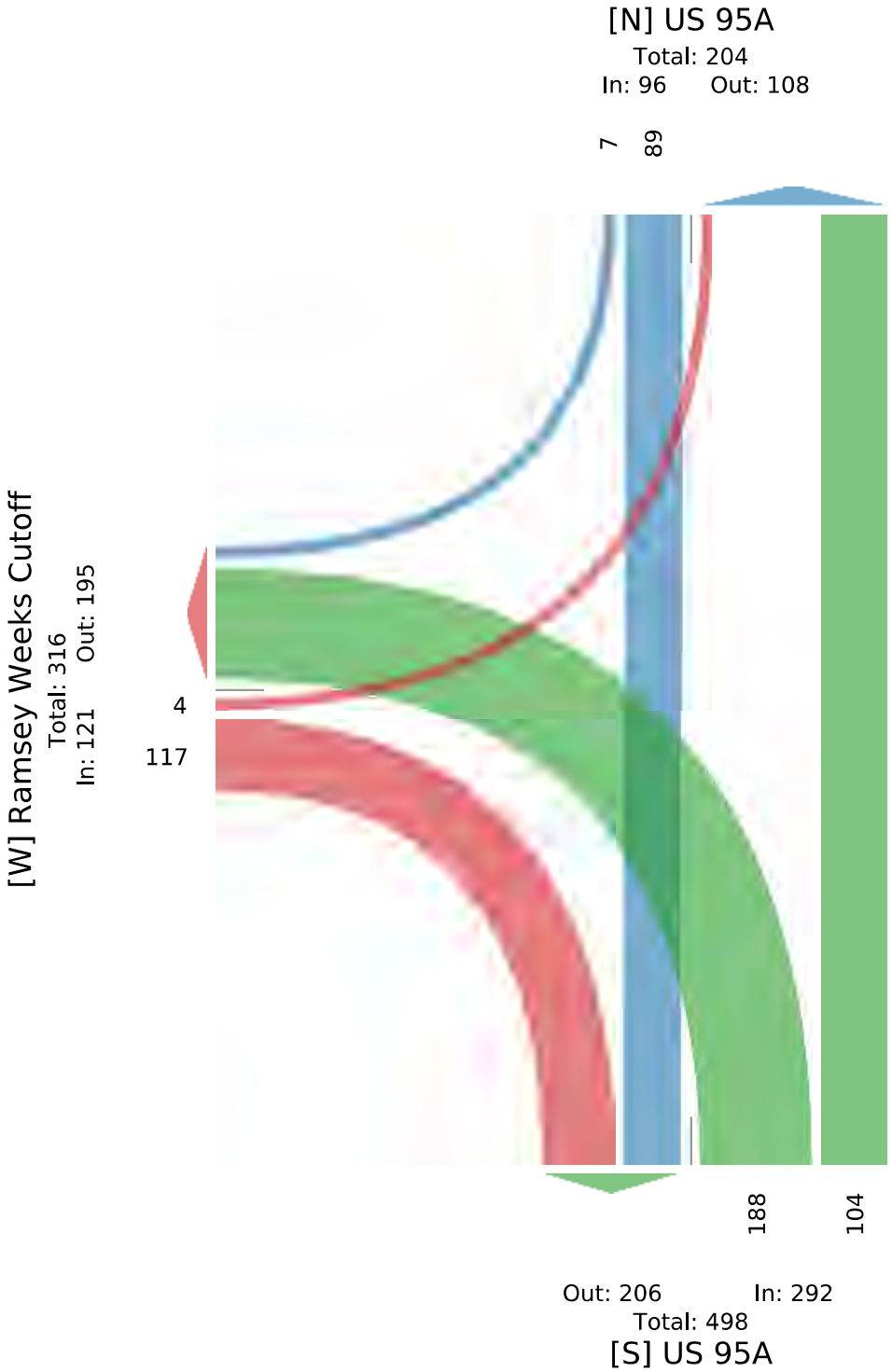
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	US 95A Northbound				US 95A Southbound				Ramsey Weeks Cutoff Eastbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2025-10-21 7:00AM	41	27	0	**68**	22	4	0	**26**	0	19	0	**19**	**113**
7:15AM	67	25	0	**92**	21	2	0	**23**	1	27	0	**28**	**143**
7:30AM	52	27	0	**79**	30	1	0	**31**	3	38	0	**41**	**151**
7:45AM	28	25	0	**53**	16	0	0	**16**	0	33	0	**33**	**102**
Total	188	104	0	**292**	89	7	0	**96**	4	117	0	**121**	**509**
% Approach	64.4%	35.6%	0%	**-**	92.7%	7.3%	0%	**-**	3.3%	96.7%	0%	**-**	**-**
% Total	36.9%	20.4%	0%	**57.4%**	17.5%	1.4%	0%	**18.9%**	0.8%	23.0%	0%	**23.8%**	**-**
PHF	0.701	0.963	**-**	**0.793**	0.742	0.438	**-**	**0.774**	0.333	0.770	**-**	**0.738**	0.843
Lights	183	80	0	**263**	70	3	0	**73**	0	110	0	**110**	446
% Lights	97.3%	76.9%	0%	**90.1%**	78.7%	42.9%	0%	**76.0%**	0%	94.0%	0%	**90.9%**	87.6%
Articulated Trucks	0	19	0	**19**	12	3	0	**15**	3	3	0	**6**	40
% Articulated Trucks	0%	18.3%	0%	**6.5%**	13.5%	42.9%	0%	**15.6%**	75.0%	2.6%	0%	**5.0%**	7.9%
Buses and Single-Unit Trucks	5	5	0	**10**	7	1	0	**8**	1	4	0	**5**	23
% Buses and Single-Unit Trucks	2.7%	4.8%	0%	**3.4%**	7.9%	14.3%	0%	**8.3%**	25.0%	3.4%	0%	**4.1%**	4.5%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and Ramsey Weeks Cutoff TMC - TMC

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

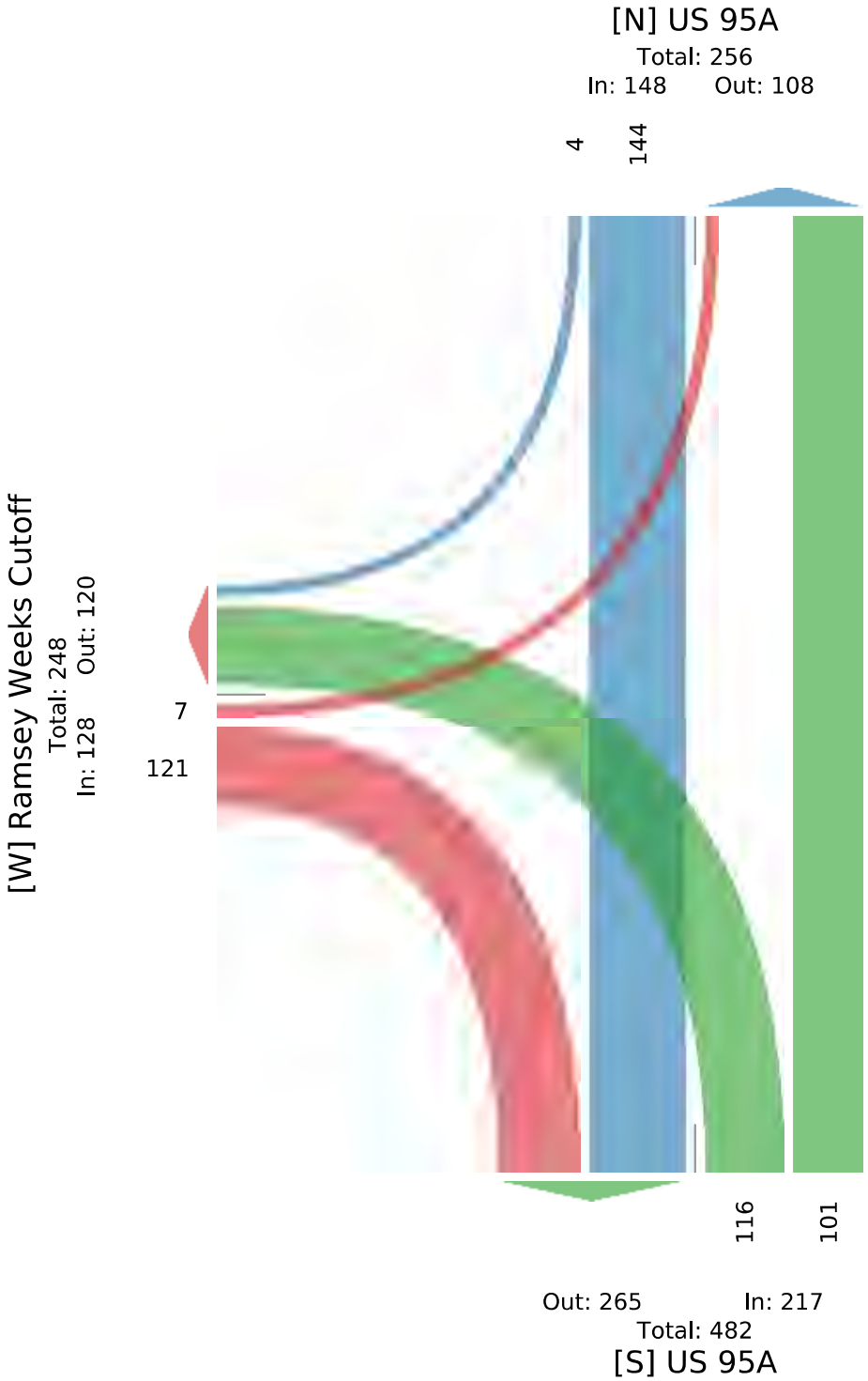
Tue Oct 21, 2025
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Leg Direction	US 95A Northbound				US 95A Southbound				Ramsey Weeks Cutoff Eastbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2025-10-21 12:15PM	27	24	0	**51**	36	1	0	**37**	3	31	0	**34**	**122**
12:30PM	29	29	0	**58**	31	0	0	**31**	3	26	0	**29**	**118**
12:45PM	25	21	0	**46**	38	1	0	**39**	1	31	0	**32**	**117**
1:00PM	35	27	0	**62**	39	2	0	**41**	0	33	0	**33**	**136**
Total	116	101	0	**217**	144	4	0	**148**	7	121	0	**128**	**493**
% Approach	53.5%	46.5%	0%	**-**	97.3%	2.7%	0%	**-**	5.5%	94.5%	0%	**-**	**-**
% Total	23.5%	20.5%	0%	**44.0%**	29.2%	0.8%	0%	**30.0%**	1.4%	24.5%	0%	**26.0%**	**-**
PHF	0.829	0.871	**-**	**0.875**	0.923	0.500	**-**	**0.902**	0.583	0.917	**-**	**0.941**	0.906
Lights	110	80	0	**190**	111	1	0	**112**	3	118	0	**121**	423
% Lights	94.8%	79.2%	0%	**87.6%**	77.1%	25.0%	0%	**75.7%**	42.9%	97.5%	0%	**94.5%**	85.8%
Articulated Trucks	2	15	0	**17**	32	2	0	**34**	3	2	0	**5**	56
% Articulated Trucks	1.7%	14.9%	0%	**7.8%**	22.2%	50.0%	0%	**23.0%**	42.9%	1.7%	0%	**3.9%**	11.4%
Buses and Single-Unit Trucks	4	6	0	**10**	1	1	0	**2**	1	1	0	**2**	14
% Buses and Single-Unit Trucks	3.4%	5.9%	0%	**4.6%**	0.7%	25.0%	0%	**1.4%**	14.3%	0.8%	0%	**1.6%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
Midday Peak (12:15 PM - 1:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and Ramsey Weeks Cutoff TMC - TMC

Tue Oct 21, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

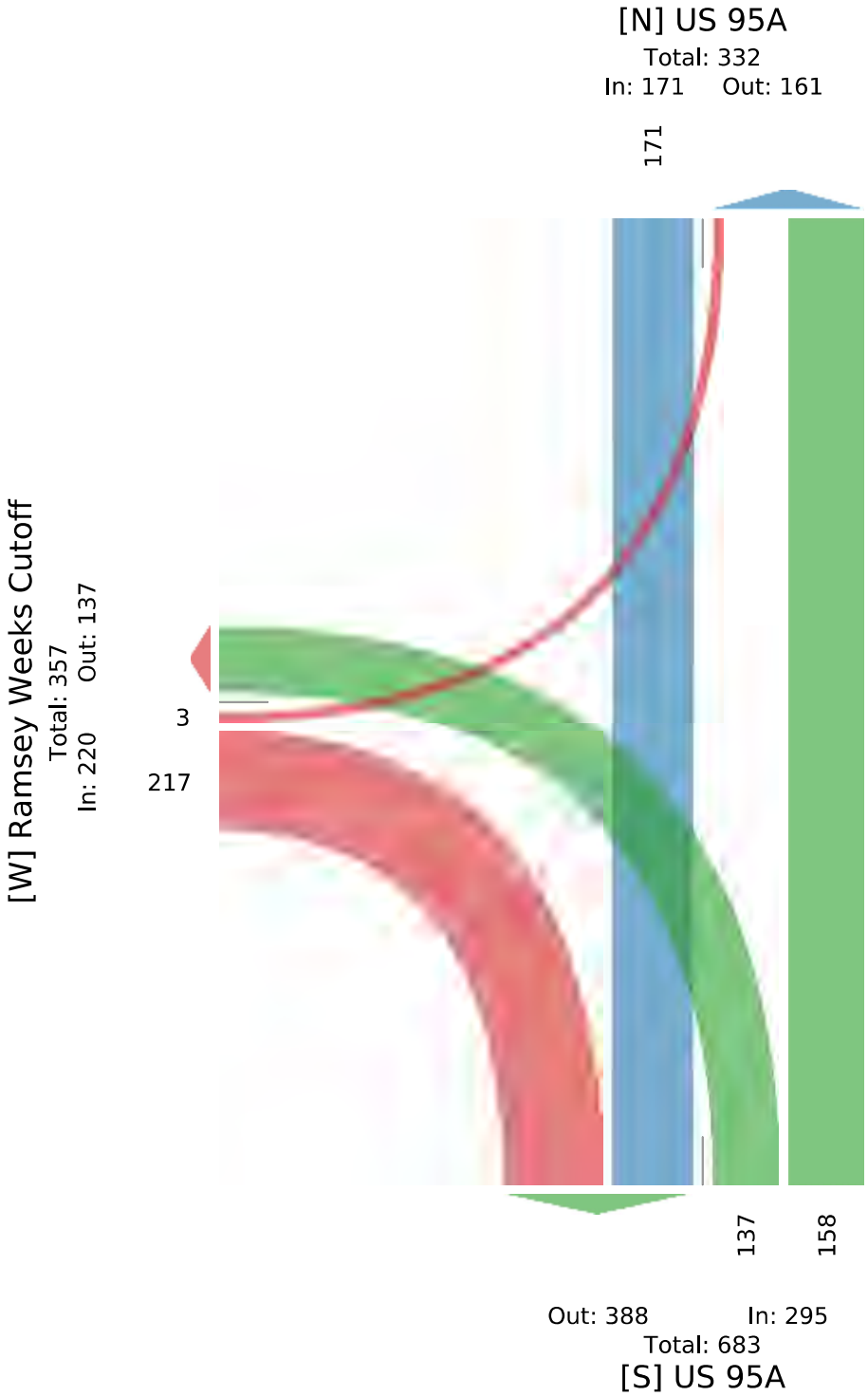
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	US 95A Northbound				US 95A Southbound				Ramsey Weeks Cutoff Eastbound				
Time	L	T	U	**App**	T	R	U	**App**	L	R	U	**App**	**Int**
2025-10-21 4:30PM	24	34	0	**58**	56	0	0	**56**	0	57	0	**57**	**171**
4:45PM	50	42	0	**92**	47	0	0	**47**	1	48	0	**49**	**188**
5:00PM	29	41	0	**70**	33	0	0	**33**	2	50	0	**52**	**155**
5:15PM	34	41	0	**75**	35	0	0	**35**	0	62	0	**62**	**172**
Total	137	158	0	**295**	171	0	0	**171**	3	217	0	**220**	**686**
% Approach	46.4%	53.6%	0%	**-**	100%	0%	0%	**-**	1.4%	98.6%	0%	**-**	**-**
% Total	20.0%	23.0%	0%	**43.0%**	24.9%	0%	0%	**24.9%**	0.4%	31.6%	0%	**32.1%**	**-**
PHF	0.685	0.940	**-**	**0.802**	0.763	-	-	**0.763**	0.375	0.875	**-**	**0.887**	0.912
Lights	135	134	0	**269**	140	0	0	**140**	3	213	0	**216**	625
% Lights	98.5%	84.8%	0%	**91.2%**	81.9%	0%	0%	**81.9%**	100%	98.2%	0%	**98.2%**	91.1%
Articulated Trucks	0	18	0	**18**	27	0	0	**27**	0	2	0	**2**	47
% Articulated Trucks	0%	11.4%	0%	**6.1%**	15.8%	0%	0%	**15.8%**	0%	0.9%	0%	**0.9%**	6.9%
Buses and Single-Unit Trucks	2	6	0	**8**	4	0	0	**4**	0	2	0	**2**	14
% Buses and Single-Unit Trucks	1.5%	3.8%	0%	**2.7%**	2.3%	0%	0%	**2.3%**	0%	0.9%	0%	**0.9%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and Ramsey Weeks Cutoff TMC - TMC
Tue Oct 21, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348896, Location: 39.361043, -119.236687

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

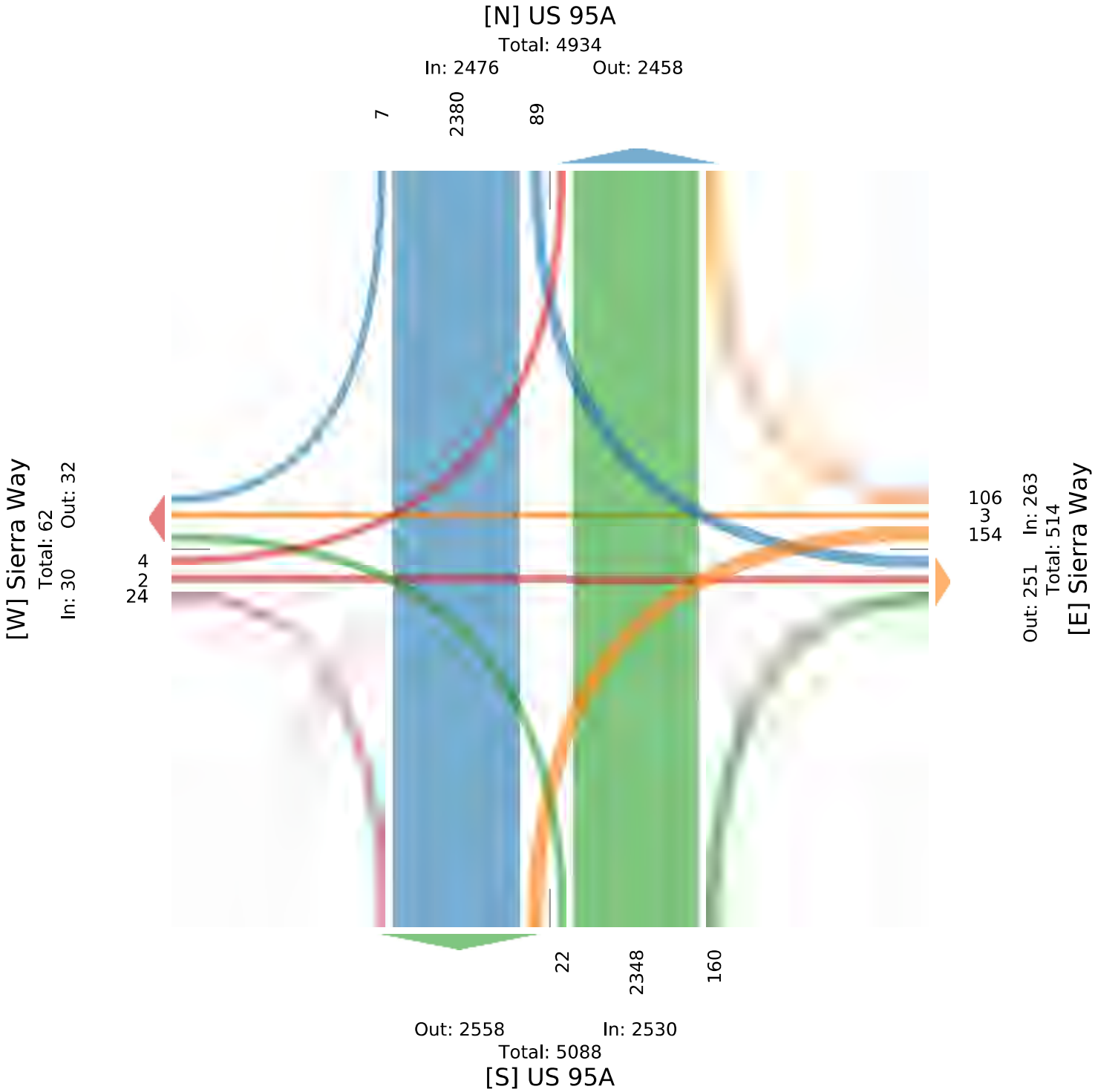
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg / Direction	US 95A Northbound					US 95A Southbound					Sierra Way Eastbound					Sierra Way Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2025-10-21 12:00AM	0	22	1	0	**23**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**31**
1:00AM	0	15	0	0	**15**	0	14	0	0	**14**	0	0	0	0	**0**	1	0	0	0	**1**	**30**
2:00AM	0	28	0	0	**28**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**35**
3:00AM	0	39	2	0	**41**	3	12	0	0	**15**	0	0	0	0	**0**	3	1	1	0	**5**	**61**
4:00AM	0	81	0	0	**81**	0	19	0	0	**19**	0	0	1	0	**1**	0	0	0	0	**0**	**101**
5:00AM	0	154	23	0	**177**	4	46	0	0	**50**	1	1	0	0	**2**	0	0	0	0	**0**	**229**
6:00AM	2	112	61	0	**175**	12	77	0	0	**89**	0	0	1	0	**1**	0	0	0	0	**0**	**265**
7:00AM	1	152	11	0	**164**	13	126	0	0	**139**	0	0	0	0	**0**	8	0	4	0	**12**	**315**
8:00AM	1	129	5	0	**135**	13	152	1	0	**166**	2	0	1	0	**3**	8	0	7	0	**15**	**319**
9:00AM	4	138	7	0	**149**	12	158	1	0	**171**	0	0	2	0	**2**	5	1	8	0	**14**	**336**
10:00AM	1	135	10	0	**146**	6	150	2	0	**158**	0	1	3	0	**4**	6	0	6	0	**12**	**320**
11:00AM	2	149	4	0	**155**	0	137	0	0	**137**	0	0	3	0	**3**	9	1	3	0	**13**	**308**
12:00PM	2	133	10	0	**145**	5	139	1	0	**145**	0	0	3	0	**3**	10	0	8	0	**18**	**311**
1:00PM	4	141	7	0	**152**	6	174	0	0	**180**	0	0	2	0	**2**	4	0	6	0	**10**	**344**
2:00PM	0	140	5	0	**145**	5	181	1	0	**187**	0	0	3	0	**3**	11	0	16	0	**27**	**362**
3:00PM	3	188	6	0	**197**	5	190	0	0	**195**	0	0	4	0	**4**	9	0	14	0	**23**	**419**
4:00PM	1	176	3	0	**180**	5	219	1	0	**225**	0	0	0	0	**0**	23	0	24	0	**47**	**452**
5:00PM	0	132	2	0	**134**	0	203	0	0	**203**	0	0	0	0	**0**	50	0	8	0	**58**	**395**
6:00PM	1	98	1	0	**100**	0	137	0	0	**137**	1	0	1	0	**2**	2	0	1	0	**3**	**242**
7:00PM	0	61	1	0	**62**	0	83	0	0	**83**	0	0	0	0	**0**	5	0	0	0	**5**	**150**
8:00PM	0	45	0	0	**45**	0	51	0	0	**51**	0	0	0	0	**0**	0	0	0	0	**0**	**96**
9:00PM	0	45	0	0	**45**	0	49	0	0	**49**	0	0	0	0	**0**	0	0	0	0	**0**	**94**
10:00PM	0	15	0	0	**15**	0	27	0	0	**27**	0	0	0	0	**0**	0	0	0	0	**0**	**42**
11:00PM	0	20	1	0	**21**	0	21	0	0	**21**	0	0	0	0	**0**	0	0	0	0	**0**	**42**
Total	22	2348	160	0	**2530**	89	2380	7	0	**2476**	4	2	24	0	**30**	154	3	106	0	**263**	**5299**
% Approach	0.9%	92.8%	6.3%	0%	**-**	3.6%	96.1%	0.3%	0%	**-**	13.3%	6.7%	80.0%	0%	**-**	58.6%	1.1%	40.3%	0%	**-**	**-**
% Total	0.4%	44.3%	3.0%	0%	**47.7%**	1.7%	44.9%	0.1%	0%	**46.7%**	0.1%	0%	0.5%	0%	**0.6%**	2.9%	0.1%	2.0%	0%	**5.0%**	**-**
Lights	8	1930	146	0	**2084**	50	1946	5	0	**2001**	3	0	8	0	**11**	138	2	60	0	**200**	4296
% Lights	36.4%	82.2%	91.3%	0%	**82.4%**	56.2%	81.8%	71.4%	0%	**80.8%**	75.0%	0%	33.3%	0%	**36.7%**	89.6%	66.7%	56.6%	0%	**76.0%**	81.1%
Articulated Trucks	11	318	10	0	**339**	9	335	0	0	**344**	0	0	13	0	**13**	11	0	5	0	**16**	712
% Articulated Trucks	50.0%	13.5%	6.3%	0%	**13.4%**	10.1%	14.1%	0%	0%	**13.9%**	0%	0%	54.2%	0%	**43.3%**	7.1%	0%	4.7%	0%	**6.1%**	13.4%
Buses and Single-Unit Trucks	3	100	4	0	**107**	30	99	2	0	**131**	1	2	3	0	**6**	5	1	41	0	**47**	291
% Buses and Single-Unit Trucks	13.6%	4.3%	2.5%	0%	**4.2%**	33.7%	4.2%	28.6%	0%	**5.3%**	25.0%	100%	12.5%	0%	**20.0%**	3.2%	33.3%	38.7%	0%	**17.9%**	5.5%

*L: Left, R: Right, T: Thru, U: U-Turn

US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
AM Peak (9:15 AM - 10:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

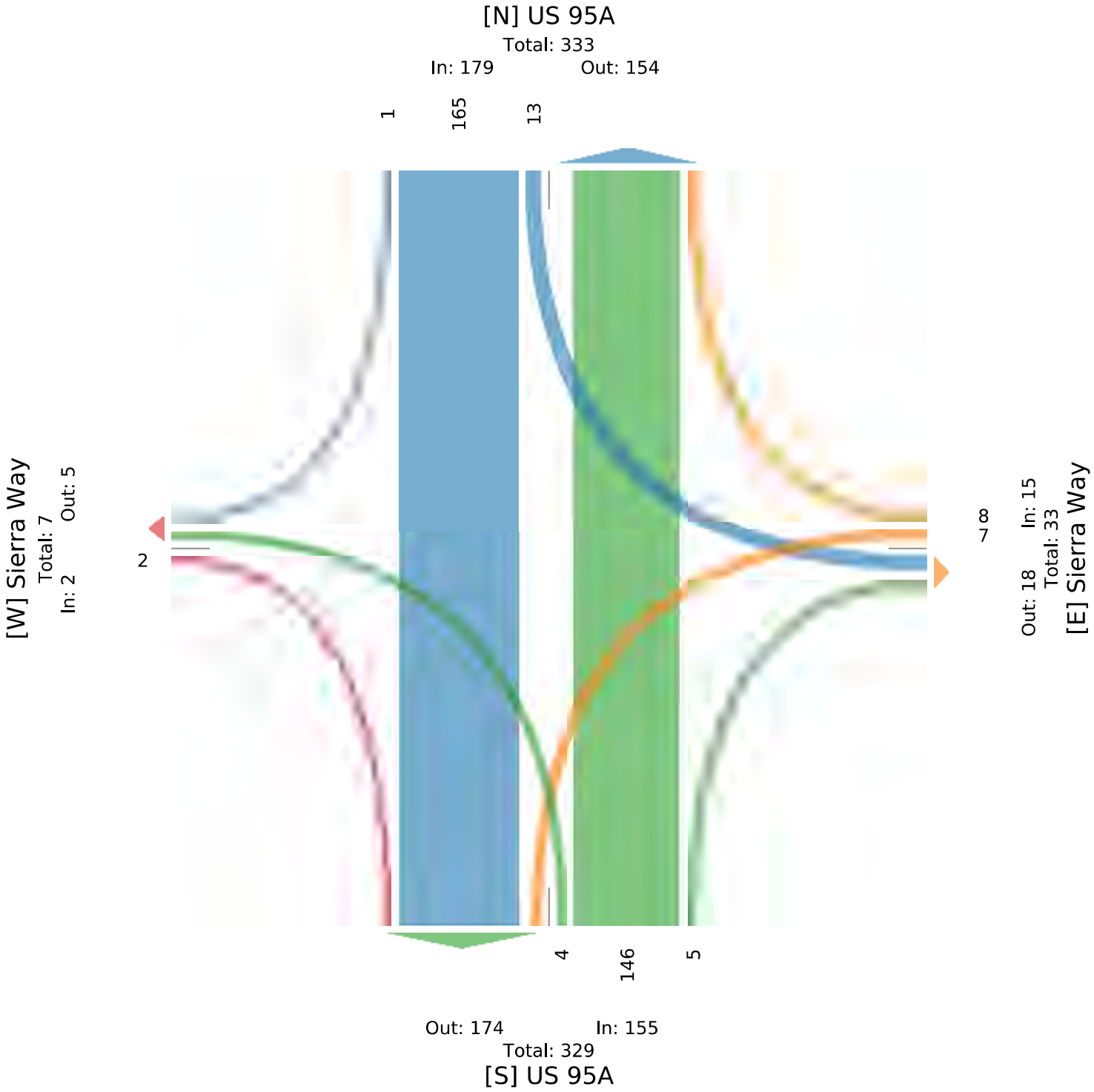
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg / Direction	US 95A Northbound					US 95A Southbound					Sierra Way Eastbound					Sierra Way Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-10-21 9:15AM	1	31	2	0	**34**	5	35	0	0	**40**	0	0	2	0	**2**	2	0	4	0	**6**	**82**
9:30AM	0	38	2	0	**40**	3	30	1	0	**34**	0	0	0	0	**0**	2	0	0	0	**2**	**76**
9:45AM	3	35	0	0	**38**	1	54	0	0	**55**	0	0	0	0	**0**	1	0	3	0	**4**	**97**
10:00AM	0	42	1	0	**43**	4	46	0	0	**50**	0	0	0	0	**0**	2	0	1	0	**3**	**96**
Total	4	146	5	0	**155**	13	165	1	0	**179**	0	0	2	0	**2**	7	0	8	0	**15**	**351**
% Approach	2.6%	94.2%	3.2%	0%	**-**	7.3%	92.2%	0.6%	0%	**-**	0%	0%	100%	0%	**-**	46.7%	0%	53.3%	0%	**-**	**-**
% Total	1.1%	41.6%	1.4%	0%	**44.2%**	3.7%	47.0%	0.3%	0%	**51.0%**	0%	0%	0.6%	0%	**0.6%**	2.0%	0%	2.3%	0%	**4.3%**	**-**
PHF	0.333	0.869	0.625	**-**	**0.901**	0.650	0.764	0.250	**-**	**0.814**	-	-	0.250	**-**	**0.250**	0.875	**-**	0.500	**-**	**0.625**	0.905
Lights	1	117	3	0	**121**	7	136	1	0	**144**	0	0	1	0	**1**	5	0	4	0	**9**	275
% Lights	25.0%	80.1%	60.0%	0%	**78.1%**	53.8%	82.4%	100%	0%	**80.4%**	0%	0%	50.0%	0%	**50.0%**	71.4%	0%	50.0%	0%	**60.0%**	78.3%
Articulated Trucks	3	20	1	0	**24**	1	21	0	0	**22**	0	0	1	0	**1**	1	0	0	0	**1**	48
% Articulated Trucks	75.0%	13.7%	20.0%	0%	**15.5%**	7.7%	12.7%	0%	0%	**12.3%**	0%	0%	50.0%	0%	**50.0%**	14.3%	0%	0%	0%	**6.7%**	13.7%
Buses and Single-Unit Trucks	0	9	1	0	**10**	5	8	0	0	**13**	0	0	0	0	**0**	1	0	4	0	**5**	28
% Buses and Single-Unit Trucks	0%	6.2%	20.0%	0%	**6.5%**	38.5%	4.8%	0%	0%	**7.3%**	0%	0%	0%	0%	**0%**	14.3%	0%	50.0%	0%	**33.3%**	8.0%

*L: Left, R: Right, T: Thru, U: U-Turn

US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
AM Peak (9:15 AM - 10:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US+95A+and+Sierra+Way TMC - TMC

Tue Oct 21, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

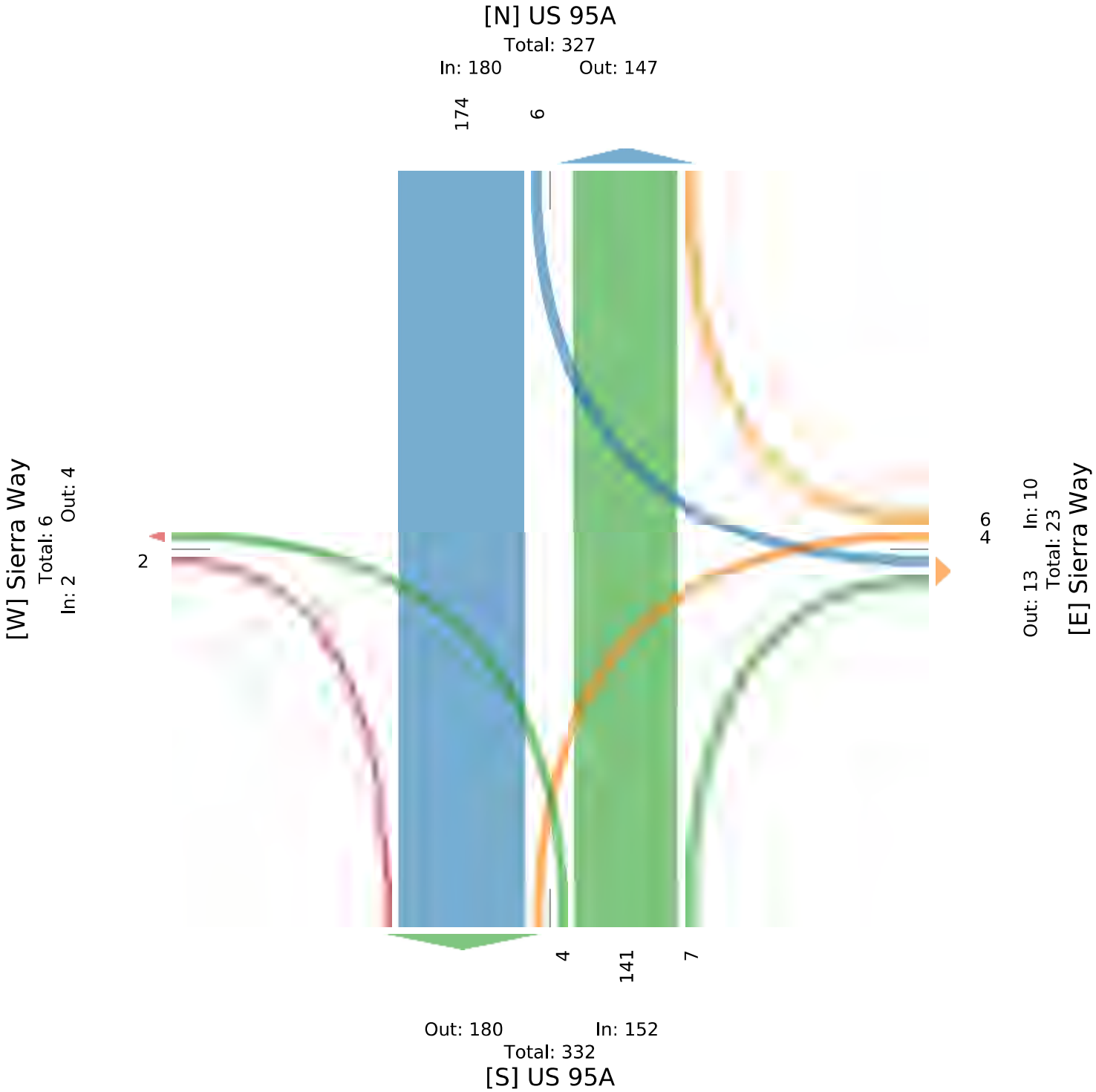
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	US 95A					US 95A					Sierra Way					Sierra Way					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2025-10-21 1:00PM	0	28	2	0	**30**	1	40	0	0	**41**	0	0	0	0	**0**	2	0	2	0	**4**	**75**
1:15PM	2	43	0	0	**45**	3	33	0	0	**36**	0	0	1	0	**1**	1	0	1	0	**2**	**84**
1:30PM	1	28	4	0	**33**	2	53	0	0	**55**	0	0	0	0	**0**	0	0	0	0	**0**	**88**
1:45PM	1	42	1	0	**44**	0	48	0	0	**48**	0	0	1	0	**1**	1	0	3	0	**4**	**97**
Total	4	141	7	0	**152**	6	174	0	0	**180**	0	0	2	0	**2**	4	0	6	0	**10**	**344**
% Approach	2.6%	92.8%	4.6%	0%	**-**	3.3%	96.7%	0%	0%	**-**	0%	0%	100%	0%	**-**	40.0%	0%	60.0%	0%	**-**	**-**
% Total	1.2%	41.0%	2.0%	0%	**44.2%**	1.7%	50.6%	0%	0%	**52.3%**	0%	0%	0.6%	0%	**0.6%**	1.2%	0%	1.7%	0%	**2.9%**	**-**
PHF	0.500	0.820	0.438	**-**	**0.844**	0.500	0.821	-	-	**0.818**	-	-	0.500	**-**	**0.500**	0.500	**-**	0.500	**-**	**0.625**	0.887
Lights	0	109	5	0	**114**	3	130	0	0	**133**	0	0	1	0	**1**	4	0	1	0	**5**	253
% Lights	0%	77.3%	71.4%	0%	**75.0%**	50.0%	74.7%	0%	0%	**73.9%**	0%	0%	50.0%	0%	**50.0%**	100%	0%	16.7%	0%	**50.0%**	73.5%
Articulated Trucks	3	22	1	0	**26**	0	37	0	0	**37**	0	0	1	0	**1**	0	0	1	0	**1**	65
% Articulated Trucks	75.0%	15.6%	14.3%	0%	**17.1%**	0%	21.3%	0%	0%	**20.6%**	0%	0%	50.0%	0%	**50.0%**	0%	0%	16.7%	0%	**10.0%**	18.9%
Buses and Single-Unit Trucks	1	10	1	0	**12**	3	7	0	0	**10**	0	0	0	0	**0**	0	0	4	0	**4**	26
% Buses and Single-Unit Trucks	25.0%	7.1%	14.3%	0%	**7.9%**	50.0%	4.0%	0%	0%	**5.6%**	0%	0%	0%	0%	**0%**	0%	0%	66.7%	0%	**40.0%**	7.6%

*L: Left, R: Right, T: Thru, U: U-Turn

US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
Midday Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US+95A+and+Sierra+Way TMC - TMC

Tue Oct 21, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

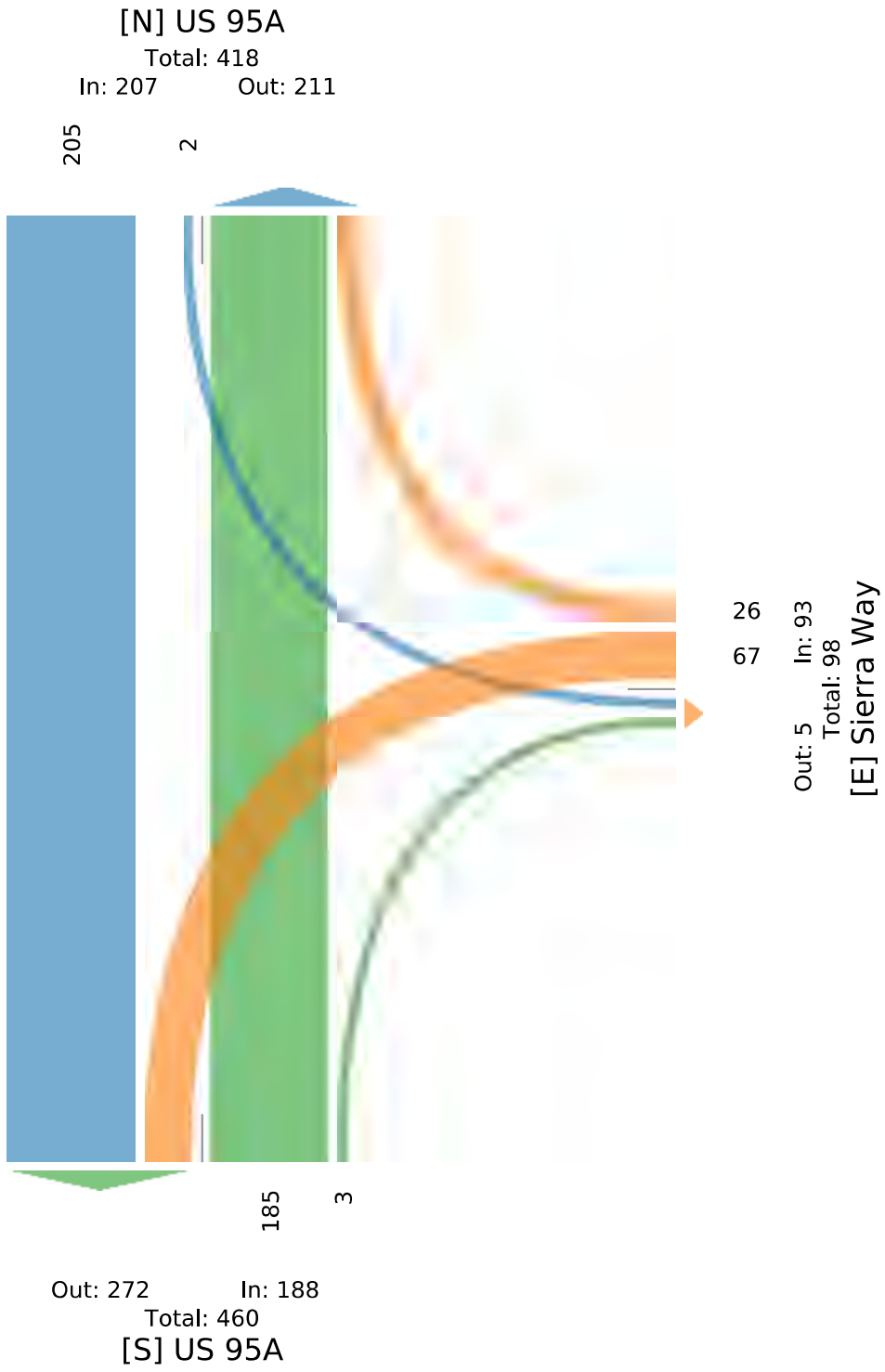
Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	US 95A Northbound					US 95A Southbound					Sierra Way Eastbound					Sierra Way Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-10-21 4:30PM	0	59	3	0	**62**	0	41	0	0	**41**	0	0	0	0	**0**	10	0	9	0	**19**	**122**
4:45PM	0	48	0	0	**48**	2	61	0	0	**63**	0	0	0	0	**0**	8	0	10	0	**18**	**129**
5:00PM	0	31	0	0	**31**	0	52	0	0	**52**	0	0	0	0	**0**	47	0	7	0	**54**	**137**
5:15PM	0	47	0	0	**47**	0	51	0	0	**51**	0	0	0	0	**0**	2	0	0	0	**2**	**100**
Total	0	185	3	0	**188**	2	205	0	0	**207**	0	0	0	0	**0**	67	0	26	0	**93**	**488**
% Approach	0%	98.4%	1.6%	0%	**-**	1.0%	99.0%	0%	0%	**-**	0%	0%	0%	0%	**-**	72.0%	0%	28.0%	0%	**-**	**-**
% Total	0%	37.9%	0.6%	0%	**38.5%**	0.4%	42.0%	0%	0%	**42.4%**	0%	0%	0%	0%	**0%**	13.7%	0%	5.3%	0%	**19.1%**	**-**
PHF	**-**	0.784	0.250	**-**	**0.758**	0.250	0.840	-	-	**0.821**	-	-	-	-	**-**	0.356	**-**	0.650	**-**	**0.431**	0.891
Lights	0	163	3	0	**166**	2	179	0	0	**181**	0	0	0	0	**0**	66	0	22	0	**88**	435
% Lights	0%	88.1%	100%	0%	**88.3%**	100%	87.3%	0%	0%	**87.4%**	0%	0%	0%	0%	**-**	98.5%	0%	84.6%	0%	**94.6%**	89.1%
Articulated Trucks	0	15	0	0	**15**	0	23	0	0	**23**	0	0	0	0	**0**	0	0	1	0	**1**	39
% Articulated Trucks	0%	8.1%	0%	0%	**8.0%**	0%	11.2%	0%	0%	**11.1%**	0%	0%	0%	0%	**-**	0%	0%	3.8%	0%	**1.1%**	8.0%
Buses and Single-Unit Trucks	0	7	0	0	**7**	0	3	0	0	**3**	0	0	0	0	**0**	1	0	3	0	**4**	14
% Buses and Single-Unit Trucks	0%	3.8%	0%	0%	**3.7%**	0%	1.5%	0%	0%	**1.4%**	0%	0%	0%	0%	**-**	1.5%	0%	11.5%	0%	**4.3%**	2.9%

*L: Left, R: Right, T: Thru, U: U-Turn

US+95A+and+Sierra+Way TMC - TMC
Tue Oct 21, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1348895, Location: 39.128385, -119.181012

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and SR 339 - TMC

Wed May 14, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2025-05-14 12:00AM	0	0	0	0	**0**	3	6	0	0	**9**	0	0	0	0	**0**	1	0	3	0	**4**	**13**
12:15AM	0	1	0	0	**1**	2	3	0	0	**5**	0	0	0	0	**0**	0	0	5	0	**5**	**11**
12:30AM	0	1	0	0	**1**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	2	0	**2**	**4**
12:45AM	0	2	1	0	**3**	2	3	0	0	**5**	0	0	0	0	**0**	1	0	2	0	**3**	**11**
Hourly Total	0	4	1	0	**5**	8	12	0	0	**20**	0	0	0	0	**0**	2	0	12	0	**14**	**39**
1:00AM	0	2	1	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	1	1	3	0	**5**	**8**
1:15AM	0	5	0	0	**5**	3	2	0	0	**5**	0	0	0	0	**0**	1	0	2	0	**3**	**13**
1:30AM	0	3	0	0	**3**	2	1	0	0	**3**	0	0	0	0	**0**	0	0	1	0	**1**	**7**
1:45AM	0	6	1	0	**7**	3	7	0	0	**10**	0	0	0	0	**0**	0	0	3	0	**3**	**20**
Hourly Total	0	16	2	0	**18**	8	10	0	0	**18**	0	0	0	0	**0**	2	1	9	0	**12**	**48**
2:00AM	0	1	1	0	**2**	2	6	0	0	**8**	0	0	0	0	**0**	0	0	4	0	**4**	**14**
2:15AM	0	3	0	0	**3**	3	4	0	0	**7**	0	0	0	0	**0**	0	0	1	0	**1**	**11**
2:30AM	0	5	0	0	**5**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	3	0	**3**	**10**
2:45AM	0	1	0	0	**1**	3	4	0	0	**7**	0	0	0	0	**0**	0	0	3	0	**3**	**11**
Hourly Total	0	10	1	0	**11**	8	16	0	0	**24**	0	0	0	0	**0**	0	0	11	0	**11**	**46**
3:00AM	0	7	2	0	**9**	1	1	0	0	**2**	0	0	0	0	**0**	1	0	4	0	**5**	**16**
3:15AM	0	6	2	0	**8**	3	2	0	0	**5**	0	0	0	0	**0**	0	0	3	0	**3**	**16**
3:30AM	0	8	0	0	**8**	2	6	0	0	**8**	0	0	0	0	**0**	1	0	3	0	**4**	**20**
3:45AM	0	9	2	0	**11**	5	2	0	0	**7**	0	0	0	0	**0**	0	0	3	0	**3**	**21**
Hourly Total	0	30	6	0	**36**	11	11	0	0	**22**	0	0	0	0	**0**	2	0	13	0	**15**	**73**
4:00AM	0	3	4	0	**7**	3	4	0	0	**7**	0	0	0	0	**0**	0	0	5	0	**5**	**19**
4:15AM	0	10	3	0	**13**	5	4	0	0	**9**	0	0	0	0	**0**	0	0	13	0	**13**	**35**
4:30AM	0	16	2	0	**18**	4	4	0	0	**8**	0	0	0	0	**0**	0	0	11	0	**11**	**37**
4:45AM	0	18	4	0	**22**	8	5	0	0	**13**	0	0	0	0	**0**	2	0	13	0	**15**	**50**
Hourly Total	0	47	13	0	**60**	20	17	0	0	**37**	0	0	0	0	**0**	2	0	42	0	**44**	**141**
5:00AM	0	33	4	0	**37**	10	12	0	0	**22**	0	0	0	0	**0**	3	0	11	0	**14**	**73**
5:15AM	0	14	10	0	**24**	12	8	0	0	**20**	0	0	0	0	**0**	6	0	14	0	**20**	**64**
5:30AM	0	43	5	0	**48**	13	10	0	0	**23**	0	0	0	0	**0**	4	0	29	0	**33**	**104**
5:45AM	0	33	4	0	**37**	17	14	0	0	**31**	0	0	0	0	**0**	2	0	25	0	**27**	**95**
Hourly Total	0	123	23	0	**146**	52	44	0	0	**96**	0	0	0	0	**0**	15	0	79	0	**94**	**336**
6:00AM	0	29	7	0	**36**	2	11	0	0	**13**	0	0	0	0	**0**	6	0	28	0	**34**	**83**
6:15AM	0	18	6	0	**24**	5	13	0	0	**18**	0	0	0	0	**0**	6	0	27	0	**33**	**75**
6:30AM	0	34	3	0	**37**	26	20	0	0	**46**	0	0	1	0	**1**	6	0	17	0	**23**	**107**
6:45AM	0	33	10	0	**43**	26	27	0	0	**53**	0	0	0	0	**0**	11	0	26	0	**37**	**133**
Hourly Total	0	114	26	0	**140**	59	71	0	0	**130**	0	0	1	0	**1**	29	0	98	0	**127**	**398**
7:00AM	0	28	10	0	**38**	29	18	0	0	**47**	0	0	0	0	**0**	5	0	25	0	**30**	**115**
7:15AM	0	26	17	0	**43**	36	21	0	0	**57**	0	0	0	0	**0**	6	0	36	0	**42**	**142**
7:30AM	0	28	12	0	**40**	57	22	0	0	**79**	0	0	0	0	**0**	10	0	20	0	**30**	**149**
7:45AM	0	36	21	0	**57**	70	38	0	1	**109**	0	0	0	0	**0**	6	0	43	0	**49**	**215**
Hourly Total	0	118	60	0	**178**	192	99	0	1	**292**	0	0	0	0	**0**	27	0	124	0	**151**	**621**
8:00AM	0	30	5	0	**35**	35	26	0	0	**61**	0	0	0	0	**0**	5	0	35	0	**40**	**136**
8:15AM	0	36	15	0	**51**	46	21	0	0	**67**	0	1	0	0	**1**	10	0	33	0	**43**	**162**
8:30AM	0	33	16	0	**49**	37	26	0	0	**63**	0	0	0	0	**0**	7	1	18	0	**26**	**138**
8:45AM	0	27	12	0	**39**	49	21	0	0	**70**	0	0	0	0	**0**	10	0	25	0	**35**	**144**
Hourly Total	0	126	48	0	**174**	167	94	0	0	**261**	0	1	0	0	**1**	32	1	111	0	**144**	**580**
9:00AM	0	28	20	0	**48**	44	19	0	0	**63**	0	0	0	0	**0**	16	0	24	0	**40**	**151**
9:15AM	0	24	17	0	**41**	46	26	0	0	**72**	0	0	0	0	**0**	2	0	32	0	**34**	**147**
9:30AM	0	37	11	0	**48**	37	17	0	0	**54**	0	0	0	0	**0**	8	0	24	0	**32**	**134**
9:45AM	0	24	9	0	**33**	52	25	0	0	**77**	0	0	0	0	**0**	11	0	30	0	**41**	**151**
Hourly Total	0	113	57	0	**170**	179	87	0	0	**266**	0	0	0	0	**0**	37	0	110	0	**147**	**583**
10:00AM	0	25	10	0	**35**	43	24	0	0	**67**	0	0	0	0	**0**	11	0	29	0	**40**	**142**
10:15AM	1	29	16	0	**46**	47	26	0	0	**73**	0	0	0	0	**0**	5	0	46	0	**51**	**170**
10:30AM	0	27	10	0	**37**	37	33	0	0	**70**	0	0	0	0	**0**	7	0	35	0	**42**	**149**
10:45AM	0	29	19	0	**48**	50	27	0	0	**77**	0	0	0	0	**0**	15	0	38	0	**53**	**178**

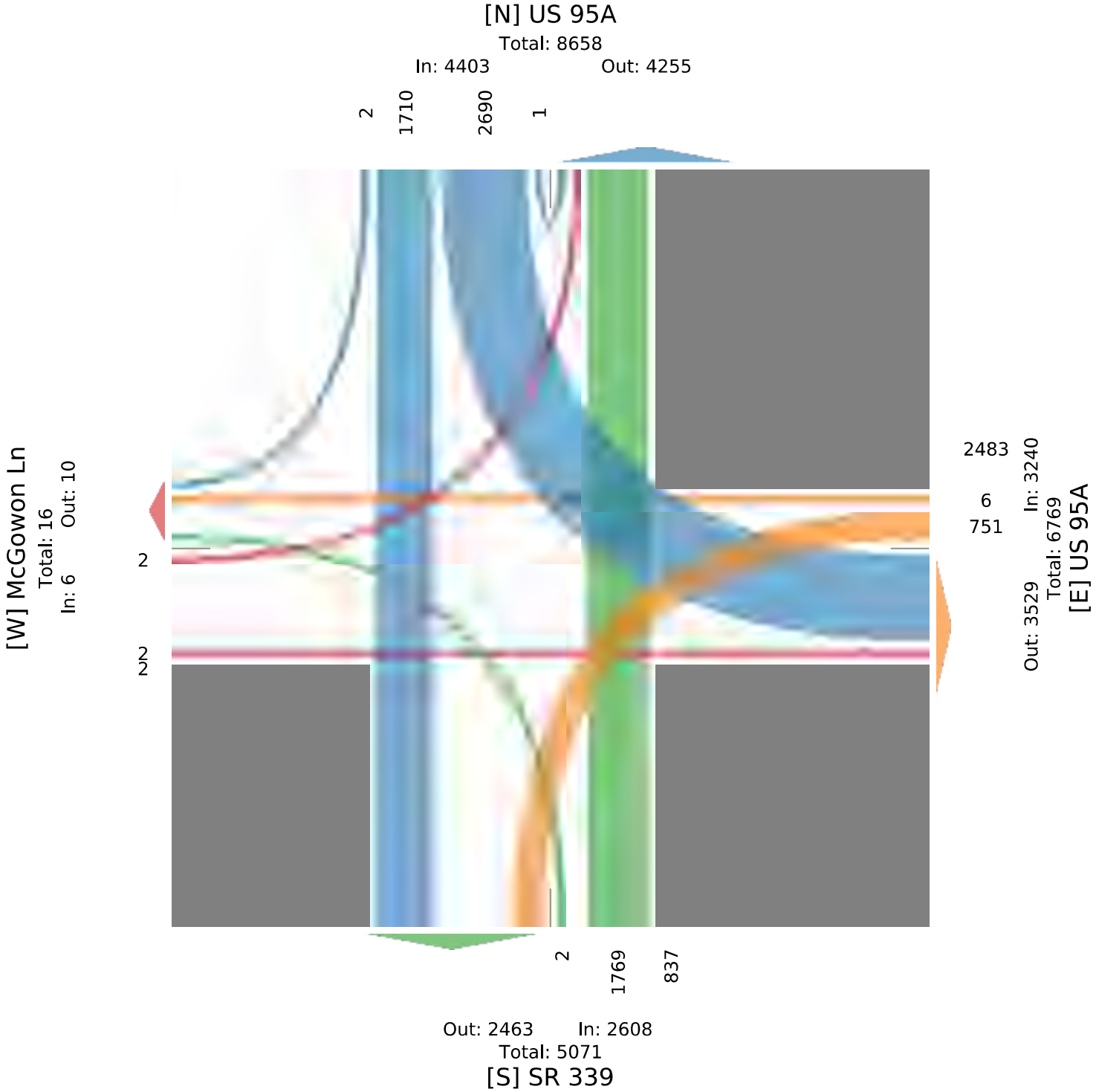
Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	1	110	55	0	**166**	177	110	0	0	**287**	0	0	0	0	**0**	38	0	148	0	**186**	**639**
11:00AM	0	37	16	0	**53**	38	28	0	0	**66**	0	0	0	0	**0**	14	0	33	0	**47**	**166**
11:15AM	0	18	10	0	**28**	58	27	1	0	**86**	0	0	0	0	**0**	10	0	44	0	**54**	**168**
11:30AM	0	29	9	0	**38**	67	27	1	0	**95**	1	0	0	0	**1**	12	0	25	0	**37**	**171**
11:45AM	0	32	23	0	**55**	63	27	0	0	**90**	0	0	0	0	**0**	10	0	41	0	**51**	**196**
Hourly Total	0	116	58	0	**174**	226	109	2	0	**337**	1	0	0	0	**1**	46	0	143	0	**189**	**701**
12:00PM	0	48	12	0	**60**	58	32	0	0	**90**	0	0	0	0	**0**	9	0	53	0	**62**	**212**
12:15PM	0	23	16	0	**39**	55	27	0	0	**82**	0	0	0	0	**0**	21	0	52	0	**73**	**194**
12:30PM	0	24	19	0	**43**	44	21	0	0	**65**	0	0	0	0	**0**	15	0	67	0	**82**	**190**
12:45PM	0	37	6	0	**43**	44	27	0	0	**71**	0	0	0	0	**0**	10	1	38	0	**49**	**163**
Hourly Total	0	132	53	0	**185**	201	107	0	0	**308**	0	0	0	0	**0**	55	1	210	0	**266**	**759**
1:00PM	0	34	13	0	**47**	54	33	0	0	**87**	0	0	0	0	**0**	14	0	38	0	**52**	**186**
1:15PM	0	23	15	0	**38**	55	23	0	0	**78**	0	0	0	0	**0**	18	0	36	0	**54**	**170**
1:30PM	0	34	15	0	**49**	40	34	0	0	**74**	0	0	0	0	**0**	10	0	52	0	**62**	**185**
1:45PM	0	30	15	0	**45**	56	27	0	0	**83**	0	0	1	0	**1**	10	0	50	0	**60**	**189**
Hourly Total	0	121	58	0	**179**	205	117	0	0	**322**	0	0	1	0	**1**	52	0	176	0	**228**	**730**
2:00PM	0	20	17	0	**37**	64	25	0	0	**89**	0	0	0	0	**0**	10	0	44	0	**54**	**180**
2:15PM	0	18	24	0	**42**	55	26	0	0	**81**	0	0	0	0	**0**	19	0	53	0	**72**	**195**
2:30PM	0	34	12	0	**46**	53	22	0	0	**75**	0	0	0	0	**0**	18	0	62	0	**80**	**201**
2:45PM	0	23	15	0	**38**	38	27	0	0	**65**	0	0	0	0	**0**	20	0	76	0	**96**	**199**
Hourly Total	0	95	68	0	**163**	210	100	0	0	**310**	0	0	0	0	**0**	67	0	235	0	**302**	**775**
3:00PM	0	24	12	0	**36**	37	35	0	0	**72**	0	0	0	0	**0**	26	0	52	0	**78**	**186**
3:15PM	0	34	16	0	**50**	46	44	0	0	**90**	0	0	0	0	**0**	9	0	40	0	**49**	**189**
3:30PM	1	23	20	0	**44**	44	37	0	0	**81**	0	0	0	0	**0**	14	0	43	0	**57**	**182**
3:45PM	0	21	17	0	**38**	52	20	0	0	**72**	0	0	0	0	**0**	18	0	48	0	**66**	**176**
Hourly Total	1	102	65	0	**168**	179	136	0	0	**315**	0	0	0	0	**0**	67	0	183	0	**250**	**733**
4:00PM	0	21	14	0	**35**	46	34	0	0	**80**	0	0	0	0	**0**	18	0	62	0	**80**	**195**
4:15PM	0	26	9	0	**35**	52	37	0	0	**89**	0	0	0	0	**0**	6	0	49	0	**55**	**179**
4:30PM	0	30	16	0	**46**	48	43	0	0	**91**	1	0	0	0	**1**	16	0	42	0	**58**	**196**
4:45PM	0	31	18	0	**49**	49	31	0	0	**80**	0	0	0	0	**0**	15	1	33	0	**49**	**178**
Hourly Total	0	108	57	0	**165**	195	145	0	0	**340**	1	0	0	0	**1**	55	1	186	0	**242**	**748**
5:00PM	0	36	15	0	**51**	54	39	0	0	**93**	0	0	0	0	**0**	20	1	46	0	**67**	**211**
5:15PM	0	17	18	0	**35**	53	47	0	0	**100**	0	0	0	0	**0**	22	0	53	0	**75**	**210**
5:30PM	0	21	14	0	**35**	37	38	0	0	**75**	0	0	0	0	**0**	16	0	39	0	**55**	**165**
5:45PM	0	19	14	0	**33**	47	25	0	0	**72**	0	0	0	0	**0**	18	0	36	0	**54**	**159**
Hourly Total	0	93	61	0	**154**	191	149	0	0	**340**	0	0	0	0	**0**	76	1	174	0	**251**	**745**
6:00PM	0	13	10	0	**23**	39	29	0	0	**68**	0	0	0	0	**0**	16	0	31	0	**47**	**138**
6:15PM	0	18	7	0	**25**	47	46	0	0	**93**	0	0	0	0	**0**	17	0	29	0	**46**	**164**
6:30PM	0	12	9	0	**21**	36	17	0	0	**53**	0	0	0	0	**0**	13	0	23	0	**36**	**110**
6:45PM	0	23	16	0	**39**	36	18	0	0	**54**	0	0	0	0	**0**	8	0	27	0	**35**	**128**
Hourly Total	0	66	42	0	**108**	158	110	0	0	**268**	0	0	0	0	**0**	54	0	110	0	**164**	**540**
7:00PM	0	12	7	0	**19**	21	11	0	0	**32**	0	0	0	0	**0**	12	0	36	0	**48**	**99**
7:15PM	0	10	8	0	**18**	26	12	0	0	**38**	0	0	0	0	**0**	3	0	27	0	**30**	**86**
7:30PM	0	13	8	0	**21**	23	11	0	0	**34**	0	0	0	0	**0**	11	1	28	0	**40**	**95**
7:45PM	0	8	6	0	**14**	13	15	0	0	**28**	0	0	0	0	**0**	9	0	21	0	**30**	**72**
Hourly Total	0	43	29	0	**72**	83	49	0	0	**132**	0	0	0	0	**0**	35	1	112	0	**148**	**352**
8:00PM	0	16	8	0	**24**	14	14	0	0	**28**	0	0	0	0	**0**	9	0	20	0	**29**	**81**
8:15PM	0	1	4	0	**5**	12	12	0	0	**24**	0	0	0	0	**0**	7	0	16	0	**23**	**52**
8:30PM	0	9	4	0	**13**	15	17	0	0	**32**	0	0	0	0	**0**	6	0	18	0	**24**	**69**
8:45PM	0	8	8	0	**16**	18	12	0	0	**30**	0	0	0	0	**0**	6	0	11	0	**17**	**63**
Hourly Total	0	34	24	0	**58**	59	55	0	0	**114**	0	0	0	0	**0**	28	0	65	0	**93**	**265**
9:00PM	0	4	5	0	**9**	13	10	0	0	**23**	0	0	0	0	**0**	3	0	27	0	**30**	**62**
9:15PM	0	4	3	0	**7**	18	7	0	0	**25**	0	0	0	0	**0**	7	0	28	0	**35**	**67**
9:30PM	0	8	4	0	**12**	15	7	0	0	**22**	0	0	0	0	**0**	1	0	15	0	**16**	**50**
9:45PM	0	3	7	0	**10**	9	6	0	0	**15**	0	1	0	0	**1**	3	0	13	0	**16**	**42**
Hourly Total	0	19	19	0	**38**	55	30	0	0	**85**	0	1	0	0	**1**	14	0	83	0	**97**	**221**
10:00PM	0	7	2	0	**9**	8	7	0	0	**15**	0	0	0	0	**0**	3	0	7	0	**10**	**34**
10:15PM	0	7	2	0	**9**	6	5	0	0	**11**	0	0	0	0	**0**	1	0	7	0	**8**	**28**
10:30PM	0	2	4	0	**6**	6	5	0	0	**11**	0	0	0	0	**0**	4	0	9	0	**13**	**30**
10:45PM	0	1	1	0	**2**	5	2	0	0	**7**	0	0	0	0	**0**	0	0	12	0	**12**	**21**

Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Hourly Total	0	17	9	0	**26**	25	19	0	0	**44**	0	0	0	0	**0**	8	0	35	0	**43**	**113**
11:00PM	0	3	2	0	**5**	5	5	0	0	**10**	0	0	0	0	**0**	4	0	4	0	**8**	**23**
11:15PM	0	6	0	0	**6**	8	3	0	0	**11**	0	0	0	0	**0**	2	0	8	0	**10**	**27**
11:30PM	0	2	0	0	**2**	4	4	0	0	**8**	0	0	0	0	**0**	0	0	1	0	**1**	**11**
11:45PM	0	1	0	0	**1**	5	1	0	0	**6**	0	0	0	0	**0**	2	0	1	0	**3**	**10**
Hourly Total	0	12	2	0	**14**	22	13	0	0	**35**	0	0	0	0	**0**	8	0	14	0	**22**	**71**
Total	2	1769	837	0	**2608**	2690	1710	2	1	**4403**	2	2	2	0	**6**	751	6	2483	0	**3240**	**10257**
% Approach	0.1%	67.8%	32.1%	0%	**-**	61.1%	38.8%	0%	0%	**-**	33.3%	33.3%	33.3%	0%	**-**	23.2%	0.2%	76.6%	0%	**-**	**-**
% Total	0%	17.2%	8.2%	0%	**25.4%**	26.2%	16.7%	0%	0%	**42.9%**	0%	0%	0%	0%	**0.1%**	7.3%	0.1%	24.2%	0%	**31.6%**	**-**
Lights	1	1472	772	0	**2245**	2391	1456	2	1	**3850**	2	2	2	0	**6**	704	6	2186	0	**2896**	8997
% Lights	50.0%	83.2%	92.2%	0%	**86.1%**	88.9%	85.1%	100%	100%	**87.4%**	100%	100%	100%	0%	**100%**	93.7%	100%	88.0%	0%	**89.4%**	87.7%
Articulated Trucks	0	153	15	0	**168**	178	118	0	0	**296**	0	0	0	0	**0**	16	0	195	0	**211**	675
% Articulated Trucks	0%	8.6%	1.8%	0%	**6.4%**	6.6%	6.9%	0%	0%	**6.7%**	0%	0%	0%	0%	**0%**	2.1%	0%	7.9%	0%	**6.5%**	6.6%
Buses and Single-Unit Trucks	1	144	50	0	**195**	121	136	0	0	**257**	0	0	0	0	**0**	31	0	102	0	**133**	585
% Buses and Single-Unit Trucks	50.0%	8.1%	6.0%	0%	**7.5%**	4.5%	8.0%	0%	0%	**5.8%**	0%	0%	0%	0%	**0%**	4.1%	0%	4.1%	0%	**4.1%**	5.7%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and SR 339 - TMC
Wed May 14, 2025
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and SR 339 - TMC

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

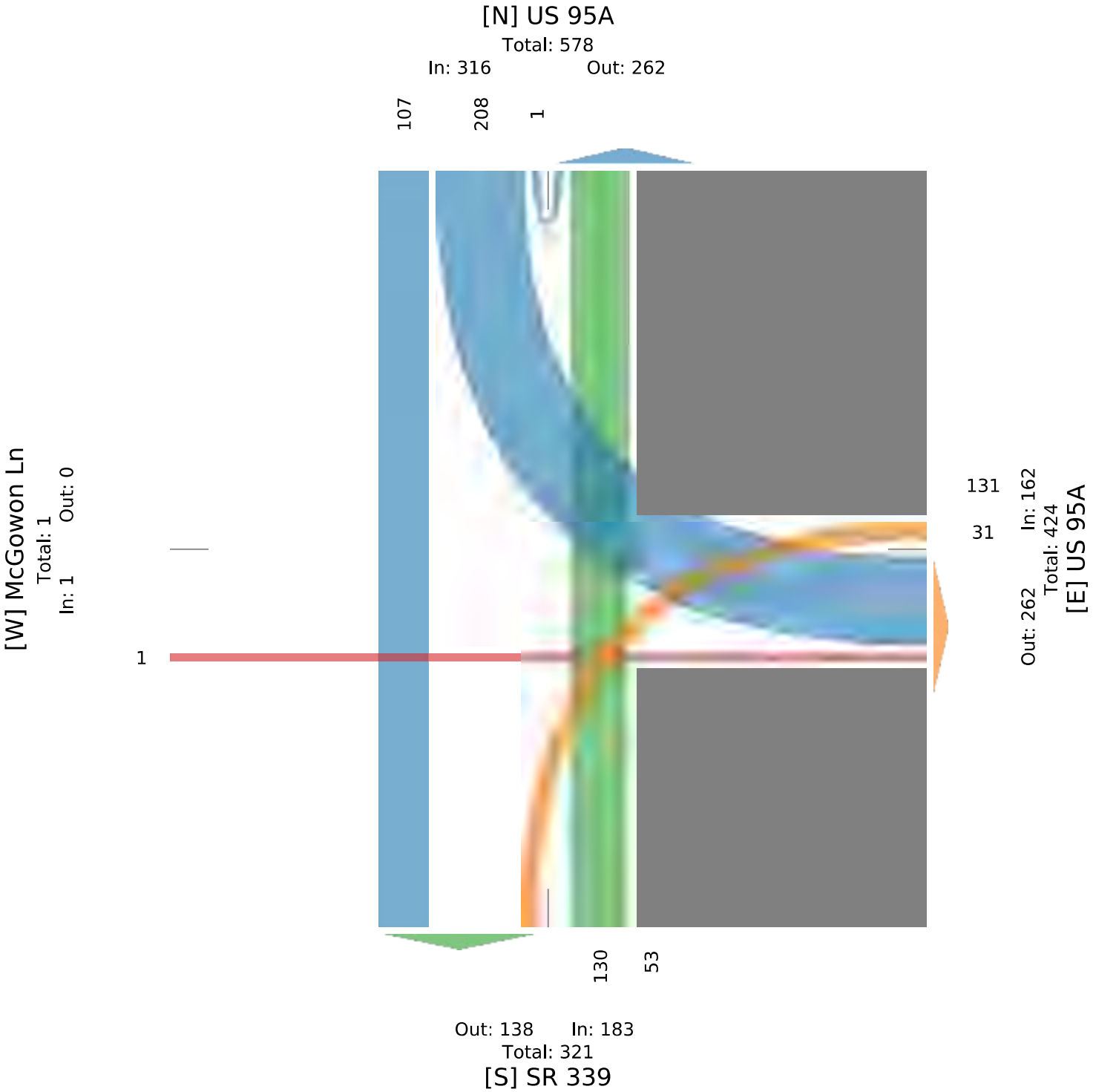
Wed May 14, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-14 7:30AM	0	28	12	0	**40**	57	22	0	0	**79**	0	0	0	0	**0**	10	0	20	0	**30**	**149**
7:45AM	0	36	21	0	**57**	70	38	0	1	**109**	0	0	0	0	**0**	6	0	43	0	**49**	**215**
8:00AM	0	30	5	0	**35**	35	26	0	0	**61**	0	0	0	0	**0**	5	0	35	0	**40**	**136**
8:15AM	0	36	15	0	**51**	46	21	0	0	**67**	0	1	0	0	**1**	10	0	33	0	**43**	**162**
Total	0	130	53	0	**183**	208	107	0	1	**316**	0	1	0	0	**1**	31	0	131	0	**162**	**662**
% Approach	0%	71.0%	29.0%	0%	**-**	65.8%	33.9%	0%	0.3%	**-**	0%	100%	0%	0%	**-**	19.1%	0%	80.9%	0%	**-**	**-**
% Total	0%	19.6%	8.0%	0%	**27.6%**	31.4%	16.2%	0%	0.2%	**47.7%**	0%	0.2%	0%	0%	**0.2%**	4.7%	0%	19.8%	0%	**24.5%**	**-**
PHF	**-**	0.903	0.631	**-**	**0.803**	0.743	0.704	**-**	0.250	**0.725**	**-**	0.250	-	-	**0.250**	0.775	**-**	0.762	**-**	**0.827**	0.770
Lights	0	107	48	0	**155**	197	96	0	1	**294**	0	1	0	0	**1**	30	0	116	0	**146**	596
% Lights	0%	82.3%	90.6%	0%	**84.7%**	94.7%	89.7%	0%	100%	**93.0%**	0%	100%	0%	0%	**100%**	96.8%	0%	88.5%	0%	**90.1%**	90.0%
Articulated Trucks	0	11	0	0	**11**	5	4	0	0	**9**	0	0	0	0	**0**	1	0	8	0	**9**	29
% Articulated Trucks	0%	8.5%	0%	0%	**6.0%**	2.4%	3.7%	0%	0%	**2.8%**	0%	0%	0%	0%	**0%**	3.2%	0%	6.1%	0%	**5.6%**	4.4%
Buses and Single-Unit Trucks	0	12	5	0	**17**	6	7	0	0	**13**	0	0	0	0	**0**	0	0	7	0	**7**	37
% Buses and Single-Unit Trucks	0%	9.2%	9.4%	0%	**9.3%**	2.9%	6.5%	0%	0%	**4.1%**	0%	0%	0%	0%	**0%**	0%	0%	5.3%	0%	**4.3%**	5.6%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and SR 339 - TMC
Wed May 14, 2025
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and SR 339 - TMC

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

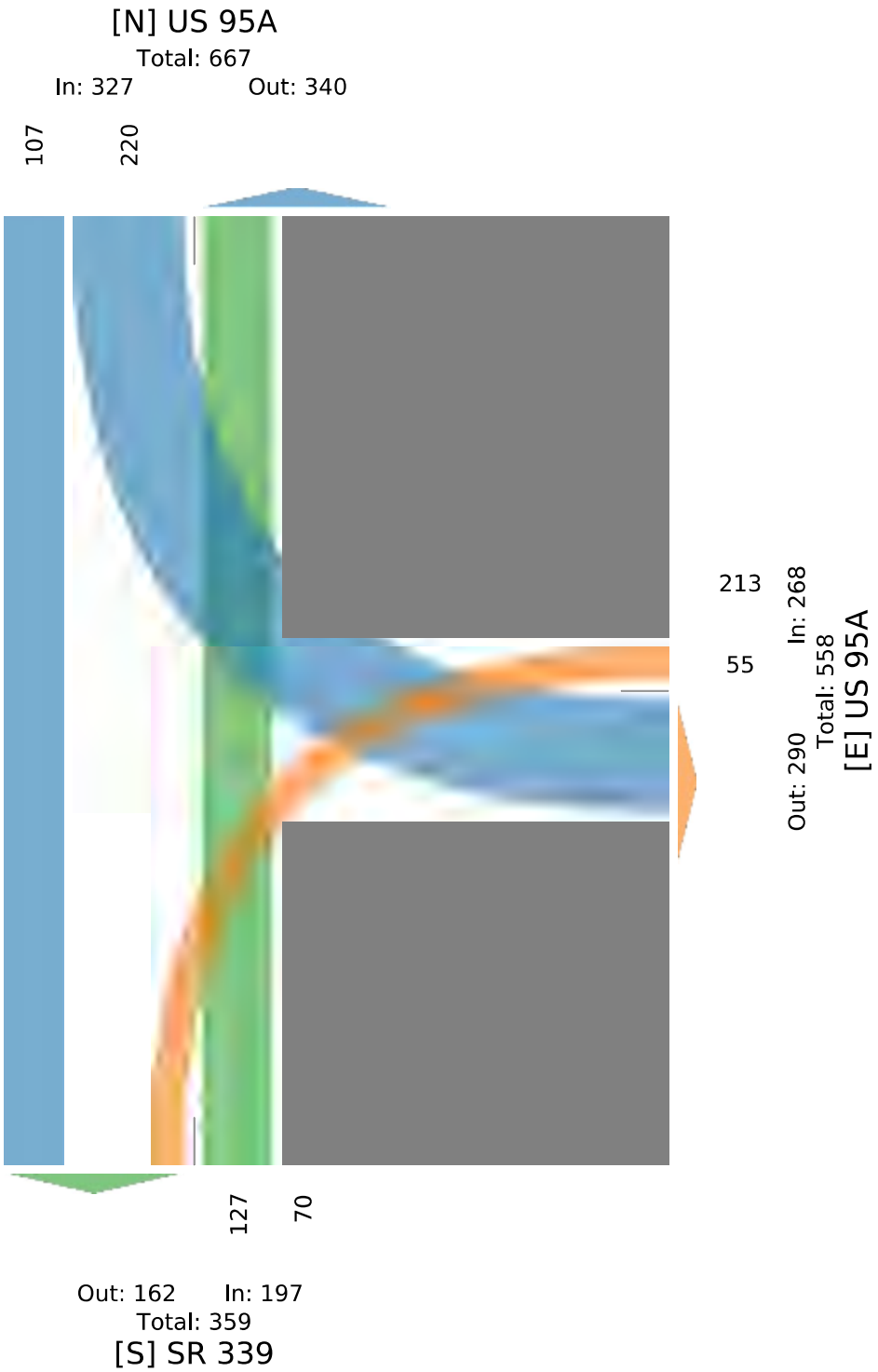
Wed May 14, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-14 11:45AM	0	32	23	0	**55**	63	27	0	0	**90**	0	0	0	0	**0**	10	0	41	0	**51**	**196**
12:00PM	0	48	12	0	**60**	58	32	0	0	**90**	0	0	0	0	**0**	9	0	53	0	**62**	**212**
12:15PM	0	23	16	0	**39**	55	27	0	0	**82**	0	0	0	0	**0**	21	0	52	0	**73**	**194**
12:30PM	0	24	19	0	**43**	44	21	0	0	**65**	0	0	0	0	**0**	15	0	67	0	**82**	**190**
Total	0	127	70	0	**197**	220	107	0	0	**327**	0	0	0	0	**0**	55	0	213	0	**268**	**792**
% Approach	0%	64.5%	35.5%	0%	**-**	67.3%	32.7%	0%	0%	**-**	0%	0%	0%	0%	**-**	20.5%	0%	79.5%	0%	**-**	**-**
% Total	0%	16.0%	8.8%	0%	**24.9%**	27.8%	13.5%	0%	0%	**41.3%**	0%	0%	0%	0%	**0%**	6.9%	0%	26.9%	0%	**33.8%**	**-**
PHF	**-**	0.661	0.761	**-**	**0.821**	0.873	0.836	-	-	**0.908**	-	-	-	-	**-**	0.655	**-**	0.795	**-**	**0.817**	0.934
Lights	0	109	67	0	**176**	202	97	0	0	**299**	0	0	0	0	**0**	49	0	187	0	**236**	711
% Lights	0%	85.8%	95.7%	0%	**89.3%**	91.8%	90.7%	0%	0%	**91.4%**	0%	0%	0%	0%	**-**	89.1%	0%	87.8%	0%	**88.1%**	89.8%
Articulated Trucks	0	7	1	0	**8**	15	8	0	0	**23**	0	0	0	0	**0**	1	0	16	0	**17**	48
% Articulated Trucks	0%	5.5%	1.4%	0%	**4.1%**	6.8%	7.5%	0%	0%	**7.0%**	0%	0%	0%	0%	**-**	1.8%	0%	7.5%	0%	**6.3%**	6.1%
Buses and Single-Unit Trucks	0	11	2	0	**13**	3	2	0	0	**5**	0	0	0	0	**0**	5	0	10	0	**15**	33
% Buses and Single-Unit Trucks	0%	8.7%	2.9%	0%	**6.6%**	1.4%	1.9%	0%	0%	**1.5%**	0%	0%	0%	0%	**-**	9.1%	0%	4.7%	0%	**5.6%**	4.2%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and SR 339 - TMC
Wed May 14, 2025
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



US 95A and SR 339 - TMC

Wed May 14, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	SR 339					US 95A					McGowon Ln					US 95A					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2025-05-14 4:30PM	0	30	16	0	**46**	48	43	0	0	**91**	1	0	0	0	**1**	16	0	42	0	**58**	**196**
4:45PM	0	31	18	0	**49**	49	31	0	0	**80**	0	0	0	0	**0**	15	1	33	0	**49**	**178**
5:00PM	0	36	15	0	**51**	54	39	0	0	**93**	0	0	0	0	**0**	20	1	46	0	**67**	**211**
5:15PM	0	17	18	0	**35**	53	47	0	0	**100**	0	0	0	0	**0**	22	0	53	0	**75**	**210**
Total	0	114	67	0	**181**	204	160	0	0	**364**	1	0	0	0	**1**	73	2	174	0	**249**	**795**
% Approach	0%	63.0%	37.0%	0%	**-**	56.0%	44.0%	0%	0%	**-**	100%	0%	0%	0%	**-**	29.3%	0.8%	69.9%	0%	**-**	**-**
% Total	0%	14.3%	8.4%	0%	**22.8%**	25.7%	20.1%	0%	0%	**45.8%**	0.1%	0%	0%	0%	**0.1%**	9.2%	0.3%	21.9%	0%	**31.3%**	**-**
PHF	**-**	0.792	0.931	**-**	**0.887**	0.944	0.851	-	-	**0.910**	0.250	-	-	-	**0.250**	0.830	0.500	0.821	**-**	**0.830**	0.942
Lights	0	102	66	0	**168**	194	146	0	0	**340**	1	0	0	0	**1**	69	2	164	0	**235**	744
% Lights	0%	89.5%	98.5%	0%	**92.8%**	95.1%	91.3%	0%	0%	**93.4%**	100%	0%	0%	0%	**100%**	94.5%	100%	94.3%	0%	**94.4%**	93.6%
Articulated Trucks	0	6	0	0	**6**	9	4	0	0	**13**	0	0	0	0	**0**	1	0	7	0	**8**	27
% Articulated Trucks	0%	5.3%	0%	0%	**3.3%**	4.4%	2.5%	0%	0%	**3.6%**	0%	0%	0%	0%	**0%**	1.4%	0%	4.0%	0%	**3.2%**	3.4%
Buses and Single-Unit Trucks	0	6	1	0	**7**	1	10	0	0	**11**	0	0	0	0	**0**	3	0	3	0	**6**	24
% Buses and Single-Unit Trucks	0%	5.3%	1.5%	0%	**3.9%**	0.5%	6.3%	0%	0%	**3.0%**	0%	0%	0%	0%	**0%**	4.1%	0%	1.7%	0%	**2.4%**	3.0%

*L: Left, R: Right, T: Thru, U: U-Turn

US 95A and SR 339 - TMC
Wed May 14, 2025
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1301159, Location: 38.993972, -119.181888

Provided by: Kimley-Horn and Associates, Inc.
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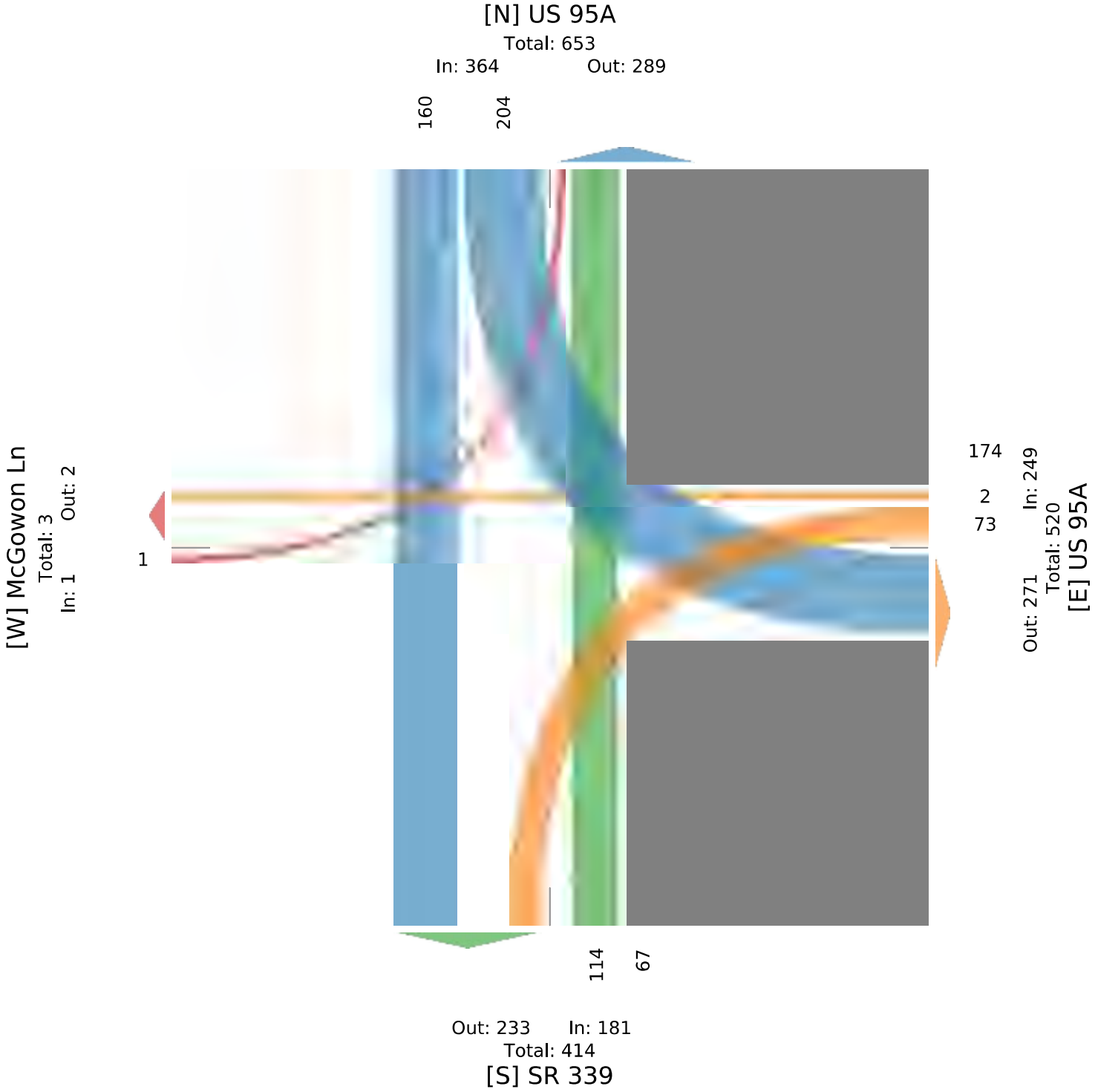


Appendix C

Supporting Documentation for Trip Generation of 1.4:1 (workers : vehicle trips)

EDF power solutions North America
15445 Innovation Drive
San Diego, CA 92128
www.edf-re.com

TO WHOM IT MAY CONCERN

Re: Ridesharing/Carpooling Program Data for the Milagro Solar and Storage Project.

This letter provides data on the ridesharing and carpooling utilization observed among employees during the construction of the Milagro Project located in Doña Ana County, NM, I currently hold the position of Associate Director of Construction for EDF power solutions, and I was the project director in charge of the implementation of the project, over my 7 years of career I have overseen approximately 7 projects for a total of 1,000 MW deployed.

The project involved the construction of a 150 MW solar power facility and 75 MW of battery storage, the workforce reached a maximum of 231 employees during the panel installation phase, sustained over 5 months. The preceding site preparation required approximately 36% of the peak count. Following the peak, the workforce was tapered down to about 25% of the peak count over the final months of construction.

Although overall arrival numbers were influenced by the subcontractor schedules, the majority of employees arrived at the site within the same one-hour timeframe.

We observed high utilization of carpooling, which is a typical pattern for remote construction sites of this nature. The key factors influencing this behavior were:

- The nearest major town capable of housing the entire workforce, El Paso TX, was approximately 30 minutes from the project site.
- Most of the laborers don't have a company car, hence they usually coordinate to economize the usage of vehicles and gas.

Based on the patterns observed during construction we can determine that the employees utilized a rideshare/carpooling ratio of 1.5:1 to 1.7:1 (Employees: Vehicles).

I trust this information is useful.
Please let me know if you have any follow-up questions.

Erit Duarte

Sincerely,
Erit Duarte
Associate Director of Construction- EPC
EDF power solutions.

EDF power solutions North America
15445 Innovation Drive
San Diego, CA 92128
www.edf-re.com

TO WHOM IT MAY CONCERN

Subject: Data on Ridesharing and Carpooling for the Winston Solar Project

This letter serves to convey insights regarding the usage of ridesharing and carpooling among employees during the construction of the Arrow Canyon Solar Project situated in Clark County, NV. In my role as the Associate Director of Construction at EDF Power Solutions and as the project director responsible for execution, I have led approximately 20+ projects over my 10+ years of experience, contributing to a total generation capacity of 3+ GW.

The project involved the construction of a 200 MW solar power plant accompanied by 300 MWh of battery storage. During the peak panel installation period, the project employed up to 350 individuals, a number that was sustained for 4 months. The initial site preparation engaged about 25% of that peak workforce count. As construction activities drew to a close, the workforce size was reduced to around 15% of its maximum.

Although subcontractor schedules influenced the general patterns of arrival, it was observed that most employees tended to gather at the project site within a similar one-hour timeframe.

Data revealed a notable trend in carpooling, typical for remote construction environments, largely due to the distance from Las Vegas, NV about 35 minutes from the site, as well as the fact that many workers do not have access to company vehicles, which leads them to arrange rides collaboratively to conserve both vehicles and fuel.

Based on the observations from the construction phase, we estimate that the rideshare/carpooling ratio for employees fell between 1.7:1 and 1.9:1 (Employees: Vehicles).

I hope this information proves to be valuable. If you have any additional questions or require further clarification, do not hesitate to reach out.

Sincerely,

Ryan Tran

Associate Director of EPC
EDF power solutions North America

EDF power solutions North America
15445 Innovation Drive
San Diego, CA 92128
www.edf-re.com

As the Vice-President of Construction at EDF Power Solutions, I oversee all current projects nationwide. With approximately 15 years of experience in the industry, including my recent role on multiple high-profile projects, I have managed about 30+ projects that have collectively achieved 10+ GW in deployment. This correspondence aims to share insights into the ridesharing and carpooling practices observed among employees during the construction of various solar and storage projects throughout the country.

The typical phases of construction encompass site preparation, foundation piles, DC/AC collections, racking and modules installation, followed by commissioning and testing, with peak workforce levels generally occurring during the module installation phase. Both the site preparation and commissioning phases typically engage around 15-25% of the maximum workforce.

While multiple factors, including subcontractor schedules, can influence overall arrival patterns, it is common for most of our workforce to arrive at the site within a concentrated hour window. The choice to carpool is often driven by several additional motivations, such as significant cost savings on fuel and shared expenses, carpooling becomes a practical solution for employees to reduce their spending and reduce their individual driving time.

Historically, we have seen a significant trend towards carpooling, particularly for projects located in remote areas. This behavior is largely influenced by two key factors: the absence of housing options in remote locations—often resulting in travel times of between 30 minutes to one hour—and the reality that many laborers do not have access to company vehicles or company paid transportation, which leads them to coordinate rideshare efforts to optimize costs related to fuel and personal vehicle usage.

Based on my experiences supervising various projects, I have observed that the ridesharing and carpooling ratios among employees typically range from 1.5:1 to 2:1 (Employees : Vehicles).

I trust you will find this information helpful. Please feel free to reach out if you have any questions or need further clarification.

Sincerely,

John Bastarous

John Bastarous

Digitally signed by John Bastarous
DN: E=John.Bastarous@edf-re.com, CN=John Bastarous
Date: 2025.12.18 16:05:08-08'00'

Vice President of Pre-Construction and Construction
EDF power solutions North America

Appendix D

Existing 2025 Conditions SYNCHRO Output

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	519	22	16	0	73	144
Future Vol, veh/h	519	22	16	0	73	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	577	24	18	0	81	160

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	577	288
Stage 1	-	-	577	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	443	702
Stage 1	-	-	519	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	443	702
Mov Cap-2 Maneuver	-	-	443	-
Stage 1	-	-	519	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	15.35
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	587	-	-
HCM Lane V/C Ratio	0.411	-	-
HCM Ctrl Dly (s/v)	15.4	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	117	188	104	89	7
Future Vol, veh/h	4	117	188	104	89	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	4	130	209	116	99	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	636	103	107	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	429	931	1436	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	367	931	1436	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.79	5.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1436	-	886	-	-
HCM Lane V/C Ratio	0.145	-	0.152	-	-
HCM Ctrl Dly (s/v)	7.9	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	7	0	8	4	146	5	13	165	1
Future Vol, veh/h	0	0	2	7	0	8	4	146	5	13	165	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	2	8	0	9	4	162	6	14	183	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	384	389	184	386	387	165	184	0	0	168	0	0
Stage 1	213	213	-	174	174	-	-	-	-	-	-	-
Stage 2	171	177	-	212	213	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	555	529	831	553	530	852	1327	-	-	1346	-	-
Stage 1	765	706	-	803	735	-	-	-	-	-	-	-
Stage 2	806	733	-	765	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	541	521	831	543	522	852	1327	-	-	1346	-	-
Mov Cap-2 Maneuver	541	521	-	543	522	-	-	-	-	-	-	-
Stage 1	756	698	-	800	732	-	-	-	-	-	-	-
Stage 2	794	730	-	754	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	10.49	0.2	0.56
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	831	673	131	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.025	0.011	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.3	10.5	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↱			↰	↗		↕	
Traffic Vol, veh/h	0	1	0	31	0	131	0	130	53	209	107	0
Future Vol, veh/h	0	1	0	31	0	131	0	130	53	209	107	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	1	0	34	0	146	0	144	59	232	119	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	728	787	119	728	728	144	119	0	0	203	0	0
Stage 1	583	583	-	144	144	-	-	-	-	-	-	-
Stage 2	144	203	-	584	583	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	333	318	919	332	344	890	1439	-	-	1339	-	-
Stage 1	489	490	-	847	768	-	-	-	-	-	-	-
Stage 2	847	724	-	489	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	259	919	270	280	890	1439	-	-	1339	-	-
Mov Cap-2 Maneuver	227	259	-	270	280	-	-	-	-	-	-	-
Stage 1	399	399	-	847	768	-	-	-	-	-	-	-
Stage 2	708	724	-	397	399	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.96	11.84	0	5.46
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1439	-	-	259	270	890	1191	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.128	0.164	0.173	-	-
HCM Ctrl Dly (s/v)	0	-	-	19	20.3	9.8	8.3	0	-
HCM Lane LOS	A	-	-	C	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.6	0.6	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	271	147	140	0	113	42
Future Vol, veh/h	271	147	140	0	113	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	301	163	156	0	126	47

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	301	151
Stage 1	-	-	301	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	661	863
Stage 1	-	-	718	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	661	863
Mov Cap-2 Maneuver	-	-	661	-
Stage 1	-	-	718	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	11.74
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	706	-	-
HCM Lane V/C Ratio	0.244	-	-
HCM Ctrl Dly (s/v)	11.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1	-	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	217	137	158	171	0
Future Vol, veh/h	3	217	137	158	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	3	241	152	176	190	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	670	190	190	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	410	832	1337	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	363	832	1337	-	-	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.27	3.73	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1337	-	817	-	-
HCM Lane V/C Ratio	0.114	-	0.299	-	-
HCM Ctrl Dly (s/v)	8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.3	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	67	0	26	0	185	3	2	205	0
Future Vol, veh/h	0	0	0	67	0	26	0	185	3	2	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	74	0	29	0	206	3	2	228	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	438	441	228	439	439	207	228	0	0	209	0	0
Stage 1	232	232	-	207	207	-	-	-	-	-	-	-
Stage 2	206	209	-	232	232	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	511	494	785	509	495	806	1278	-	-	1299	-	-
Stage 1	747	692	-	770	710	-	-	-	-	-	-	-
Stage 2	772	709	-	747	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	491	493	785	508	494	806	1278	-	-	1299	-	-
Mov Cap-2 Maneuver	491	493	-	508	494	-	-	-	-	-	-	-
Stage 1	745	691	-	770	710	-	-	-	-	-	-	-
Stage 2	744	709	-	745	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	12.76	0	0.08
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1278	-	-	-	567	17	-	-
HCM Lane V/C Ratio	-	-	-	-	0.182	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	12.8	7.8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	73	2	174	0	114	67	204	160	0
Future Vol, veh/h	1	0	0	73	2	174	0	114	67	204	160	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	1	0	0	81	2	193	0	127	74	227	178	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	759	832	178	758	758	127	178	0	0	201	0	0
Stage 1	631	631	-	127	127	-	-	-	-	-	-	-
Stage 2	128	201	-	631	631	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	317	299	852	318	331	910	1368	-	-	1342	-	-
Stage 1	461	467	-	865	782	-	-	-	-	-	-	-
Stage 2	864	726	-	461	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	201	243	852	258	269	910	1368	-	-	1342	-	-
Mov Cap-2 Maneuver	201	243	-	258	269	-	-	-	-	-	-	-
Stage 1	374	379	-	865	782	-	-	-	-	-	-	-
Stage 2	679	726	-	374	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.97	14.61	0	4.61
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	201	258	886	1009	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.314	0.221	0.169	-	-
HCM Ctrl Dly (s/v)	0	-	-	23	25.2	10.2	8.2	0	-
HCM Lane LOS	A	-	-	C	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.8	0.6	-	-

Appendix E

Future 2027 Conditions SYNCHRO Output

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	24	17	0	78	154
Future Vol, veh/h	555	24	17	0	78	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	617	27	19	0	87	171

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	617	308
Stage 1	-	-	617	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	417	682
Stage 1	-	-	495	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	417	682
Mov Cap-2 Maneuver	-	-	417	-
Stage 1	-	-	495	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	16.72
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	562	-	-
HCM Lane V/C Ratio	0.459	-	-
HCM Ctrl Dly (s/v)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	125	201	111	95	7
Future Vol, veh/h	4	125	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	4	139	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	109	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	405	923	1428	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	923	1428	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.91	5.15	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1428	-	877	-	-
HCM Lane V/C Ratio	0.156	-	0.164	-	-
HCM Ctrl Dly (s/v)	8	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	7	0	9	4	156	5	14	177	1
Future Vol, veh/h	0	0	2	7	0	9	4	156	5	14	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	2	8	0	10	4	173	6	16	197	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	411	416	197	413	414	176	198	0	0	179	0	0
Stage 1	228	228	-	185	185	-	-	-	-	-	-	-
Stage 2	182	188	-	228	229	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	533	511	817	531	512	839	1312	-	-	1333	-	-
Stage 1	750	695	-	792	726	-	-	-	-	-	-	-
Stage 2	795	724	-	751	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	517	502	817	520	504	839	1312	-	-	1333	-	-
Mov Cap-2 Maneuver	517	502	-	520	504	-	-	-	-	-	-	-
Stage 1	740	686	-	789	724	-	-	-	-	-	-	-
Stage 2	782	722	-	739	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	10.59	0.19	0.56
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	43	-	-	817	662	131	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.027	0.012	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	9.4	10.6	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	33	0	140	0	139	57	224	114	0
Future Vol, veh/h	0	1	0	33	0	140	0	139	57	224	114	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	1	0	37	0	156	0	154	63	249	127	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	779	842	127	779	779	154	127	0	0	218	0	0
Stage 1	624	624	-	154	154	-	-	-	-	-	-	-
Stage 2	154	218	-	625	624	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	307	295	910	307	321	878	1429	-	-	1323	-	-
Stage 1	465	470	-	836	760	-	-	-	-	-	-	-
Stage 2	836	714	-	464	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	235	910	244	256	878	1429	-	-	1323	-	-
Mov Cap-2 Maneuver	202	235	-	244	256	-	-	-	-	-	-	-
Stage 1	370	375	-	836	760	-	-	-	-	-	-	-
Stage 2	688	714	-	369	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.36	12.34	0	5.53
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	235	244	878	1193	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.15	0.177	0.188	-	-
HCM Ctrl Dly (s/v)	0	-	-	20.4	22.4	10	8.4	0	-
HCM Lane LOS	A	-	-	C	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.6	0.7	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	157	150	0	121	45
Future Vol, veh/h	290	157	150	0	121	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	322	174	167	0	134	50

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	322	161
Stage 1	-	-	322	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	641	849
Stage 1	-	-	701	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	641	849
Mov Cap-2 Maneuver	-	-	641	-
Stage 1	-	-	701	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	12.16
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	687	-	-
HCM Lane V/C Ratio	0.269	-	-
HCM Ctrl Dly (s/v)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	147	169	183	0
Future Vol, veh/h	3	232	147	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	3	258	163	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	718	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.2	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	384	817	1322	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	337	817	1322	-	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.63	3.77	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1322	-	803	-	-
HCM Lane V/C Ratio	0.124	-	0.325	-	-
HCM Ctrl Dly (s/v)	8.1	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	72	0	28	0	198	3	2	219	0
Future Vol, veh/h	0	0	0	72	0	28	0	198	3	2	219	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	80	0	31	0	220	3	2	243	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	468	471	243	469	469	222	243	0	0	223	0	0
Stage 1	248	248	-	222	222	-	-	-	-	-	-	-
Stage 2	220	223	-	248	248	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.63	6.33	7.23	6.63	6.33	4.23	-	-	4.23	-	-
Critical Hdwy Stg 1	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.63	-	6.23	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	3.617	4.117	3.417	2.317	-	-	2.317	-	-
Pot Cap-1 Maneuver	488	475	769	486	476	791	1261	-	-	1283	-	-
Stage 1	732	682	-	757	700	-	-	-	-	-	-	-
Stage 2	758	699	-	732	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	467	474	769	485	475	791	1261	-	-	1283	-	-
Mov Cap-2 Maneuver	467	474	-	485	475	-	-	-	-	-	-	-
Stage 1	731	680	-	757	700	-	-	-	-	-	-	-
Stage 2	728	699	-	731	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.3	0	0.07
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1261	-	-	-	544	16	-	-
HCM Lane V/C Ratio	-	-	-	-	0.204	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	13.3	7.8	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	78	2	186	0	122	72	218	171	0
Future Vol, veh/h	1	0	0	78	2	186	0	122	72	218	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	1	0	0	87	2	207	0	136	80	242	190	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	811	890	190	810	810	136	190	0	0	216	0	0
Stage 1	674	674	-	136	136	-	-	-	-	-	-	-
Stage 2	137	216	-	674	674	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	292	277	839	293	308	900	1354	-	-	1325	-	-
Stage 1	436	446	-	856	775	-	-	-	-	-	-	-
Stage 2	855	715	-	436	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	220	839	233	245	900	1354	-	-	1325	-	-
Mov Cap-2 Maneuver	178	220	-	233	245	-	-	-	-	-	-	-
Stage 1	347	355	-	856	775	-	-	-	-	-	-	-
Stage 2	657	715	-	347	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	25.38	15.95	0	4.66
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	178	233	875	1009	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.372	0.239	0.183	-	-
HCM Ctrl Dly (s/v)	0	-	-	25.4	29.3	10.4	8.3	0	-
HCM Lane LOS	A	-	-	D	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.6	0.9	0.7	-	-

Appendix F

Future 2027 Plus Winston Energy Project Construction Traffic Conditions SYNCHRO Output

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	111	105	0	78	154
Future Vol, veh/h	555	111	105	0	78	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	617	123	117	0	87	171

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	617	308
Stage 1	-	-	617	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	417	682
Stage 1	-	-	495	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	417	682
Mov Cap-2 Maneuver	-	-	417	-
Stage 1	-	-	495	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	16.72
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	562	-	-
HCM Lane V/C Ratio	0.459	-	-
HCM Ctrl Dly (s/v)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	300	201	111	95	7
Future Vol, veh/h	4	300	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	4	333	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	109	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	408	928	1439	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	928	1439	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.3	5.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1439	-	908	-	-
HCM Lane V/C Ratio	0.155	-	0.372	-	-
HCM Ctrl Dly (s/v)	8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.7	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	7	0	9	4	156	80	189	177	1
Future Vol, veh/h	0	0	2	7	0	9	4	156	80	189	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	2	8	0	10	4	173	89	210	197	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	799	888	197	843	844	218	198	0	0	262	0	0
Stage 1	617	617	-	227	227	-	-	-	-	-	-	-
Stage 2	182	271	-	617	618	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	295	275	826	276	292	805	1334	-	-	1262	-	-
Stage 1	465	470	-	760	704	-	-	-	-	-	-	-
Stage 2	804	673	-	466	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	236	223	826	223	237	805	1334	-	-	1262	-	-
Mov Cap-2 Maneuver	236	223	-	223	237	-	-	-	-	-	-	-
Stage 1	378	382	-	757	701	-	-	-	-	-	-	-
Stage 2	790	670	-	378	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	15.07	0.13	4.34
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	28	-	-	826	375	926	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.047	0.166	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.4	15.1	8.4	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.6	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	33	0	178	0	177	57	224	114	0
Future Vol, veh/h	0	1	0	33	0	178	0	177	57	224	114	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	1	0	37	0	198	0	197	63	249	127	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	821	884	127	822	821	197	127	0	0	260	0	0
Stage 1	624	624	-	197	197	-	-	-	-	-	-	-
Stage 2	197	260	-	625	624	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	289	280	913	289	305	834	1435	-	-	1282	-	-
Stage 1	466	471	-	796	731	-	-	-	-	-	-	-
Stage 2	796	686	-	466	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	221	913	227	241	834	1435	-	-	1282	-	-
Mov Cap-2 Maneuver	174	221	-	227	241	-	-	-	-	-	-	-
Stage 1	369	373	-	796	731	-	-	-	-	-	-	-
Stage 2	607	686	-	367	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.34	12.71	0	5.62
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	221	227	834	1191	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.161	0.237	0.194	-	-
HCM Ctrl Dly (s/v)	0	-	-	21.3	23.9	10.6	8.5	0	-
HCM Lane LOS	A	-	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.9	0.7	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	157	150	0	208	132
Future Vol, veh/h	290	157	150	0	208	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	322	174	167	0	231	147

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	322	161
Stage 1	-	-	322	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	641	849
Stage 1	-	-	701	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	641	849
Mov Cap-2 Maneuver	-	-	641	-
Stage 1	-	-	701	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	15.74
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	708	-	-
HCM Lane V/C Ratio	0.533	-	-
HCM Ctrl Dly (s/v)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.2	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	322	169	183	0
Future Vol, veh/h	3	232	322	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	3	258	358	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1107	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	227	822	1333	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	822	1333	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.88	5.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	783	-	-
HCM Lane V/C Ratio	0.268	-	0.334	-	-
HCM Ctrl Dly (s/v)	8.7	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	1.1	-	1.5	-	-

Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	78	2	186	0	122	72	256	209	0
Future Vol, veh/h	0	0	0	78	2	186	0	122	72	256	209	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	87	2	207	0	136	80	284	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	938	1017	232	977	977	176	232	0	0	216	0	0
Stage 1	801	801	-	176	176	-	-	-	-	-	-	-
Stage 2	137	216	-	801	801	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	238	231	790	223	244	850	1295	-	-	1314	-	-
Stage 1	368	387	-	810	741	-	-	-	-	-	-	-
Stage 2	850	711	-	368	387	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	134	174	790	168	183	850	1295	-	-	1314	-	-
Mov Cap-2 Maneuver	134	174	-	168	183	-	-	-	-	-	-	-
Stage 1	276	291	-	810	741	-	-	-	-	-	-	-
Stage 2	641	711	-	276	291	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	39.83	0	4.68
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	-	383	991	-	-
HCM Lane V/C Ratio	-	-	-	-	0.771	0.216	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	39.8	8.5	0	-
HCM Lane LOS	A	-	-	A	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	6.4	0.8	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	78	2	186	0	122	72	256	209	0
Future Vol, veh/h	1	0	0	78	2	186	0	122	72	256	209	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	0	0	87	2	207	0	136	80	284	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	938	1017	232	937	937	136	232	0	0	216	0	0
Stage 1	801	801	-	136	136	-	-	-	-	-	-	-
Stage 2	137	216	-	801	801	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	241	234	797	241	261	903	1312	-	-	1331	-	-
Stage 1	372	391	-	858	777	-	-	-	-	-	-	-
Stage 2	857	717	-	372	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	176	797	182	197	903	1312	-	-	1331	-	-
Mov Cap-2 Maneuver	139	176	-	182	197	-	-	-	-	-	-	-
Stage 1	281	295	-	858	777	-	-	-	-	-	-	-
Stage 2	659	717	-	281	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	31.15	19.59	0	4.65
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	139	182	869	991	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.477	0.24	0.214	-	-
HCM Ctrl Dly (s/v)	0	-	-	31.2	41.6	10.4	8.4	0	-
HCM Lane LOS	A	-	-	D	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.3	0.9	0.8	-	-

Appendix G

Future 2027 Plus Winston Energy Project Construction Traffic Conditions with Mitigation Measure SYNCHRO Output

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	111	105	0	78	154
Future Vol, veh/h	555	111	105	0	78	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	617	123	117	0	87	171

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	617	308
Stage 1	-	-	617	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	417	682
Stage 1	-	-	495	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	417	682
Mov Cap-2 Maneuver	-	-	417	-
Stage 1	-	-	495	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	16.72
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	562	-	-
HCM Lane V/C Ratio	0.459	-	-
HCM Ctrl Dly (s/v)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	300	201	111	95	7
Future Vol, veh/h	4	300	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	4	333	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	109	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	408	928	1439	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	928	1439	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.3	5.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1439	-	908	-	-
HCM Lane V/C Ratio	0.155	-	0.372	-	-
HCM Ctrl Dly (s/v)	8	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	1.7	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	7	0	9	4	156	80	189	177	1
Future Vol, veh/h	0	0	2	7	0	9	4	156	80	189	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	300	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	2	8	0	10	4	173	89	210	197	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	799	888	197	799	800	173	198	0	0	262	0	0
Stage 1	617	617	-	182	182	-	-	-	-	-	-	-
Stage 2	182	271	-	617	618	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	295	275	826	295	310	852	1334	-	-	1262	-	-
Stage 1	465	470	-	804	736	-	-	-	-	-	-	-
Stage 2	804	673	-	466	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	242	229	826	245	258	852	1334	-	-	1262	-	-
Mov Cap-2 Maneuver	242	229	-	245	258	-	-	-	-	-	-	-
Stage 1	388	392	-	800	733	-	-	-	-	-	-	-
Stage 2	791	670	-	387	392	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	14.05	0.13	4.34
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	45	-	-	826	245	852	1262	-	-
HCM Lane V/C Ratio	0.003	-	-	0.003	0.032	0.012	0.166	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	9.4	20.2	9.3	8.4	-	-
HCM Lane LOS	A	A	-	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	0.6	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	33	0	178	0	177	57	224	114	0
Future Vol, veh/h	0	1	0	33	0	178	0	177	57	224	114	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	0	1	0	37	0	198	0	197	63	249	127	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	821	884	127	822	821	197	127	0	0	260	0	0
Stage 1	624	624	-	197	197	-	-	-	-	-	-	-
Stage 2	197	260	-	625	624	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	289	280	913	289	305	834	1435	-	-	1282	-	-
Stage 1	466	471	-	796	731	-	-	-	-	-	-	-
Stage 2	796	686	-	466	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	221	913	227	241	834	1435	-	-	1282	-	-
Mov Cap-2 Maneuver	174	221	-	227	241	-	-	-	-	-	-	-
Stage 1	369	373	-	796	731	-	-	-	-	-	-	-
Stage 2	607	686	-	367	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.34	12.71	0	5.62
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	221	227	834	1191	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.161	0.237	0.194	-	-
HCM Ctrl Dly (s/v)	0	-	-	21.3	23.9	10.6	8.5	0	-
HCM Lane LOS	A	-	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.9	0.7	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	157	150	0	208	132
Future Vol, veh/h	290	157	150	0	208	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	322	174	167	0	231	147

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	322	161
Stage 1	-	-	322	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.88	6.98
Critical Hdwy Stg 1	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.54	3.34
Pot Cap-1 Maneuver	-	-	641	849
Stage 1	-	-	701	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	641	849
Mov Cap-2 Maneuver	-	-	641	-
Stage 1	-	-	701	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	15.74
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	708	-	-
HCM Lane V/C Ratio	0.533	-	-
HCM Ctrl Dly (s/v)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	3.2	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	322	169	183	0
Future Vol, veh/h	3	232	322	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	3	258	358	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1107	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	227	822	1333	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	822	1333	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.88	5.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1333	-	783	-	-
HCM Lane V/C Ratio	0.268	-	0.334	-	-
HCM Ctrl Dly (s/v)	8.7	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	1.1	-	1.5	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	147	0	203	0	198	3	2	219	0
Future Vol, veh/h	0	0	0	147	0	203	0	198	3	2	219	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	300	-	-	-	-	300	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	163	0	226	0	220	3	2	243	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	468	471	243	468	468	220	243	0	0	223	0	0
Stage 1	248	248	-	220	220	-	-	-	-	-	-	-
Stage 2	220	223	-	248	248	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	494	481	779	494	483	802	1283	-	-	1305	-	-
Stage 1	741	689	-	767	708	-	-	-	-	-	-	-
Stage 2	767	706	-	741	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	355	480	779	493	482	802	1283	-	-	1305	-	-
Mov Cap-2 Maneuver	355	480	-	493	482	-	-	-	-	-	-	-
Stage 1	740	687	-	767	708	-	-	-	-	-	-	-
Stage 2	551	706	-	740	687	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.18	0	0.07
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	-	493	802	1305	-	-
HCM Lane V/C Ratio	-	-	-	-	0.331	0.281	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	15.9	11.2	7.8	-	-
HCM Lane LOS	A	-	-	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	1.4	1.2	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	78	2	186	0	122	72	256	209	0
Future Vol, veh/h	1	0	0	78	2	186	0	122	72	256	209	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	0	0	87	2	207	0	136	80	284	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	938	1017	232	937	937	136	232	0	0	216	0	0
Stage 1	801	801	-	136	136	-	-	-	-	-	-	-
Stage 2	137	216	-	801	801	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	241	234	797	241	261	903	1312	-	-	1331	-	-
Stage 1	372	391	-	858	777	-	-	-	-	-	-	-
Stage 2	857	717	-	372	391	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	176	797	182	197	903	1312	-	-	1331	-	-
Mov Cap-2 Maneuver	139	176	-	182	197	-	-	-	-	-	-	-
Stage 1	281	295	-	858	777	-	-	-	-	-	-	-
Stage 2	659	717	-	281	295	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	31.15	19.59	0	4.65
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1312	-	-	139	182	869	991	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.477	0.24	0.214	-	-
HCM Ctrl Dly (s/v)	0	-	-	31.2	41.6	10.4	8.4	0	-
HCM Lane LOS	A	-	-	D	E	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.3	0.9	0.8	-	-

Appendix H

Future 2027 Plus Cumulative of Projects Construction Traffic Conditions with Mitigation A SYNCHRO Output

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	591	584	0	78	154
Future Vol, veh/h	555	591	584	0	78	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	617	657	649	0	87	171

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	617	308
Stage 1	-	-	617	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	422	688
Stage 1	-	-	501	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	422	688
Mov Cap-2 Maneuver	-	-	422	-
Stage 1	-	-	501	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	16.52
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	567	-	-
HCM Lane V/C Ratio	0.454	-	-
HCM Ctrl Dly (s/v)	16.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.4	-	-

Intersection	
Int Delay, s/veh	185.3

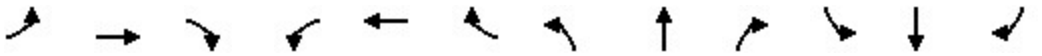
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1260	201	111	95	7
Future Vol, veh/h	4	1260	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	1400	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	109	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
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	415	~ 941	1470	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	~ 941	1470	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	244.74	5.08	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	936	-	-
HCM Lane V/C Ratio	0.152	-	1.5	-	-
HCM Ctrl Dly (s/v)	7.9	-	244.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	66.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Future Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Flt Permitted		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	2	8	0	10	80	182	89	1004	197	177
RTOR Reduction (vph)	0	2	0	0	9	0	0	0	76	0	0	107
Lane Group Flow (vph)	0	0	0	8	1	0	80	182	13	1004	197	70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Effective Green, g (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Actuated g/C Ratio		0.01		0.01	0.07		0.36	0.15	0.15	0.61	0.40	0.40
Clearance Time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		12		19	101		630	276	234	1058	726	617
v/s Ratio Prot		0.00		c0.00	c0.00		0.05	c0.10		c0.58	0.11	
v/s Ratio Perm									0.01			0.05
v/c Ratio		0.00		0.42	0.01		0.13	0.66	0.06	0.95	0.27	0.11
Uniform Delay, d1		53.7		53.6	47.7		23.2	43.7	39.6	19.7	22.2	20.7
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0		14.4	0.0		0.1	5.6	0.1	16.6	0.2	0.1
Delay (s)		53.7		68.0	47.7		23.3	49.3	39.7	36.3	22.4	20.8
Level of Service		D		E	D		C	D	D	D	C	C
Approach Delay (s/veh)		53.7			56.7			40.9			32.3	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	109.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	33	0	383	0	382	57	224	114	0
Future Vol, veh/h	0	1	0	33	0	383	0	382	57	224	114	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	1	0	37	0	426	0	424	63	249	127	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1049	1112	127	1049	1049	424	127	0	0	488	0	0
Stage 1	624	624	-	424	424	-	-	-	-	-	-	-
Stage 2	424	488	-	625	624	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	204	207	918	204	226	625	1447	-	-	1065	-	-
Stage 1	470	474	-	604	583	-	-	-	-	-	-	-
Stage 2	604	547	-	469	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	155	918	152	169	625	1447	-	-	1065	-	-
Mov Cap-2 Maneuver	49	155	-	152	169	-	-	-	-	-	-	-
Stage 1	351	355	-	604	583	-	-	-	-	-	-	-
Stage 2	193	547	-	350	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	28.41	23.23	0	6.24
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	155	152	625	990	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.242	0.68	0.234	-	-
HCM Ctrl Dly (s/v)	0	-	-	28.4	36.2	22.1	9.4	0	-
HCM Lane LOS	A	-	-	D	E	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	5.3	0.9	-	-

Intersection	
Int Delay, s/veh	401.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	157	150	0	740	664
Future Vol, veh/h	290	157	150	0	740	664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	174	167	0	822	738

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	322	161
Stage 1	-	-	322	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	~ 646	855
Stage 1	-	-	~ 707	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	~ 646	855
Mov Cap-2 Maneuver	-	-	~ 646	-
Stage 1	-	-	~ 707	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	$ 529.59
HCM LOS		F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	731	-	-
HCM Lane V/C Ratio	2.135	-	-
HCM Ctrl Dly (s/v)	$ 529.6	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	109	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	58.5

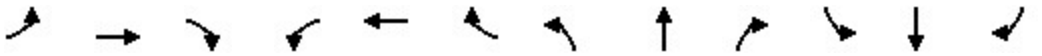
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	1384	169	183	0
Future Vol, veh/h	3	232	1384	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	258	1538	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3467	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	3263	-	-	-	-	-
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	7	835	~ 1362	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	835	~ 1362	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	25	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v		74.24	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	~ 1362	-	-	-	-
HCM Lane V/C Ratio	1.129	-	-	-	-
HCM Ctrl Dly (s/v)	83.3	-	-	-	-
HCM Lane LOS	F	-	-	-	-
HCM 95th %tile Q(veh)	37.4	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Future Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1553		1736	1553			1827	1553	1736	1827	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	1553		1736	1553			1827	1553	1736	1827	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	176	0	76	163	0	1133	0	220	3	2	252	0
RTOR Reduction (vph)	0	50	0	0	324	0	0	0	3	0	0	0
Lane Group Flow (vph)	176	26	0	163	809	0	0	220	0	2	252	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Effective Green, g (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Actuated g/C Ratio	0.11	0.34		0.22	0.45			0.17	0.17	0.01	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	190	526		386	702			303	258	18	462	
v/s Ratio Prot	c0.10	0.02		0.09	c0.52			c0.12		0.00	c0.14	
v/s Ratio Perm									0.00			
v/c Ratio	0.93	0.05		0.42	1.15			0.73	0.00	0.11	0.55	
Uniform Delay, d1	40.6	20.4		30.7	25.2			36.4	32.0	45.1	29.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	44.4	0.0		0.7	84.2			8.4	0.0	2.7	1.3	
Delay (s)	85.0	20.5		31.4	109.4			44.7	32.0	47.8	31.1	
Level of Service	F	C		C	F			D	C	D	C	
Approach Delay (s/veh)		65.5			99.6			44.6			31.2	
Approach LOS		E			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	80.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	61.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	78	2	186	0	122	72	483	436	0
Future Vol, veh/h	1	0	0	78	2	186	0	122	72	483	436	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	1	0	0	87	2	207	0	136	80	537	484	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1694	1773	484	1693	1693	136	484	0	0	216	0	0
Stage 1	1558	1558	-	136	136	-	-	-	-	-	-	-
Stage 2	137	216	-	1558	1558	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	73	82	578	~ 73	92	908	1068	-	-	1343	-	-
Stage 1	140	172	-	863	780	-	-	-	-	-	-	-
Stage 2	862	721	-	140	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	37	578	~ 33	42	908	1068	-	-	1343	-	-
Mov Cap-2 Maneuver	25	37	-	~ 33	42	-	-	-	-	-	-	-
Stage 1	63	78	-	863	780	-	-	-	-	-	-	-
Stage 2	664	721	-	~ 63	78	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	157.15	$ 300.22	0	4.97
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	25	33	743	946	-	-
HCM Lane V/C Ratio	-	-	-	0.045	2.632	0.281	0.4	-	-
HCM Ctrl Dly (s/v)	0	-	-	157.1	$ 995.6	11.7	9.5	0	-
HCM Lane LOS	A	-	-	F	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	10	1.2	2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Appendix I

Future 2027 Plus Cumulative of Projects Construction Traffic Conditions with Mitigation B SYNCHRO Output

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	555	591	584	0	78	154
Future Vol, veh/h	555	591	584	0	78	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	617	657	649	0	87	171

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	617	308
Stage 1	-	-	617	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	422	688
Stage 1	-	-	501	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	422	688
Mov Cap-2 Maneuver	-	-	422	-
Stage 1	-	-	501	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	13.23
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR
Capacity (veh/h)	422	688	-	-
HCM Lane V/C Ratio	0.205	0.249	-	-
HCM Ctrl Dly (s/v)	15.7	12	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	0.8	1	-	-

Intersection	
Int Delay, s/veh	180.6

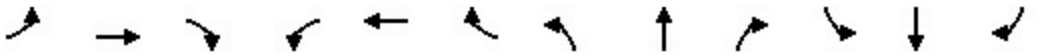
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1260	201	111	95	7
Future Vol, veh/h	4	1260	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	300	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	1400	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	109	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
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	415	~ 941	1470	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	~ 941	1470	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	238.45	5.08	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1470	-	352	941	-	-
HCM Lane V/C Ratio	0.152	-	0.013	1.487	-	-
HCM Ctrl Dly (s/v)	7.9	-	15.4	239.2	-	-
HCM Lane LOS	A	-	C	F	-	-
HCM 95th %tile Q(veh)	0.5	-	0	65.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Future Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Flt Permitted		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	2	8	0	10	80	182	89	1004	197	177
RTOR Reduction (vph)	0	2	0	0	9	0	0	0	76	0	0	107
Lane Group Flow (vph)	0	0	0	8	1	0	80	182	13	1004	197	70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Effective Green, g (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Actuated g/C Ratio		0.01		0.01	0.07		0.36	0.15	0.15	0.61	0.40	0.40
Clearance Time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		12		19	101		630	276	234	1058	726	617
v/s Ratio Prot		0.00		c0.00	c0.00		0.05	c0.10		c0.58	0.11	
v/s Ratio Perm									0.01			0.05
v/c Ratio		0.00		0.42	0.01		0.13	0.66	0.06	0.95	0.27	0.11
Uniform Delay, d1		53.7		53.6	47.7		23.2	43.7	39.6	19.7	22.2	20.7
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0		14.4	0.0		0.1	5.6	0.1	16.6	0.2	0.1
Delay (s)		53.7		68.0	47.7		23.3	49.3	39.7	36.3	22.4	20.8
Level of Service		D		E	D		C	D	D	D	C	C
Approach Delay (s/veh)		53.7			56.7			40.9			32.3	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	109.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	33	0	383	0	382	57	224	114	0
Future Vol, veh/h	0	1	0	33	0	383	0	382	57	224	114	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	1	0	37	0	426	0	424	63	249	127	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1049	1112	127	1049	1049	424	127	0	0	488	0	0
Stage 1	624	624	-	424	424	-	-	-	-	-	-	-
Stage 2	424	488	-	625	624	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	204	207	918	204	226	625	1447	-	-	1065	-	-
Stage 1	470	474	-	604	583	-	-	-	-	-	-	-
Stage 2	604	547	-	469	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	159	918	155	173	625	1447	-	-	1065	-	-
Mov Cap-2 Maneuver	50	159	-	155	173	-	-	-	-	-	-	-
Stage 1	360	364	-	604	583	-	-	-	-	-	-	-
Stage 2	193	547	-	358	364	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.86	23.16	0	6.24
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	159	155	625	1065	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.236	0.68	0.234	-	-
HCM Ctrl Dly (s/v)	0	-	-	27.9	35.2	22.1	9.4	-	-
HCM Lane LOS	A	-	-	D	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.9	5.3	0.9	-	-

Intersection	
Int Delay, s/veh	72.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	157	150	0	740	664
Future Vol, veh/h	290	157	150	0	740	664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	450	0	-	0	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	174	167	0	822	738

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	322	161
Stage 1	-	-	322	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	~ 646	855
Stage 1	-	-	~ 707	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	~ 646	855
Mov Cap-2 Maneuver	-	-	~ 646	-
Stage 1	-	-	~ 707	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	0	95.52
HCM LOS		F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR
Capacity (veh/h)	646	855	-	-
HCM Lane V/C Ratio	1.272	0.863	-	-
HCM Ctrl Dly (s/v)	155	29.2	-	-
HCM Lane LOS	F	D	-	-
HCM 95th %tile Q(veh)	31.7	10.8	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	58.5

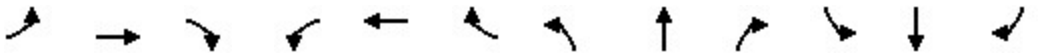
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	1384	169	183	0
Future Vol, veh/h	3	232	1384	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	300	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	258	1538	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3467	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	3263	-	-	-	-	-
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	7	835	~ 1362	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	835	~ 1362	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	25	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v		74.24	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	~ 1362	-	-	-	-	-
HCM Lane V/C Ratio	1.129	-	-	-	-	-
HCM Ctrl Dly (s/v)	83.3	-	-	-	-	-
HCM Lane LOS	F	-	-	-	-	-
HCM 95th %tile Q(veh)	37.4	-	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Future Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1553		1736	1553			1827	1553	1736	1827	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	1553		1736	1553			1827	1553	1736	1827	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	176	0	76	163	0	1133	0	220	3	2	252	0
RTOR Reduction (vph)	0	50	0	0	324	0	0	0	3	0	0	0
Lane Group Flow (vph)	176	26	0	163	809	0	0	220	0	2	252	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Effective Green, g (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Actuated g/C Ratio	0.11	0.34		0.22	0.45			0.17	0.17	0.01	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	190	526		386	702			303	258	18	462	
v/s Ratio Prot	c0.10	0.02		0.09	c0.52			c0.12		0.00	c0.14	
v/s Ratio Perm									0.00			
v/c Ratio	0.93	0.05		0.42	1.15			0.73	0.00	0.11	0.55	
Uniform Delay, d1	40.6	20.4		30.7	25.2			36.4	32.0	45.1	29.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	44.4	0.0		0.7	84.2			8.4	0.0	2.7	1.3	
Delay (s)	85.0	20.5		31.4	109.4			44.7	32.0	47.8	31.1	
Level of Service	F	C		C	F			D	C	D	C	
Approach Delay (s/veh)		65.5			99.6			44.6			31.2	
Approach LOS		E			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	80.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	42.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	78	2	186	0	122	72	483	436	0
Future Vol, veh/h	1	0	0	78	2	186	0	122	72	483	436	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	125	-	-	-	-	350	300	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	1	0	0	87	2	207	0	136	80	537	484	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1694	1773	484	1693	1693	136	484	0	0	216	0	0
Stage 1	1558	1558	-	136	136	-	-	-	-	-	-	-
Stage 2	137	216	-	1558	1558	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	73	82	578	~ 73	92	908	1068	-	-	1343	-	-
Stage 1	140	172	-	863	780	-	-	-	-	-	-	-
Stage 2	862	721	-	140	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	49	578	~ 44	55	908	1068	-	-	1343	-	-
Mov Cap-2 Maneuver	33	49	-	~ 44	55	-	-	-	-	-	-	-
Stage 1	84	103	-	863	780	-	-	-	-	-	-	-
Stage 2	664	721	-	~ 84	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	118.53	201.57	0	4.97
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	33	44	780	1343	-	-
HCM Lane V/C Ratio	-	-	-	0.034	1.986	0.268	0.4	-	-
HCM Ctrl Dly (s/v)	0	-	-	118.5$	660.2	11.3	9.5	-	-
HCM Lane LOS	A	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	9	1.1	2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Appendix J

Future 2027 Plus Cumulative of Projects Construction Traffic Conditions with Mitigation C SYNCHRO Output

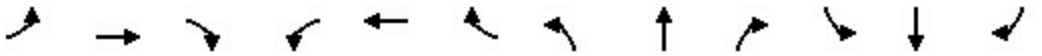
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	555	591	584	0	78	154
Future Volume (vph)	555	591	584	0	78	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		5.0	5.0
Lane Util. Factor	0.95	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	0.85
Flt Protected	1.00	1.00	0.95		0.95	1.00
Satd. Flow (prot)	3539	1583	1770		1770	1583
Flt Permitted	1.00	1.00	0.95		0.95	1.00
Satd. Flow (perm)	3539	1583	1770		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	617	657	649	0	87	171
RTOR Reduction (vph)	0	338	0	0	0	150
Lane Group Flow (vph)	617	319	649	0	87	21
Turn Type	NA	Perm	Prot		Prot	Perm
Protected Phases	4		3		2	
Permitted Phases		4				2
Actuated Green, G (s)	17.1	17.1	28.1		8.9	8.9
Effective Green, g (s)	17.1	17.1	28.1		8.9	8.9
Actuated g/C Ratio	0.23	0.23	0.38		0.12	0.12
Clearance Time (s)	7.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	827	370	680		215	192
v/s Ratio Prot	0.17		c0.37		c0.05	
v/s Ratio Perm		c0.20				0.01
v/c Ratio	0.75	0.86	0.95		0.40	0.11
Uniform Delay, d1	26.0	26.9	21.9		29.7	28.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.7	18.3	23.7		1.2	0.3
Delay (s)	29.7	45.2	45.5		30.9	28.8
Level of Service	C	D	D		C	C
Approach Delay (s/veh)	37.7			45.5	29.5	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	19.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

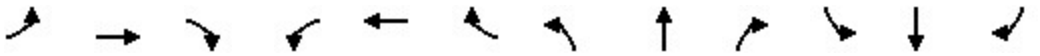
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	1260	201	111	95	7
Future Volume (vph)	4	1260	201	111	95	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1752	1568	1752	1845	1827	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1752	1568	1752	1845	1827	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1400	223	123	106	8
RTOR Reduction (vph)	0	308	0	0	2	0
Lane Group Flow (vph)	4	1092	223	123	112	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	72.0	72.0	17.8	34.4	9.6	
Effective Green, g (s)	72.0	72.0	17.8	34.4	9.6	
Actuated g/C Ratio	0.61	0.61	0.15	0.29	0.08	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	1065	953	263	536	148	
v/s Ratio Prot	0.00		c0.13	0.07	c0.06	
v/s Ratio Perm		c0.70				
v/c Ratio	0.00	1.15	0.85	0.23	0.76	
Uniform Delay, d1	9.1	23.2	49.0	31.9	53.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	78.1	21.6	0.2	19.7	
Delay (s)	9.1	101.3	70.6	32.1	72.9	
Level of Service	A	F	E	C	E	
Approach Delay (s/veh)	101.0			56.9	72.9	
Approach LOS	F			E	E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	91.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	118.4	Sum of lost time (s)	19.0
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Future Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Flt Permitted		1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1553		1736	1553		1736	1827	1553	1736	1827	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	2	8	0	10	80	182	89	1004	197	177
RTOR Reduction (vph)	0	2	0	0	9	0	0	0	76	0	0	107
Lane Group Flow (vph)	0	0	0	8	1	0	80	182	13	1004	197	70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Effective Green, g (s)		0.9		1.2	7.1		39.6	16.5	16.5	66.5	43.4	43.4
Actuated g/C Ratio		0.01		0.01	0.07		0.36	0.15	0.15	0.61	0.40	0.40
Clearance Time (s)		5.0		5.0	5.0		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		12		19	101		630	276	234	1058	726	617
v/s Ratio Prot		0.00		c0.00	c0.00		0.05	c0.10		c0.58	0.11	
v/s Ratio Perm									0.01			0.05
v/c Ratio		0.00		0.42	0.01		0.13	0.66	0.06	0.95	0.27	0.11
Uniform Delay, d1		53.7		53.6	47.7		23.2	43.7	39.6	19.7	22.2	20.7
Progression Factor		1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0		14.4	0.0		0.1	5.6	0.1	16.6	0.2	0.1
Delay (s)		53.7		68.0	47.7		23.3	49.3	39.7	36.3	22.4	20.8
Level of Service		D		E	D		C	D	D	D	C	C
Approach Delay (s/veh)		53.7			56.7			40.9			32.3	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	109.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	33	0	383	0	382	57	224	114	0
Future Volume (veh/h)	0	1	0	33	0	383	0	382	57	224	114	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	0	1	0	37	0	426	0	424	63	249	127	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	0	124	0	306	0	483	0	492	417	292	973	0
Arrive On Green	0.00	0.07	0.00	0.17	0.00	0.31	0.00	0.27	0.27	0.17	0.53	0.00
Sat Flow, veh/h	0	1841	0	1753	0	1560	0	1841	1560	1753	1841	0
Grp Volume(v), veh/h	0	1	0	37	0	426	0	424	63	249	127	0
Grp Sat Flow(s),veh/h/ln	0	1841	0	1753	0	1560	0	1841	1560	1753	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	19.2	0.0	16.2	2.3	10.2	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	19.2	0.0	16.2	2.3	10.2	2.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	124	0	306	0	483	0	492	417	292	973	0
V/C Ratio(X)	0.00	0.01	0.00	0.12	0.00	0.88	0.00	0.86	0.15	0.85	0.13	0.00
Avail Cap(c_a), veh/h	0	248	0	355	0	632	0	646	547	355	1192	0
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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.2	0.0	25.8	0.0	24.3	0.0	25.8	20.7	30.0	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	11.3	0.0	9.1	0.2	15.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.9	0.0	12.3	0.0	12.1	1.4	8.9	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	32.3	0.0	26.0	0.0	35.5	0.0	35.0	20.9	45.4	8.9	0.0
LnGrp LOS		C		C		D		C	C	D	A	
Approach Vol, veh/h		1			463			487			376	
Approach Delay, s/veh		32.3			34.8			33.2			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	19.3	26.8	17.9	10.0		46.2		27.9				
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0		7.0		5.0				
Max Green Setting (Gmax), s	15.0	26.0	15.0	10.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s	12.2	18.2	3.3	2.0		4.6		21.2				
Green Ext Time (p_c), s	0.2	1.6	0.0	0.0		0.6		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

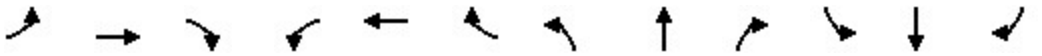
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	157	150	0	740	664
Future Volume (vph)	290	157	150	0	740	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		5.0	5.0
Lane Util. Factor	0.95	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	0.85
Flt Protected	1.00	1.00	0.95		0.95	1.00
Satd. Flow (prot)	3539	1583	1770		1770	1583
Flt Permitted	1.00	1.00	0.95		0.95	1.00
Satd. Flow (perm)	3539	1583	1770		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	322	174	167	0	822	738
RTOR Reduction (vph)	0	155	0	0	0	309
Lane Group Flow (vph)	322	19	167	0	822	429
Turn Type	NA	Perm	Prot		Prot	Perm
Protected Phases	4		3		2	
Permitted Phases		4				2
Actuated Green, G (s)	7.0	7.0	8.0		31.0	31.0
Effective Green, g (s)	7.0	7.0	8.0		31.0	31.0
Actuated g/C Ratio	0.11	0.11	0.12		0.48	0.48
Clearance Time (s)	7.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	381	170	217		844	754
v/s Ratio Prot	c0.09		c0.09		c0.46	
v/s Ratio Perm		0.01				0.27
v/c Ratio	0.85	0.11	0.77		0.97	0.57
Uniform Delay, d1	28.5	26.2	27.6		16.6	12.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	15.7	0.3	15.1		24.5	1.0
Delay (s)	44.1	26.5	42.7		41.1	13.2
Level of Service	D	C	D		D	B
Approach Delay (s/veh)	37.9			42.7	27.9	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	232	1384	169	183	0
Future Volume (vph)	3	232	1384	169	183	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1752	1568	1752	1845	1845	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1752	1568	1752	1845	1845	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	258	1538	188	203	0
RTOR Reduction (vph)	0	247	0	0	0	0
Lane Group Flow (vph)	3	11	1538	188	203	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	5.0	5.0	83.0	103.0	13.0	
Effective Green, g (s)	5.0	5.0	83.0	103.0	13.0	
Actuated g/C Ratio	0.04	0.04	0.69	0.86	0.11	
Clearance Time (s)	5.0	5.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	73	65	1211	1583	199	
v/s Ratio Prot	0.00		c0.88	0.10	c0.11	
v/s Ratio Perm		c0.01				
v/c Ratio	0.04	0.17	1.27	0.12	1.02	
Uniform Delay, d1	55.2	55.5	18.5	1.3	53.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	1.2	128.1	0.0	69.1	
Delay (s)	55.4	56.7	146.6	1.4	122.6	
Level of Service	E	E	F	A	F	
Approach Delay (s/veh)	56.7			130.8	122.6	
Approach LOS	E			F	F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	121.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Future Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.85			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1553		1736	1553			1827	1553	1736	1827	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	1553		1736	1553			1827	1553	1736	1827	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	176	0	76	163	0	1133	0	220	3	2	252	0
RTOR Reduction (vph)	0	50	0	0	324	0	0	0	3	0	0	0
Lane Group Flow (vph)	176	26	0	163	809	0	0	220	0	2	252	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Effective Green, g (s)	10.1	31.2		20.5	41.6			15.3	15.3	1.0	23.3	
Actuated g/C Ratio	0.11	0.34		0.22	0.45			0.17	0.17	0.01	0.25	
Clearance Time (s)	5.0	5.0		5.0	5.0			7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	190	526		386	702			303	258	18	462	
v/s Ratio Prot	c0.10	0.02		0.09	c0.52			c0.12		0.00	c0.14	
v/s Ratio Perm									0.00			
v/c Ratio	0.93	0.05		0.42	1.15			0.73	0.00	0.11	0.55	
Uniform Delay, d1	40.6	20.4		30.7	25.2			36.4	32.0	45.1	29.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	44.4	0.0		0.7	84.2			8.4	0.0	2.7	1.3	
Delay (s)	85.0	20.5		31.4	109.4			44.7	32.0	47.8	31.1	
Level of Service	F	C		C	F			D	C	D	C	
Approach Delay (s/veh)		65.5			99.6			44.6			31.2	
Approach LOS		E			F			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	80.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	78	2	186	0	122	72	483	436	0
Future Volume (veh/h)	1	0	0	78	2	186	0	122	72	483	436	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	0	0	87	2	207	0	136	80	537	484	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	0	3	0	318	3	281	0	204	173	611	1089	0
Arrive On Green	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.11	0.11	0.35	0.59	0.00
Sat Flow, veh/h	0	1841	0	1753	15	1547	0	1841	1560	1753	1841	0
Grp Volume(v), veh/h	0	0	0	87	0	209	0	136	80	537	484	0
Grp Sat Flow(s),veh/h/ln	0	1841	0	1753	0	1562	0	1841	1560	1753	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	6.7	0.0	3.8	2.5	15.2	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.3	0.0	6.7	0.0	3.8	2.5	15.2	7.7	0.0
Prop In Lane	0.00		0.00	1.00		0.99	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	318	0	284	0	204	173	611	1089	0
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.67	0.46	0.88	0.44	0.00
Avail Cap(c_a), veh/h	0	452	0	663	0	797	0	244	206	862	1392	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.6	0.0	20.5	0.0	22.6	22.0	16.2	6.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	3.7	0.0	5.3	1.9	7.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	1.5	0.0	4.2	0.0	3.0	1.6	9.9	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	19.1	0.0	24.2	0.0	27.8	24.0	23.9	6.3	0.0
LnGrp LOS				B		C		C	C	C	A	
Approach Vol, veh/h		0			296			216			1021	
Approach Delay, s/veh		0.0			22.7			26.4			15.5	
Approach LOS					C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	25.4	12.9	14.6	0.0		38.3	0.0	14.6
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0		7.0	5.0	5.0
Max Green Setting (Gmax), s	26.0	7.0	20.0	13.0		40.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	17.2	5.8	4.3	0.0		9.7	0.0	8.7
Green Ext Time (p_c), s	1.2	0.1	0.2	0.0		2.9	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Appendix K

Future 2027 Plus Cumulative of Projects Construction Traffic Conditions with Mitigation D SYNCHRO Output

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	555	591	584	0	78	154
Future Volume (vph)	555	591	584	0	78	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		5.0	5.0
Lane Util. Factor	0.95	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	0.85
Flt Protected	1.00	1.00	0.95		0.95	1.00
Satd. Flow (prot)	3539	1583	1770		1770	1583
Flt Permitted	1.00	1.00	0.95		0.95	1.00
Satd. Flow (perm)	3539	1583	1770		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	617	657	649	0	87	171
RTOR Reduction (vph)	0	338	0	0	0	150
Lane Group Flow (vph)	617	319	649	0	87	21
Turn Type	NA	Perm	Prot		Prot	Perm
Protected Phases	4		3		2	
Permitted Phases		4				2
Actuated Green, G (s)	17.1	17.1	28.1		8.9	8.9
Effective Green, g (s)	17.1	17.1	28.1		8.9	8.9
Actuated g/C Ratio	0.23	0.23	0.38		0.12	0.12
Clearance Time (s)	7.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	827	370	680		215	192
v/s Ratio Prot	0.17		c0.37		c0.05	
v/s Ratio Perm		c0.20				0.01
v/c Ratio	0.75	0.86	0.95		0.40	0.11
Uniform Delay, d1	26.0	26.9	21.9		29.7	28.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.7	18.3	23.7		1.2	0.3
Delay (s)	29.7	45.2	45.5		30.9	28.8
Level of Service	C	D	D		C	C
Approach Delay (s/veh)	37.7			45.5	29.5	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	19.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

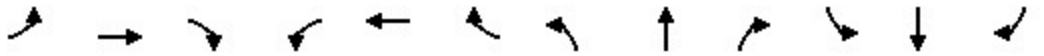
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1260	201	111	95	7
Future Vol, veh/h	4	1260	201	111	95	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	300	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	1400	223	123	106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	679	-	113	0	-	0
Stage 1	109	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	415	0	1470	-	-	-
Stage 1	913	0	-	-	-	-
Stage 2	564	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	352	-	1470	-	-	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	564	-	-	-	-	-

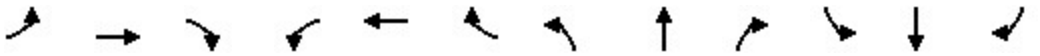
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.35	5.08	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1470	-	352	-	-	-
HCM Lane V/C Ratio	0.152	-	0.013	-	-	-
HCM Ctrl Dly (s/v)	7.9	-	15.4	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Future Volume (vph)	0	0	2	7	0	9	72	164	80	904	177	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		4.0	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor		1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.85		1.00		0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		1.00		0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1553		1736		1553	1736	1827	1553	1736	1827	1553
Flt Permitted		1.00		0.95		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1553		1736		1553	1736	1827	1553	1736	1827	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	2	8	0	10	80	182	89	1004	197	177
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	76	0	0	107
Lane Group Flow (vph)	0	0	0	8	0	10	80	182	13	1004	197	70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot		Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						Free			2			6
Actuated Green, G (s)		0.9		1.2		109.1	39.6	16.5	16.5	66.5	43.4	43.4
Effective Green, g (s)		0.9		1.2		109.1	39.6	16.5	16.5	66.5	43.4	43.4
Actuated g/C Ratio		0.01		0.01		1.00	0.36	0.15	0.15	0.61	0.40	0.40
Clearance Time (s)		5.0		5.0			7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)		3.0		3.0			3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		12		19		1553	630	276	234	1058	726	617
v/s Ratio Prot		0.00		c0.00			0.05	c0.10		c0.58	0.11	
v/s Ratio Perm						c0.01			0.01			0.05
v/c Ratio		0.00		0.42		0.01	0.13	0.66	0.06	0.95	0.27	0.11
Uniform Delay, d1		53.7		53.6		0.0	23.2	43.7	39.6	19.7	22.2	20.7
Progression Factor		1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0		14.4		0.0	0.1	5.6	0.1	16.6	0.2	0.1
Delay (s)		53.7		68.0		0.0	23.3	49.3	39.7	36.3	22.4	20.8
Level of Service		D		E		A	C	D	D	D	C	C
Approach Delay (s/veh)		53.7			30.2			40.9			32.3	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	109.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	0	33	0	383	0	382	57	224	114	0
Future Volume (veh/h)	0	1	0	33	0	383	0	382	57	224	114	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	0	1	0	37	0	426	0	424	63	249	127	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	0	124	0	306	0	483	0	492	417	292	973	0
Arrive On Green	0.00	0.07	0.00	0.17	0.00	0.31	0.00	0.27	0.27	0.17	0.53	0.00
Sat Flow, veh/h	0	1841	0	1753	0	1560	0	1841	1560	1753	1841	0
Grp Volume(v), veh/h	0	1	0	37	0	426	0	424	63	249	127	0
Grp Sat Flow(s),veh/h/ln	0	1841	0	1753	0	1560	0	1841	1560	1753	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	19.2	0.0	16.2	2.3	10.2	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.3	0.0	19.2	0.0	16.2	2.3	10.2	2.6	0.0
Prop In Lane	0.00		0.00	1.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	124	0	306	0	483	0	492	417	292	973	0
V/C Ratio(X)	0.00	0.01	0.00	0.12	0.00	0.88	0.00	0.86	0.15	0.85	0.13	0.00
Avail Cap(c_a), veh/h	0	248	0	355	0	632	0	646	547	355	1192	0
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)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.2	0.0	25.8	0.0	24.3	0.0	25.8	20.7	30.0	8.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	11.3	0.0	9.1	0.2	15.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.9	0.0	12.3	0.0	12.1	1.4	8.9	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	32.3	0.0	26.0	0.0	35.5	0.0	35.0	20.9	45.4	8.9	0.0
LnGrp LOS		C		C		D		C	C	D	A	
Approach Vol, veh/h		1			463			487			376	
Approach Delay, s/veh		32.3			34.8			33.2			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	19.3	26.8	17.9	10.0		46.2		27.9				
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0		7.0		5.0				
Max Green Setting (Gmax), s	15.0	26.0	15.0	10.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s	12.2	18.2	3.3	2.0		4.6		21.2				
Green Ext Time (p_c), s	0.2	1.6	0.0	0.0		0.6		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	157	150	0	740	664
Future Volume (vph)	290	157	150	0	740	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		5.0	5.0
Lane Util. Factor	0.95	1.00	1.00		1.00	1.00
Frt	1.00	0.85	1.00		1.00	0.85
Flt Protected	1.00	1.00	0.95		0.95	1.00
Satd. Flow (prot)	3539	1583	1770		1770	1583
Flt Permitted	1.00	1.00	0.95		0.95	1.00
Satd. Flow (perm)	3539	1583	1770		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	322	174	167	0	822	738
RTOR Reduction (vph)	0	155	0	0	0	309
Lane Group Flow (vph)	322	19	167	0	822	429
Turn Type	NA	Perm	Prot		Prot	Perm
Protected Phases	4		3		2	
Permitted Phases		4				2
Actuated Green, G (s)	7.0	7.0	8.0		31.0	31.0
Effective Green, g (s)	7.0	7.0	8.0		31.0	31.0
Actuated g/C Ratio	0.11	0.11	0.12		0.48	0.48
Clearance Time (s)	7.0	7.0	7.0		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	381	170	217		844	754
v/s Ratio Prot	c0.09		c0.09		c0.46	
v/s Ratio Perm		0.01				0.27
v/c Ratio	0.85	0.11	0.77		0.97	0.57
Uniform Delay, d1	28.5	26.2	27.6		16.6	12.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	15.7	0.3	15.1		24.5	1.0
Delay (s)	44.1	26.5	42.7		41.1	13.2
Level of Service	D	C	D		D	B
Approach Delay (s/veh)	37.9			42.7	27.9	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	66.3

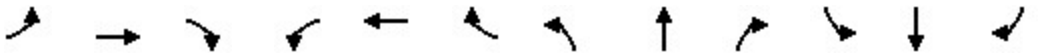
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	232	1384	169	183	0
Future Vol, veh/h	3	232	1384	169	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	300	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	258	1538	188	203	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3467	-	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	3263	-	-	-	-	-
Critical Hdwy	6.43	-	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	-	2.227	-	-	-
Pot Cap-1 Maneuver	7	0	~ 1362	-	-	-
Stage 1	828	0	-	-	-	-
Stage 2	25	0	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	-	~ 1362	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	25	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v		74.24	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	~ 1362	-	-	-	-	-
HCM Lane V/C Ratio	1.129	-	-	-	-	-
HCM Ctrl Dly (s/v)	83.3	-	-	0	-	-
HCM Lane LOS	F	-	-	A	-	-
HCM 95th %tile Q(veh)	37.4	-	-	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Future Volume (vph)	158	0	68	147	0	1020	0	198	3	2	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0		4.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1553		1736		1553		1827	1553	1736	1827	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	1553		1736		1553		1827	1553	1736	1827	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	176	0	76	163	0	1133	0	220	3	2	252	0
RTOR Reduction (vph)	0	71	0	0	0	0	0	0	2	0	0	0
Lane Group Flow (vph)	176	5	0	163	0	1133	0	220	1	2	252	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot		Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						Free			2			6
Actuated Green, G (s)	13.5	2.7		5.8		40.7		7.8	7.8	0.4	15.2	
Effective Green, g (s)	13.5	2.7		5.8		40.7		7.8	7.8	0.4	15.2	
Actuated g/C Ratio	0.33	0.07		0.14		1.00		0.19	0.19	0.01	0.37	
Clearance Time (s)	5.0	5.0		5.0				7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0				3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	575	103		247		1553		350	297	17	682	
v/s Ratio Prot	0.10	0.00		0.09				0.12		0.00	0.14	
v/s Ratio Perm						c0.73			0.00			
v/c Ratio	0.31	0.05		0.66		0.73		0.63	0.00	0.12	0.37	
Uniform Delay, d1	10.1	17.8		16.5		0.0		15.1	13.3	20.0	9.3	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.2		6.2		3.1		3.5	0.0	3.1	0.3	
Delay (s)	10.4	18.0		22.8		3.1		18.6	13.3	23.1	9.6	
Level of Service	B	B		C		A		B	B	C	A	
Approach Delay (s/veh)		12.7			5.5			18.6			9.7	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.78		
Actuated Cycle Length (s)	40.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	78	2	186	0	122	72	483	436	0
Future Volume (veh/h)	1	0	0	78	2	186	0	122	72	483	436	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	0	0	87	2	207	0	136	80	537	484	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	0	3	0	318	3	281	0	204	173	611	1089	0
Arrive On Green	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.11	0.11	0.35	0.59	0.00
Sat Flow, veh/h	0	1841	0	1753	15	1547	0	1841	1560	1753	1841	0
Grp Volume(v), veh/h	0	0	0	87	0	209	0	136	80	537	484	0
Grp Sat Flow(s),veh/h/ln	0	1841	0	1753	0	1562	0	1841	1560	1753	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	6.7	0.0	3.8	2.5	15.2	7.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.3	0.0	6.7	0.0	3.8	2.5	15.2	7.7	0.0
Prop In Lane	0.00		0.00	1.00		0.99	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	318	0	284	0	204	173	611	1089	0
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.74	0.00	0.67	0.46	0.88	0.44	0.00
Avail Cap(c_a), veh/h	0	452	0	663	0	797	0	244	206	862	1392	0
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)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.6	0.0	20.5	0.0	22.6	22.0	16.2	6.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	3.7	0.0	5.3	1.9	7.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	1.5	0.0	4.2	0.0	3.0	1.6	9.9	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	19.1	0.0	24.2	0.0	27.8	24.0	23.9	6.3	0.0
LnGrp LOS				B		C		C	C	C	A	
Approach Vol, veh/h		0			296			216			1021	
Approach Delay, s/veh		0.0			22.7			26.4			15.5	
Approach LOS					C			C			B	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	25.4	12.9	14.6	0.0		38.3	0.0	14.6				
Change Period (Y+Rc), s	7.0	7.0	5.0	5.0		7.0	5.0	5.0				
Max Green Setting (Gmax), s	26.0	7.0	20.0	13.0		40.0	6.0	27.0				
Max Q Clear Time (g_c+I1), s	17.2	5.8	4.3	0.0		9.7	0.0	8.7				
Green Ext Time (p_c), s	1.2	0.1	0.2	0.0		2.9	0.0	1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Appendix L

Crash Data

OBJECTID	Shape *	CrashNum	Street1	Street1Other	Street1Located	Street2	Street2Other	Street2Located	MilePost	RoadPaddleMarkers	Intersectio	DistLandm	DistFromL	DistFromL	Landmarkl	DirFromLa
79198	Point	NHP210100984	US95A	<Null>	US95A	SIERRA WAY	<Null>	SIERRA WAY	23	BOTH SIDES	YES	YES	<Null>	<Null>	FEET	<Null>
219391	Point	NHP221001431	OTHER	US95A	US95AN	OTHER	23 LY	Mile Post 23	23	NONE	NO	YES	300	300	FEET	South
77159	Point	LYSO21LY00051	US95A	<Null>	US95A	FARRELL LN	<Null>	FARRELL LN	<Null>	<Null>	NO	NO	100	100	Feet	North
116689	Point	NHP200801671	OTHER	US95 ALTERNATE	OTHER	OTHER	FARRELL LANE	OTHER	19	BOTH SIDES	YES	NO	<Null>	<Null>	FEET	<Null>
228641	Point	NHP230500687	US95AN		US95AN	<Null>	<Null>	Mile Post 21	21	BOTH SIDES	NO	YES	400	400	FEET	South
8272	Point	LYSO23LY00615	MILLER LN		MILLER LN	US95AN	<Null>	US95AN		<Null>	YES	NO				
37590	Point	NHP221201650	OTHER	MILLER LANE	MILLER LN	OTHER	US95A	US95AN		NONE	YES	NO			FEET	
70761	Point	LYSO21LY02269	MILLER LN		MILLER LN	US95A	<Null>	US95AN		<Null>	NO	NO	2.5	2.5	Miles	East
141560	Point	NHP190201979	US95A	<Null>	US95A	MILLER LN	<Null>	MILLER LN	<Null>	BOTH SIDES	YES	NO	<Null>	<Null>	FEET	<Null>
43837	Point	LYSO22LY02193	GOLDFIELD AVE		US95AN	US95A	<Null>	SR339		<Null>	YES	NO				
65390	Point	NHP210400859	US95A	<Null>	US95A	SR339	<Null>	SR339	11	NONE	YES	YES	O	O	FEET	<Null>
101952	Point	NHP200400423	US95A	<Null>	US95A	SR339	<Null>	SR339	13	<Null>	YES	NO	<Null>	<Null>	<Null>	<Null>
112723	Point	NHP200701537	US95A	<Null>	US95A	SR339	<Null>	SR339	12	BOTH SIDES	YES	NO	<Null>	<Null>	FEET	<Null>
141938	Point	NHP190202432	US95A	<Null>	US95A	SR339	<Null>	SR339	<Null>	BOTH SIDES	YES	NO	<Null>	<Null>	FEET	<Null>
143274	Point	NHP190300332	US95A	<Null>	US95A	SR339	<Null>	SR339	<Null>	NONE	YES	NO	<Null>	<Null>	FEET	<Null>
153162	Point	LYSO23LY02356	GOLDFIELD AVE		US95AN	US95AN	<Null>	SR339		<Null>	NO	NO	100	100		East
189976	Point	LYSO23LY02839	GOLDFIELD AVE		US95AN	SR339	<Null>	SR339		<Null>	YES	NO				
204510	Point	LYSO23LY03044	SR339	<Null>	SR339	US95AN	<Null>	US95AN	<Null>	<Null>	YES	NO	<Null>	<Null>	<Null>	<Null>
213698	Point	NHP220500633	SR339		SR339	US95A	<Null>	US95AN		NONE	YES	NO			FEET	
229176	Point	NHP230600021	OTHER	US95A	US95AN	OTHER	SR339	SR339	12	BOTH SIDES	NO	YES	200	200	FEET	South
242396	Point	NHP231100241	US95A	US95A	US95AN	SR339	SR339	SR339		NONE	NO	YES	25	25	FEET	South
247895	Point	LYSO23LY04375	US95AN		US95AN	SR339	<Null>	SR339		<Null>	YES	NO				

OBJECTID	Shape *	CrashNum	DirFromLa	CrashDate	CrashTime	NotifiedDate	NotifiedTime	ArrivedDate	ArrivedTim	RoadwayC	IncidentCl	RoadIntersectTy	RoadInters	OfficeRepo	ReportDate	ReportCon
79198	Point	NHP210100984	<Null>	1/16/2021	1312	1/16/2021	1314	1/16/2021	1354	1312	1443	T	<Null>	NO	1/16/2021	NO
219391	Point	NHP221001431	S	10/20/2022	817	10/20/2022	818	10/20/2022	907	1148	1148	<Null>	<Null>	NO	10/20/2022	NO
77159	Point	LYSO21LY00051	North	1/4/2021	1619	1/4/2021	1620	1/4/2021	1627	1620	1702	FOUR WAY	<Null>	NO	1/7/2021	<Null>
116689	Point	NHP200801671	<Null>	8/26/2020	1440	8/26/2020	1450	8/26/2020	1513	1440	1600	FOUR WAY	<Null>	NO	8/26/2020	NO
228641	Point	NHP230500687	S	5/10/2023	2055	5/10/2023	2056	5/10/2023	2129	2300	2343	<Null>	<Null>	NO	5/10/2023	YES
8272	Point	LYSO23LY00615		2/11/2023	416	2/11/2023	416	2/11/2023	418	507	555	T	<Null>	YES	2/12/2023	<Null>
37590	Point	NHP221201650		12/21/2022	1010	12/21/2022	1010	12/21/2022	1044	1044	1156	T	<Null>	NO	12/21/2022	NO
70761	Point	LYSO21LY02269	E	5/20/2021	2033	5/20/2021	2035	5/20/2021	2044	2033	2233	<Null>	<Null>	NO	5/21/2021	<Null>
141560	Point	NHP190201979	<Null>	2/22/2019	530	2/22/2019	540	2/22/2019	546	700	700	T	<Null>	NO	2/22/2019	NO
43837	Point	LYSO22LY02193		5/27/2022	1250	5/27/2022	1251	5/27/2022	1251	1250	1324	T	<Null>	NO	5/27/2022	<Null>
65390	Point	NHP210400859	<Null>	4/12/2021	1620	4/12/2021	1625	4/12/2021	1628	1625	1725	T	<Null>	NO	4/12/2021	NO
101952	Point	NHP200400423	<Null>	4/13/2020	1700	4/13/2020	1701	4/13/2020	1836	1705	1900	T	<Null>	NO	4/14/2020	<Null>
112723	Point	NHP200701537	<Null>	7/25/2020	1405	7/25/2020	1406	7/25/2020	1410	1430	1530	T	<Null>	NO	7/25/2020	NO
141938	Point	NHP190202432	<Null>	2/27/2019	1906	2/27/2019	1908	2/27/2019	1920	1906	2020	T	<Null>	NO	2/27/2019	NO
143274	Point	NHP190300332	<Null>	3/5/2019	1524	3/5/2019	1524	3/5/2019	1612	1524	<Null>	T	<Null>	NO	3/5/2019	NO
153162	Point	LYSO23LY02356	S	5/31/2023	1524	5/31/2023	1525	5/31/2023	1542	1524	1611	T	<Null>	NO	5/31/2023	<Null>
189976	Point	LYSO23LY02839		6/30/2023	1007	6/30/2023	1007	6/30/2023	1009	1000	1107	T	<Null>	NO	7/6/2023	<Null>
204510	Point	LYSO23LY03044	<Null>	7/13/2023	2100	7/13/2023	2106	7/13/2023	2110	2211	2211	T	<Null>	YES	7/15/2023	<Null>
213698	Point	NHP220500633		5/10/2022	1435	5/10/2022	1438	5/10/2022	1507	1507	1608	T	<Null>	NO	5/10/2022	NO
229176	Point	NHP230600021	S	6/1/2023	803	6/1/2023	804	6/1/2023	805	845	900	T	<Null>	NO	6/1/2023	NO
242396	Point	NHP231100241	S	11/3/2023	2258	11/3/2023	2301	11/3/2023	2340	56	56	<Null>	<Null>	NO	11/3/2023	NO
247895	Point	LYSO23LY04375		10/24/2023	1813	10/24/2023	1814	10/24/2023	1814	1813	1914	T	<Null>	NO	10/24/2023	<Null>

OBJECTID	Shape *	CrashNum	AgencyName	Location	OutsideTo	City	County	CountyLoc	Beat	PropertyD	PropertyD	SchoolZon	PrivatePro	TrafficCon	Weather	WeatherO	RoadSurfa	RoadSurfa
79198	Point	NHP210100984	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
219391	Point	NHP221001431	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY24	YES	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
77159	Point	LYSO21LY00051	Lyon County SO	County	YES	<Null>	LYON	LYON	WALKER R	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
116689	Point	NHP200801671	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRF15	NO	<Null>	NO	NO	<Null>	FOG, SMO	<Null>	ASPHALT|	<Null>
228641	Point	NHP230500687	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY27	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
8272	Point	LYSO23LY00615	Lyon County SO	County	NO	YERINGTO	LYON	LYON	LYMV	YES	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
37590	Point	NHP221201650	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY	YES	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
70761	Point	LYSO21LY02269	Lyon County SO	County	YES	<Null>	LYON	LYON	WALKER R	YES	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
141560	Point	NHP190201979	Nevada Highway Patrol	COUNTY	YES	RENO	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
43837	Point	LYSO22LY02193	Lyon County SO	County	NO	<Null>	LYON	LYON	WALKER R	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
65390	Point	NHP210400859	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
101952	Point	NHP200400423	Nevada Highway Patrol	County	YES	<Null>	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
112723	Point	NHP200701537	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
141938	Point	NHP190202432	Nevada Highway Patrol	COUNTY	YES	RENO	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
143274	Point	NHP190300332	Nevada Highway Patrol	COUNTY	YES	RENO	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
153162	Point	LYSO23LY02356	Lyon County SO	County	NO	<Null>	LYON	LYON	YERINGTO	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
189976	Point	LYSO23LY02839	Lyon County SO	County	YES	YERINGTO	LYON	LYON	MASON VA	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
204510	Point	LYSO23LY03044	Lyon County SO	County	NO	YERINGTO	LYON	LYON	LYMV	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
213698	Point	NHP220500633	Nevada Highway Patrol	COUNTY	YES	<Null>	LYON	LYON	<Null>	NO	<Null>	NO	NO	<Null>	CLOUDY|	<Null>	ASPHALT|	<Null>
229176	Point	NHP230600021	Nevada Highway Patrol	COUNTY	YES	YERINGTO	LYON	LYON	HRY28	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
242396	Point	NHP231100241	Nevada Highway Patrol	City	YES	YERINGTO	LYON	LYON	HRY	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>
247895	Point	LYSO23LY04375	Lyon County SO	County	NO	<Null>	LYON	LYON	LYMV	NO	<Null>	NO	NO	<Null>	CLEAR|	<Null>	ASPHALT|	<Null>

OBJECTID	Shape *	CrashNum	LightCondition	LightConditionOthe	CrashType	CrashSeve	VehCrashType	AreaOfInitialImpact	LocationFirstEvent	LocationFi	FirstHarmf	HitandRun	AlcoholInv
79198	Point	NHP210100984	DAYLIGHT	<Null>	PROPERTY	O	REAR END	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
219391	Point	NHP221001431	DAYLIGHT	<Null>	PROPERTY	O	ANGLE	<Null>	TRAVEL LANE	<Null>	<Null>	NO	NO
77159	Point	LYSO21LY00051	Dusk	<Null>	PROPERTY	O	Rear End	<Null>	Travel Lane	<Null>	<Null>	NO	NO
116689	Point	NHP200801671	DAYLIGHT	<Null>	INJURY	B	REAR END	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
228641	Point	NHP230500687	DARK - NO ROADWAY	<Null>	INJURY	A	HEAD ON	<Null>	TRAVEL LANE	<Null>	<Null>	NO	NO
8272	Point	LYSO23LY00615	Dark - Spot Roadway I	<Null>	PROPERTY	N	Non-Collision	<Null>	Intersection	<Null>	<Null>	NO	YES
37590	Point	NHP221201650	DAYLIGHT	<Null>	PROPERTY	O	NON-COLLISION	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
70761	Point	LYSO21LY02269	Dark - No Roadway Li	<Null>	PROPERTY	O	Non-Collision	<Null>	Outside Shoulder	<Null>	<Null>	NO	YES
141560	Point	NHP190201979	DARK - NO ROADWAY	<Null>	PROPERTY	O	NON-COLLISION	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
43837	Point	LYSO22LY02193	Daylight	<Null>	PROPERTY	O	Angle	M. LENIHAN #0059	Intersection	<Null>	<Null>	YES	NO
65390	Point	NHP210400859	DAYLIGHT	<Null>	PROPERTY	O	REAR END	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
101952	Point	NHP200400423	Daylight	<Null>	PROPERTY	O	Rear End	<Null>	Turn Lane	<Null>	<Null>	NO	NO
112723	Point	NHP200701537	DAYLIGHT	<Null>	INJURY	C	ANGLE	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
141938	Point	NHP190202432	DARK - SPOT ROADW	<Null>	PROPERTY	O	ANGLE	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
143274	Point	NHP190300332	Daylight	<Null>	PROPERTY	O	Sideswipe - Meeting	<Null>	Travel Lane	<Null>	<Null>	NO	NO
153162	Point	LYSO23LY02356	Daylight	<Null>	PROPERTY	O	Sideswipe - Meeting	T. WATSON #0136	Travel Lane	<Null>	<Null>	NO	NO
189976	Point	LYSO23LY02839	Daylight	<Null>	PROPERTY	O	Rear End	DEPUTY T. WATSON	Travel Lane	<Null>	<Null>	YES	NO
204510	Point	LYSO23LY03044	Dark - Spot Roadway I	<Null>	PROPERTY	N	Head On	N. WHITTEMORE #0054	Intersection	<Null>	<Null>	NO	NO
213698	Point	NHP220500633	DAYLIGHT	<Null>	PROPERTY	O	ANGLE	<Null>	INTERSECTION	<Null>	<Null>	NO	NO
229176	Point	NHP230600021	DAYLIGHT	<Null>	INJURY	C	ANGLE	<Null>	TURN LANE	<Null>	<Null>	NO	NO
242396	Point	NHP231100241	Dark - Spot Roadway I	<Null>	PROPERTY	O	Sideswipe - Meeting	<Null>	Turn Lane	<Null>	<Null>	NO	NO
247895	Point	LYSO23LY04375	Dark - Spot Roadway I	<Null>	PROPERTY	O	Rear End	CHRIS MILLER #0060	Travel Lane	<Null>	<Null>	NO	NO

OBJECTID	Shape *	CrashNum	Pedestrian	Motorcycl	NumVehic	NumNonM	NumOccup	NumFatali	NumInjure	NumRestra	LocationFirstEventTurn	LocationFirstEventTrav	RoadEnvironmentalFactors
79198	Point	NHP210100984	NO	NO	2	0	3	0	0	3	<Null>	<Null>	NONE
219391	Point	NHP221001431	NO	NO	2	0	2	0	0	2	<Null>	1	NONE
77159	Point	LYSO21LY00051	NO	NO	2	0	2	0	0	2	<Null>	1	NONE
116689	Point	NHP200801671	NO	NO	2	0	3	0	1	3	<Null>	<Null>	NONE
228641	Point	NHP230500687	NO	NO	2	0	2	0	1	2	<Null>	1	OTHER HIGHWAY
8272	Point	LYSO23LY00615	NO	NO	1	0	1	0	0	0	<Null>	<Null>	NONE
37590	Point	NHP221201650	NO	NO	1	0	1	0	0	1	<Null>	1	NONE
70761	Point	LYSO21LY02269	NO	NO	1	0	2	0	0	0	<Null>	<Null>	NONE
141560	Point	NHP190201979	NO	NO	1	0	1	0	0	1	<Null>	<Null>	WET, ICY, SNOW, SLUSH
43837	Point	LYSO22LY02193	NO	NO	2	0	3	0	0	2	<Null>	<Null>	NONE
65390	Point	NHP210400859	NO	NO	2	0	2	0	0	2	<Null>	<Null>	NONE
101952	Point	NHP200400423	NO	NO	2	0	2	0	0	2	1	<Null>	NONE
112723	Point	NHP200701537	NO	NO	2	0	2	0	1	2	<Null>	<Null>	NONE
141938	Point	NHP190202432	NO	NO	2	0	3	0	0	3	<Null>	<Null>	NONE
143274	Point	NHP190300332	NO	NO	2	0	2	0	0	2	<Null>	1	NONE
153162	Point	LYSO23LY02356	NO	NO	2	0	2	0	0	0	<Null>	1	NONE
189976	Point	LYSO23LY02839	NO	NO	2	0	3	0	0	0	<Null>	1	NONE
204510	Point	LYSO23LY03044	NO	NO	2	0	2	0	0	0	<Null>	<Null>	NONE
213698	Point	NHP220500633	NO	NO	2	0	5	0	0	5	<Null>	<Null>	<Null>
229176	Point	NHP230600021	NO	NO	2	0	5	0	1	3	L1	<Null>	NONE
242396	Point	NHP231100241	NO	NO	2	0	3	0	0	0	L1	<Null>	NONE
247895	Point	LYSO23LY04375	NO	NO	2	0	3	0	0	1	<Null>	1	NONE

OBJECTID	Shape *	CrashNum	RoadEnvironFactorsOtherEnv	RoadEnvironFactorsOthe	RouteID	Measure	SecondaryCollision	X	Y
79198	Point	NHP210100984	<Null>	<Null>	133502LY	0.98356	<Null>	311470.2	4333270
219391	Point	NHP221001431	<Null>	<Null>	13LY	22.923609	<Null>	311470.5	4333283
77159	Point	LYSO21LY00051	<Null>	<Null>	13LY	20.925484	<Null>	311397.3	4330068
116689	Point	NHP200801671	<Null>	<Null>	113142LY	3.812409	<Null>	311396.6	4330037
228641	Point	NHP230500687	<Null>	PRIOR CRASH	13LY	20.922586	<Null>	311397.2	4330063
8272	Point	LYSO23LY00615	<Null>	<Null>	123253LY	0	<Null>	311220.5	4324377
37590	Point	NHP221201650	<Null>	<Null>	123253LY	0	<Null>	311220.5	4324377
70761	Point	LYSO21LY02269	<Null>	<Null>	123253LY	0.000473	<Null>	311221.2	4324377
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143274	Point	NHP190300332	<Null>	<Null>	122614LY	0.176991	<Null>	311035.6	4318372
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247895	Point	LYSO23LY04375	<Null>	<Null>	13LY	13.647526	<Null>	311035.6	4318372

Appendix H – Visual Report/Simulation

Visual Impact Analysis for the Winston Energy Project
Lyon County, Nevada

Prepared for:

Winston FC Solar, LLC
15445 Innovation Dr
San Diego, CA 92128
Contact: David Calderon
David.calderon@edf-re.com

Prepared by:

ICF Environmental
980 9th Street, Suite 1200
Sacramento, CA 95814
Contact: Sheri Brown
916/210-5904

November 2025

ICF. 2025. *Visual Impact Analysis for the Winston Energy Project, Lyon County, Nevada*. November. Sacramento, CA. Prepared for Winston FC Solar, LLC, San Diego, CA.

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Introduction

Purpose

The purpose of this visual impact assessment (VIA) memorandum is to document potential visual change in the Area of Visual Effect (AVE) for the Winston Energy Project proposed project. This memorandum follows guidance outlined in the publication *Guidelines for the Visual Impact Assessment of Highway Projects*, published by the Federal Highway Administration (FHWA) in January 2015.

Project Description

Winston FC Solar LLC is pursuing approvals to construct the Winston Energy Project (Project), a 400-megawatt (MW) photovoltaic (PV) solar energy facility (facility) with a 400 MW 4 hour Battery Energy Storage System (BESS) located entirely on 2,374.3 acres of privately owned land in Lyon County, Nevada. The Project site is located just east of U.S. Alt Highway 95 (U.S. Hwy 95A), approximately 15 miles northeast of the City of Yerington, and adjacent to the Walker River Substation. Ancillary Project facilities include a substation, collection lines, operations and maintenance building, and site access roads.

The Site Location Map (Figure 1) below illustrates the proposed Project elements and is based on the current preliminary design. Project components have been located to minimize and avoid sensitive resources. The final location and orientation of any of the Project components could change based on advanced design engineering or additional environmental constraints.

Figure 1. Winston Energy Project Site Location Map

Methodology

The analysis is based on desktop review, GIS viewshed modeling, site observations, public feedback, and photorealistic simulations. The viewshed model is based on GIS Digital Elevation Models (DEM) from USGS 2025 data and was used as an initial filter to determine Key Observation Points (KOPs). KOPs were then field verified, and adjustments to KOPs were made based on field observations.

Photorealistic simulations were created using geospatial and rendering technologies. The process begins with data acquisition, including high-resolution aerial or satellite imagery, DEM from USGS, calibrated ground-level photographs, and GIS shapefiles of Project features. All datasets are reprojected to a common coordinate system (NAD83 UTM Zone 14N) to ensure spatial consistency. Terrain modeling uses DEM data to generate a detailed 3D surface, while proposed infrastructure is geolocated and integrated using Trimble SketchUp and ArcGIS Pro. Lighting and shadow simulation is based on solar azimuth and elevation angles for the specified date and time to replicate real-world conditions. Photo simulation involves precise camera matching using calibration parameters—focal length, sensor size, and orientation—followed by rendering from identical viewpoints and blending with original photographs in Adobe Photoshop 2025, applying perspective correction and color balancing for realism. Quality assurance includes scale verification, alignment checks, and stakeholder review cycles. Limitations stem from imagery and elevation resolution, environmental variability such as seasonal vegetation, and simplification of complex design elements for computational efficiency.

Affected Environment

Project Location and Setting

The Project location and setting provide the context for determining the type of changes to the existing visual environment. The Project area is in the Mason Valley Rural Character District, as defined by the 2020 Lyon County Comprehensive Master Plan. The primary land use is agriculture with pockets of rural residential. The project site is zoned Rural Residential - Suburban south of Sierra Way and Heavy Industrial – Suburban and a small area Rural Residential north of Sierra Way. Adjacent properties are zoned Light Industrial – Suburban and Rural Residential (State of Nevada 2022). For more information, please refer to the Winston Energy Project development permitting documents.

The Project lies within the Central Basin and Range Lahontan Salt Shrub Basin (13j) as described in the Level IV Ecoregion of Nevada (Bryce et el. 2003). This ecoregion is composed of rolling plains with alluvial fans, scattered hills and buttes, foothills, stream terraces, flood plains, and sand sheets in internally drained basins. The relatively flat terrain of the Project area supports grassland and salt-tolerant shrubs including shadscale, Shockley desert thorn, and Bailey greasewood. Agricultural uses and intermountain cold desert shrub surround the Project site, with some rural residential development to the south and west of the Project site. Surrounding lands are primarily private agricultural, rural, and industrial, in addition to public property administered by the Nevada Division of State Lands.

Regulatory Background

Regulatory context provides insight into the values local, state, and federal jurisdictions place on the scenic environment. Federal, State, and local laws, ordinances, and regulations that relate to the visual environment are summarized in Table 1.

Table 1. Laws, Ordinances, and Regulations Relating to Visual and Aesthetics

Jurisdiction	Document	Scenic Objectives
Department of Transportation, Federal Aviation Administration (FAA)	14 CFR Part 77, published May 11, 2021	Policy requires airports to measure the visual impact of airport solar projects on pilots and air traffic control personnel to ensure projects don't create hazardous glare. Applies to federally obligated towered airports.
Lyon County	2020 Lyon County Master Plan	**Goal NR 8: Views.** Lyon County will protect scenic views of mountain backdrops and dark skies. **Policy NR 8.1: Mountain Backdrop.** Recognizing that views of the mountains in and around the county provide a unique scenic value for residents and visitors, Lyon County will strive to preserve such views. Continue to implement setbacks, height limitations, or other regulations in urbanizing areas to minimize undesirable impacts to the views enjoyed by existing residences. **Policy NR 8.2 Dark Skies**. Lyon County will minimize light pollution while allowing for adequate lighting for safety and security. Continue to implement lighting standards for commercial and industrial properties to address issues such as avoiding light intrusion onto neighboring properties, parking lot lighting scale and intensity, minimal security lighting outside of hours of operation, and similar. **Goal FS 5: Utility Corridors.** Utility Corridors will be located to ensure optimum connectivity, level of service, and protection of natural, cultural, and visual resources, and minimize conflicts with communities. Policy FS 5.3: Aboveground utility corridors must not conflict with any existing or planned infrastructure or utility projects and must be located to minimize conflicts with residential and commercial development.
Lyon County	Lyon County Code of Ordinances	**15.337 Performance Requirements for Industrial Uses** 15.337.03 Standards E. Heat, Light, and Glare: All operations and facilities producing heat, light, and glare, including exterior lighting, shall be so constructed, screened or used as to not unreasonably infringe upon the use and enjoyment of property beyond boundaries of the district. 15.402 Landscape Standards Landscape Standards are provided to ensure that new landscaping and the retention of existing landscaping is an integral part of all development and that it contributes and improves the environmental and aesthetic character of the community.

	15.402.03 Design Standards B. Protection of existing vegetation: the appeal and character of the site shall be preserved and enhanced by retaining and protecting existing vegetation and trees wherever possible. 15.402.04 Buffering and Screening C.2. Loading and Service Area: ...Screening and landscaping shall be provided to help mitigate spill-over glare, noise, or exhaust fumes.

Project Viewshed and Representative Views

A project viewshed is defined as the general area from which a project is visible and is initially determined by running a GIS viewshed analysis using a USGS Digital Elevation Model (DEM). The results of the DEM viewshed model illustrate potential visibility from sensitive viewpoints including the Mason Wildlife Management Area (WMA), U.S. 95A, scenic overlooks, and nearby residences. Since the viewshed is based on elevation it does not account for surface features including buildings and vegetation that may screen views. A field survey was conducted to confirm visibility and identify appropriate locations for key observation points (KOP) and visual simulations used in the analysis. The viewshed model generated for the project and representative key observation point (KOPs) locations are shown in Figure 2.

For purposes of describing a project's visual setting and assessing potential visual impacts, the viewshed can be broken down into foreground, middleground, and background zones. The foreground is defined as the zone within 0.25 to 0.5 mile of the viewer; the middleground is defined as the zone that extends from the foreground to a maximum of 3 to 5 miles of the viewer; and the background zone are distant views and features that frame the landscape. The viewing distance is a key factor that affects the potential degree of project visibility. Visual details are generally apparent to the viewer when observed in the foreground, at a distance of 0.25 to 0.5 mile. The primary focus of this visual analysis is the foreground viewshed zone, where change could be noticeable.

Photographs from KOPs showing existing conditions from the highway and nearby residential development are provided in Figure 3.

Figure 2. Key Observation Points

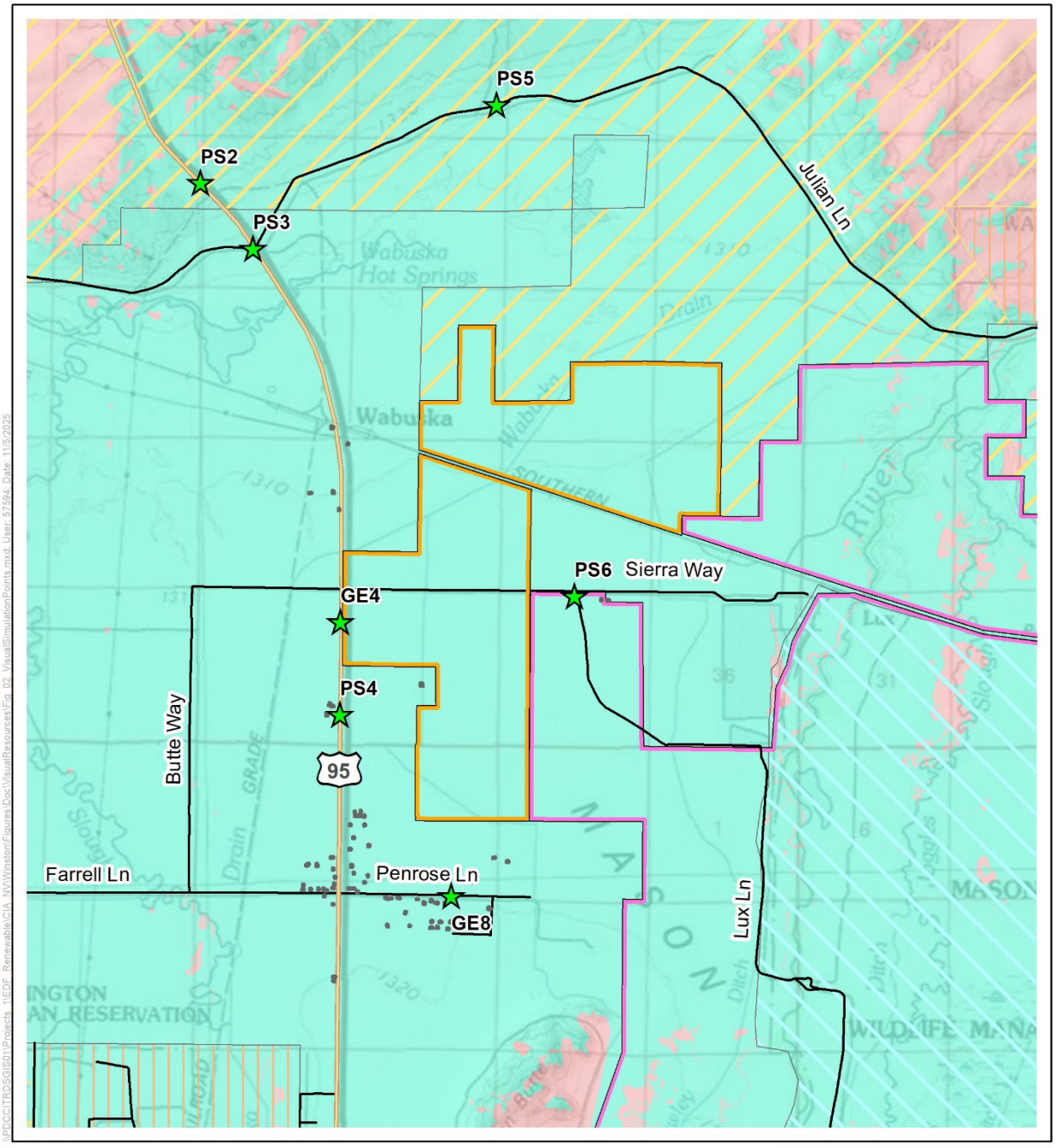


Figure 3. Landscape Photographs

Photograph PS2: Existing view looking southeast

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39°10’38”N 119°12’26” W

Photograph PS3: Existing view looking southeast from US 95A at Julian Lane

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39°9’39”N 119°11’31” W

Photograph PS4: Existing view looking northeast from US 95A at Masini Ranch

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 7' 42" N 119°10’52” W

Photograph PS5: Existing view looking south from Julian Lane

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 13' 5" N 119° 8' 2" W

Photograph PS6: Existing view looking west from Sierra Way and Mason Valley WMA entrance

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 7' 41.5" N 119° 9' 8" W

Photograph GE4: Existing view looking east from US 95A near Sierra Way

Photo date: October 30, 2025 Time: 3:30 PM Lat/Long: 39°07'30.4"N 119°10'52.0"W

Photograph GE8: Existing view looking north from Penrose Lane

Photo date: October 30, 2025 Time: 3:20 PM Lat/Long: 39°05'56.0"N 119°10'02.0"W

Visual Resources and Scenic Resources

The closest officially designated State Scenic Highway to the Project site are State Routes (SR) 445, 446, and a portion of 447 near Pyramid Lake, SR 431 along Mount Rose, and SR 28 and U.S. Highway 50 along the east shore of Lake Tahoe (NDOT 2025). These highways are all more than 40 miles away. The Bureau of Land Management (BLM) also has designated Back Country Byways (Byway) of which there are eight in Nevada. The nearest is Fort Churchill to Wellington Byway, a 67-mile corridor following the Pony Express National Historic Trail along the Carson River to Dayton and then veers south through the Pine Nut Mountains west of the Project to Smith Valley (Recreation.gov 2025). Although this Byway is 10-20 miles from the Project, it does not fall within the Project viewshed.

Public lands adjacent to the Project include the 16,635-acre Mason Valley WMA is managed by the Nevada Department of Wildlife. The area features desert shrub lands and wet meadows through the Walker River floodplain attracting a vast array of wildlife. Public facilities include hiking, fishing, and interpretive areas.

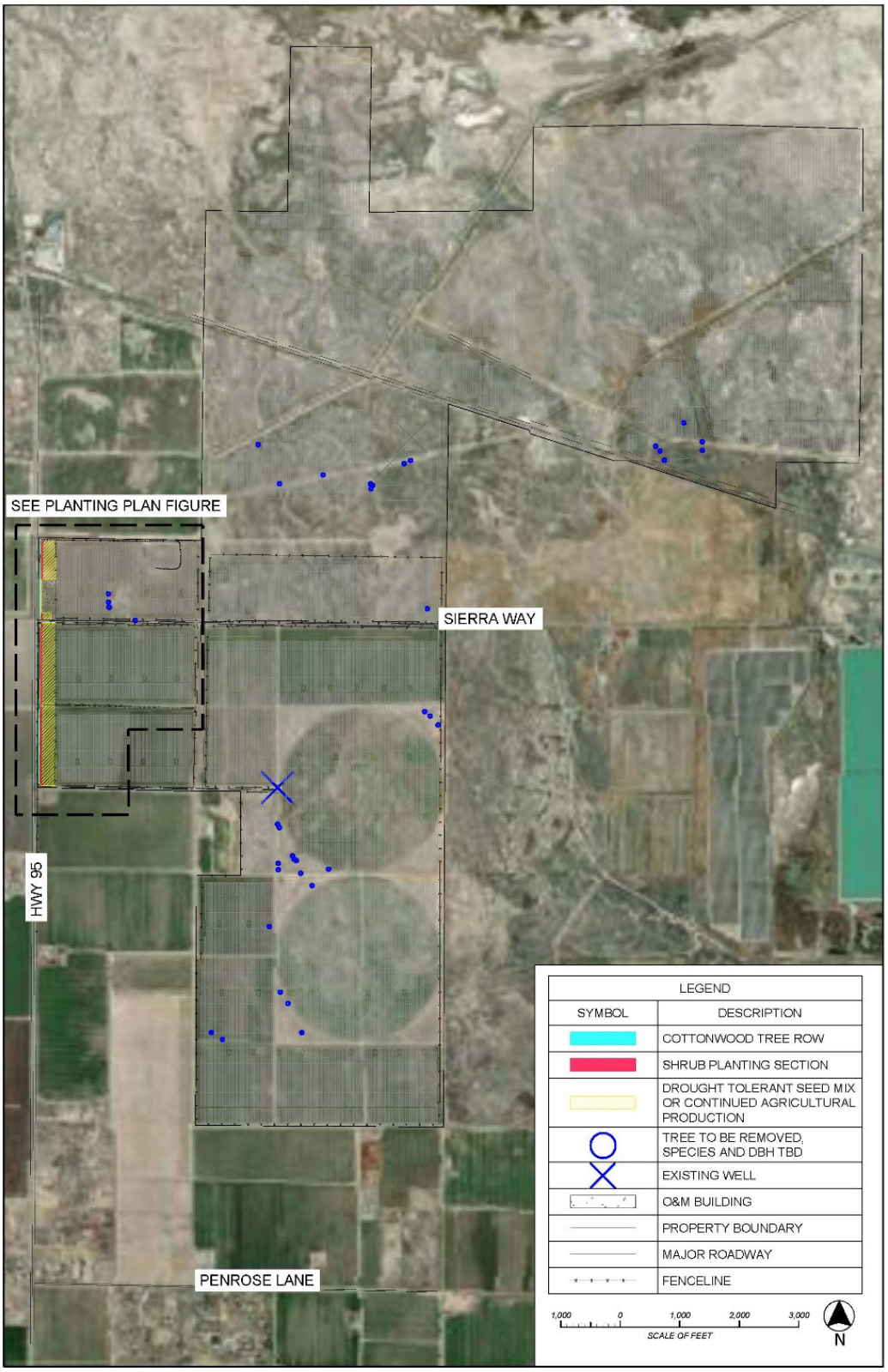
Air traffic can be affected by glare from solar farms. The nearest airports in Lyon County are listed in Table 1. The Airport Influence Areas consider airport runway length and the type of aircraft operations and anticipate noise, safety, and regulatory components for airport land use compatibility planning purposes as described in the Lyon County Master Plan (Lyon County 2022).

Table 2. County Airports and Proximity to Project

Airport	Airport Influence Area[1] (feet)	Distance from Project (miles)
Yerington Municipal Airport – public general aviation	6,000	6.4
Silver Springs Airport – public general aviation	6,000	17.7
Dayton Airpark – private general aviation	4,500	21.0
Farias Wheel Airport – private general aviation	4,500	22.0
Rosaschi/Smith Valley Air Park – private general aviation	4,500	22.5

[1] Distance from any point on the runway

Figure 4. Landscape Overview



Viewers

There are two types of viewers within the AVE: Neighbors and travelers. Viewer sensitivity is based on viewer exposure measured by proximity, extent, and duration; viewer awareness is measured by attention, focus, and preference. Based on feedback at the public open house on October 23, 2025, and input from community leaders, viewers within this region are moderately sensitive to impacts and have expectations that the natural and cultural landscape will be preserved.

The Project arrays will be in the foreground views for travelers along US 95A and approximately 40 residents. Travelers will have relatively brief and indirect exposure in the northbound direction. Travelers in the southbound direction will have longer but more distant exposure as they descend the pass into the Mason Valley. Their awareness and focus is likely to be high because this is the dominant view. Views are currently dominated by agriculture; however, this will become industrial energy production once the Project is completed.

Residents located within 0.25 to 0.5 miles from the Project will have foreground views; however, since the landscape is relatively flat the arrays do not dominate the viewshed. Trees and other vegetation surrounding most residences soften the horizon and the arrays will not block background views of the surrounding mountains or sky. Residents attention is likely to be focused on immediate surroundings and tasks, although extent and duration could be long.

Landscape Visual Quality

The landscape visual quality of the AVE considers the intactness, unity, and vividness of the natural, cultural, and existing visible project environments. The existing natural and cultural landscape characters are well balanced. Views of verdant agricultural landscapes are surrounded by the stark mountains and sage scrubland surrounding the Mason Valley. Fremont cottonwood trees throughout the valley provide vivid green vertical accents in spring and summer and golden yellow accents during fall creating a warm and welcoming landscape. The trees and agricultural fields create a striking contrast to the native landscape. Rural residential development is minimal and blends into the agrarian landscape. Industrial power plants to the north and east of the valley are tall features at the edge of the valley, and although prominent, do not dominate views. Viewers likely find the mixed agrarian and natural landscape of Mason Valley highly memorable. Landscape visual quality measures are summarized as follows:

- Medium Intactness – the highway corridor contains few extraneous features, agricultural landscape features and Fremont Cottonwood trees complement or enhance the highway and the surrounding natural landscape
- Medium to High Unity – the natural, cultural, and existing highway environment are generally well ordered, balanced, in scale and harmonious.
- Medium to High Vividness – the natural and agricultural segments of the Project area are quite distinct and memorable while the rural residential areas are generally well screened and present little distraction. Industrial areas are in the middleground and background and do not dominate views.

Overall, the AVE qualifies as medium for intactness, unity, and vividness within the natural, cultural and existing visible project environments.

The Mason Valley has many scenic resources including the Mason Valley WMA, agricultural field, and surrounding mountains. However, based on desktop review, there are no scenic pullouts, overlooks, historic views or buildings, rock outcrops, or heritage trees within the AVE.

Visual Impact Analysis

To assess the potential visual impact of the Project from the identified KOPs visual simulations were conducted to depict the Project components on the landscape. As indicated by the photo simulations presented in Figure 5 from each KOP, the overall visual change within the AVE and from the KOPs is minor to moderate, visual compatibility is moderate, and contrast is moderate to high, depending on the KOP and the nearby visual receptors. Overall, contrast would be minor to moderate with application of the mitigation measures and landscape plan (see Appendix A). Among the KOPs that were simulated, visual changes would be most noticeable along U.S. 95A due to the proximity of the highway to the Project. Impacts to viewers along U.S. 95A would be mitigated through vegetation screening and other mitigation as described below and presented in Figure 6.

Overall viewer sensitivity would likely be moderate to high during construction. Construction vehicles, installation equipment, and supplies will be noticeable to nearby residences during the construction phase, which is expected to last approximately 24 months. Visual impacts due to construction equipment and activity would cease entirely after the 24-month construction period but the solar arrays and other infrastructure would continue to affect the visual character and quality of public views of the Project area during operation, primarily from elevated viewpoints and areas where the project is adjacent to roadways without a setback.

The Project will not remove or change any scenic resources including designated landmarks, historic resources, or rock outcroppings, but would remove 38 trees for construction and operation of the Project. The Project does not conflict with applicable zoning or regulations governing scenic quality for the area.

The project will not create new sources of nighttime light because the Winston Energy Project operations require minimal nighttime lighting, and all light fixtures will be shielded and use downward-facing fixtures to prevent light pollution. Since solar energy is generated during daylight hours, the site will remain largely inactive at night, preserving the natural night environment.

There are no anticipated impacts to aviation from glint and glare because the nearest airports are located approximately 30 miles away in Fallon and Carson City. However, a glint and glare analysis for the Project was conducted using a ForgeSolar Glare Analysis (Appendix B) to determine how drivers and nearby viewers could experience glint and glare effects and the potential for an after-image (flash blindness) that could distract drivers and nearby viewers. Due to the size and different terrains and screening for various portions of the solar field, 15 different PV solar array areas of the Project were modeled in the glint and glare analysis and potential effects were presented at 6 different receptors (5 along U.S. 95A, 1 south of the Project). As indicated in the glint and glare analysis, the potential for glint and glare and after image effects would be negligible to minor. PV array area 1 is estimated produce up to 96 minutes a year of yellow glare effects[1] to nearby drivers, PV array area 2 is estimated to produce up to 37 minutes a year of yellow glare effects, PV array area 9 is estimated to produce up to 95 minutes a year of yellow glare effects, and PV array area 11 is estimated to produce up to 57 minutes a year of yellow glare effects. Total glare effects would include up to 228 minutes a year of yellow glare effects along U.S. 95A and 57 minutes a year of yellow glare effects at receptor OP1 (see Appendix B). During the rest of the year glint and glare from the PV arrays on receptor locations would have either no glare effects or would result in minor green glare effects (glare with low potential to cause an after-image/flash blindness).

[1] "Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Figure 5. Photo Simulations

Photograph PS2: Simulated view looking southeast

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39°10’38”N 119°12’26” W

Photograph PS3: Simulated view looking southeast from US 95A at Julian Lane

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39°9’39”N 119°11’31” W

Photograph PS4: Simulated view looking northeast from US 95A at Masini Ranch

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 7' 42" N 119°10’52” W

Photograph PS5: Simulated view looking south from Julian Lane

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 13' 5" N 119° 8' 2" W

Photograph PS6: Simulated view looking west from Sierra Way and Mason Valley WMA entrance

Photo date: May 14, 2025 Time: 4:29 PM Lat/Long: 39° 7' 41.5" N 119° 9' 8" W

Photograph GE4: Simulated view looking east from US 95A near Sierra Way

Photo date: October 30, 2025 Time: 3:30 PM Lat/Long: 39°07'30.4"N 119°10'52.0"W

Photograph GE8: Simulated view looking north from Penrose Lane

Photo date: October 30, 2025 Time: 3:20 PM Lat/Long: 39°05'56.0"N 119°10'02.0"W

Mitigation

Mitigation measures have been proposed to lessen the visual impact of the Project and may also help generate public acceptance of the Project. The following measure was developed to enhance the scenic quality along U.S. Hwy 95A where the roadway is closest to the Project. Establishing native trees and shrubs will also enhance the overall scenic quality of the Mason Valley by continuing the existing Fremont cottonwood tree allés along the highway and provide ancillary wildlife benefits.

Measure Vis-1. The Project will be set back 300 feet east from the highway. Within this setback, a 45-foot landscape corridor would be established. The landscape planting would include a row of Fremont Cottonwood (*Populus fremontii*) trees along the east side of the drainage ditch, within the Project area boundaries. In addition to the trees, a 30-foot corridor of native shrubs would be planted to help soften views of the Project. The remaining land between the planting area and the Project fence line would either remain in agriculture or be seeded with native grass. Introduction and establishment of nonnative invasive plant species will be controlled using best practices for weed control during construction and operations.

Implementation of this mitigation measure is further described in the Conceptual Landscape Plan provided in Appendix A. Figure 6 illustrates the mitigated view from US 95A.

Conclusion

Based on the findings in this report and the proposed mitigation measures and landscape plan (Appendix A), the potential visual effects from the Project are expected to be minor to moderate based on the following factors:

- During Project construction, the views of the Project area by nearby drivers and residences would be degraded due to construction equipment, construction traffic, construction workforce, and other activity. However, construction-related effects would only persist for the 24-month construction period.
- During Project operation, views of the Project area would be degraded due to the presence of solar panels, the BESS, the O&M building, and other Project infrastructure. These effects would generally be limited to portions of U.S. 95A and other roadways that are adjacent to the Project area and from elevated viewpoints. The potential impacts will be mitigated through application of setbacks from roadways (300-foot setback from U.S. 95A), establishment of a 45-foot landscape corridor between the highway and the Project, and the proposed landscape plan (see Appendix A).
- The Project will not create new sources of nighttime light because the Winston Energy Project operations require minimal nighttime lighting. As such, no impact on night skies is anticipated from the Project.
- Glare associated with the Project would result in negligible to minor glare effects on nearby drivers and receptors with total glare effects including up to 228 minutes a year of yellow glare effects along U.S. 95A and 57 minutes a year of yellow glare effects at receptor OP1 (see Appendix B). These potential glare effects would be mitigated by establishment of the proposed 45-foot landscape corridor between U.S. 95A and the Project area and the additional plantings and vegetative screening described in the landscape plan (Appendix A).
- There would be no glint and glare effects on aviation because there are no identified flight paths over the Project area and the nearest airports are approximately 30 miles away.

Figure 6. Visual Mitigation Simulation Along US 95A

References

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Appendix A

Conceptual Landscape Plan

Conceptual Landscape Plan for Visual Impacts for the Winston Energy Project Lyon County, Nevada

Prepared for:

Winston FC Solar, LLC
15445 Innovation Dr
San Diego, CA 92128
Contact: David Calderon
David.calderon@edf-re.com

Prepared by:

ICF Environmental
980 9th Street, Suite 1200
Sacramento, CA 95814
Contact: Sheri Brown
916/210-5904

October 2025

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Project Background

Winston FC Solar LLC (Winston Solar) is pursuing approvals to construct the Winston Energy Project (Project), a 400-megawatt (MW) photovoltaic (PV) solar energy facility (facility) with a 400 MW 4 hour Battery Energy Storage System (BESS) located entirely on 2,374.3 acres of privately owned land in Lyon County, Nevada. The Project site is located just east of U.S. Alt Highway 95 (U.S. Hwy 95A), approximately 15 miles northeast of the City of Yerington, and adjacent to the Walker River Substation. Ancillary Project facilities include a substation, collection lines, operations and maintenance building, and site access roads.

Introduction and Purpose

The purpose of this Landscape Management Plan (LMP) is to provide direction for establishing native plant landscape to screen sensitive views of the Project from U.S. Hwy 95A.

The Project area is in the Mason Valley Rural Character District, as defined by the 2020 Lyon County Comprehensive Master Plan. The Site Location Map (Figure 1) below illustrates the proposed Project elements and is based on the current preliminary design. Project components have been located to minimize and avoid sensitive resources. The final location and orientation of any of the Project components could change based on advanced design engineering or additional environmental constraints.

Existing Project Site Conditions

The primary land use is agriculture and most of the parcels in the Project area are zoned as Agricultural, except for the undeveloped parcels in the northern extents of the Project. The Project lies within the Central Basin and Range Lahontan Salt Shrub Basin (13j) as described in the Level IV Ecoregion of Nevada (Bryce et el. 2003). This ecoregion is composed of rolling plains with alluvial fans, scattered hills and buttes, foothills, stream terraces, flood plains, and sand sheets in internally drained basins. The relatively flat terrain of the Project area supports grassland and salt-tolerant shrubs including shadscale, Shockley desert thorn, and Bailey greasewood. Agricultural uses and intermountain cold desert shrub surround the Project site, with some rural residential development to the south and west of the Project site. Surrounding lands are primarily private agricultural, rural, and industrial, in addition to public property administered by the Nevada Division of State Lands.

Proposed Site Development Considerations

The following site development considerations have been proposed by the Applicant.

- Project development would set back 300 feet from US 95A.
- Tree removal would occur as part of site preparation. Grassland would not have to be cleared. Following Project construction, it is expected that existing ruderal vegetation would return within the solar arrays.

Figure 1. Winston Energy Project Site Location Map

Landscape Goals and Objectives

The following goals and objectives are guidelines for addressing scenic/visual buffer objectives and methods addressed in this plan. Although the primary objective is to enhance the scenic quality along U.S. Hwy 95A where the roadway is closest to the Project, establishing native trees and shrubs will also enhance the overall scenic quality of the Mason Valley by continuing the existing Fremont cottonwood tree allés along the highway and provide ancillary wildlife benefits.

- Provide visual softening of the Project from U.S. Hwy 95A and incorporate the Project into the local cultural and natural landscape.
- Control the introduction and establishment of nonnative invasive plant species using best practices for weed control during construction and operations.
- Prevent soil erosion and protect water quality through implementation of Best Management Practices (BMPs) during Project construction and operations.

To meet these goals and objectives, the Project will be set back 300 feet east from the highway. Within this setback, a 45-foot landscape corridor would be established. The landscape planting would include a row of Fremont Cottonwood (*Populus fremontii*) trees along the east side of the drainage ditch, within the Project area boundaries. In addition to the trees, a 30-foot corridor of native shrubs would be planted to help soften views of the Project. The remaining land between the planting area and the Project fence line would either remain in agriculture or be seeded with native grass. Figure 2 is a conceptual cross-section illustrating landscape screening from the highway.

Additional Landscape Considerations

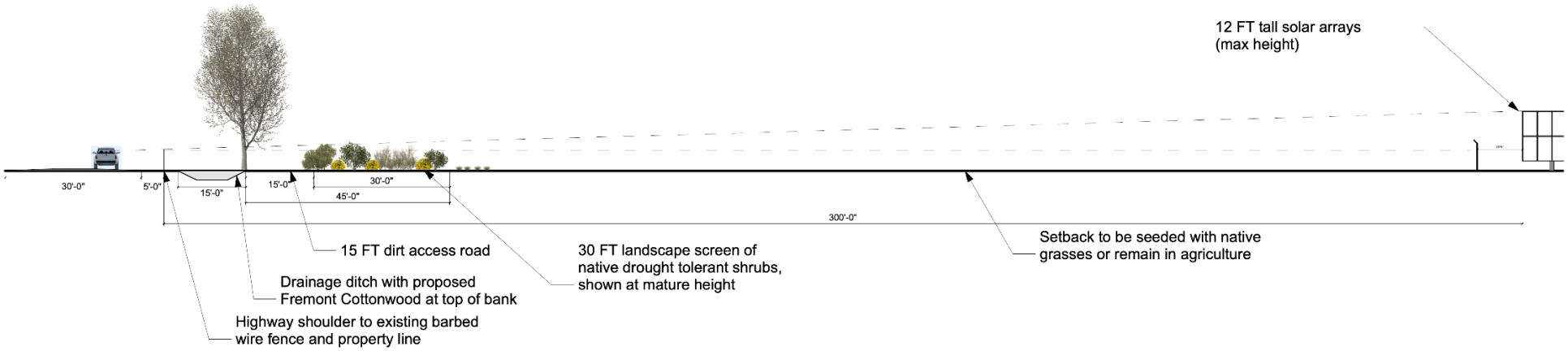
Most of the Project area has been cultivated as alfalfa, hay, or row crops for generations. Successive cultivation of crops like alfalfa can create nitrogen build-up in the soils that impede native plant growth while encouraging non-native broadleaf species that compete with natives for soil moisture (pers. comm. Dashell Hibbard). It may be beneficial to plant a cover crop to absorb excess nutrient buildup and till the organic material into the soil prior to planting.

Although noxious weeds are not anticipated, non-native broadleaf species are likely to establish once agricultural production ceases (pers. comm Dashell Hibbard). These weed species will compete with native plants for resources and create additional maintenance. To reduce the existing non-native seed bank, it's recommended to encourage two weed seed germination periods followed by broad-leaf herbicide treatment to prepare the area for planting.

Tree Removal

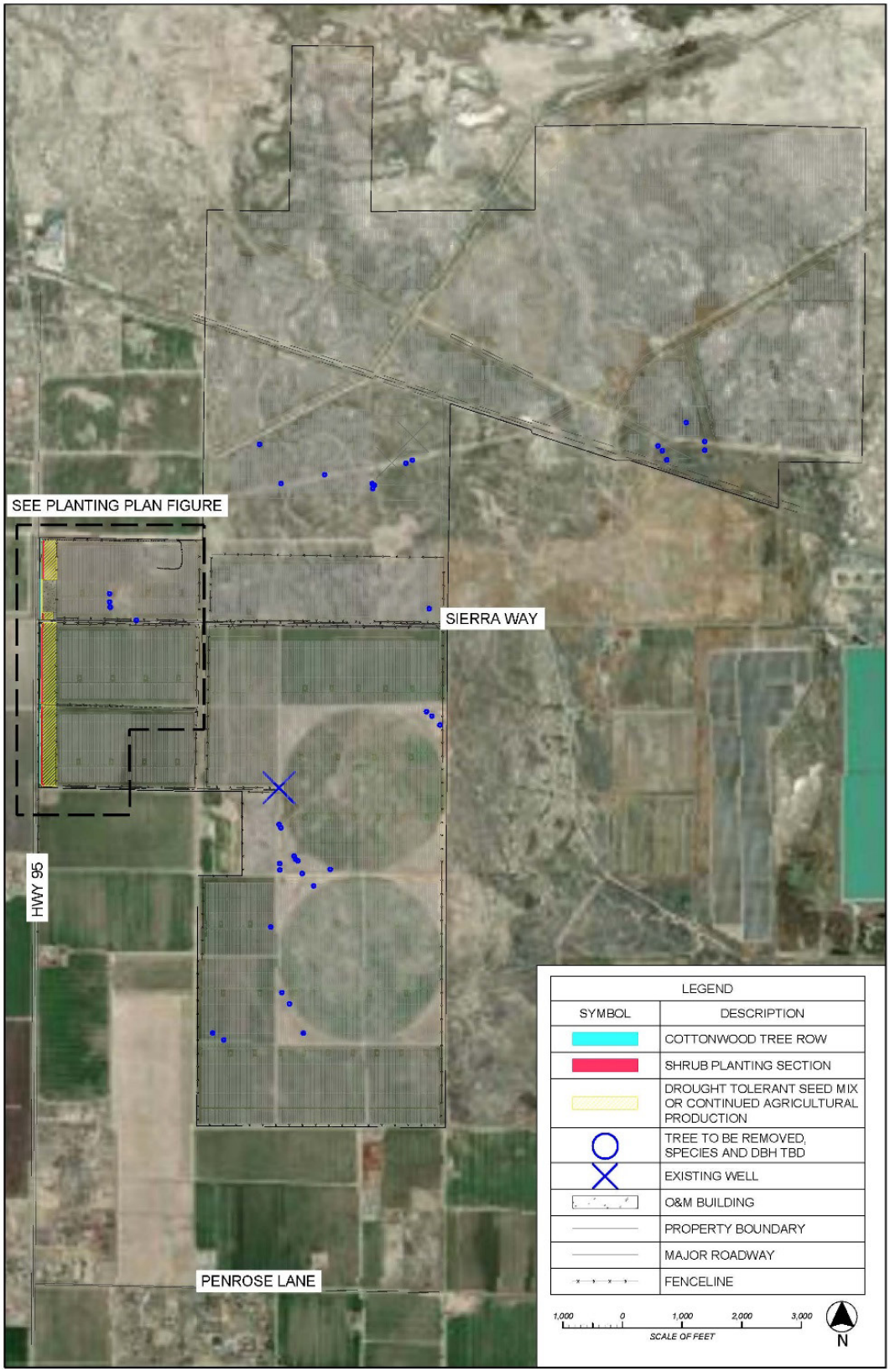
There are 38 trees located within the Project site that may need to be removed as part of Project development. Trees were located using Google Earth satellite imagery and are mostly likely Fremont Cottonwood, see Figure 3 Landscape Overview for approximate locations. Tree species, size, and vigor will be surveyed and field verified by a certified arborist or Landscape Architect during 30 percent design development.

Figure 2. Conceptual Landscape Cross-Section



1 Conceptual Cross-section for Landscape Layout along US 95
Scale: 1" = 20'-0"

Figure 3. Landscape Overview



Planting Methodology

The plant species selected for the Project were selected based on site environmental conditions including soils, hydrology, and local presence and their ability to provide visual screening that is consistent with the surrounding natural landscape. The native plants selected are all suitable for creating a natural hedge, but provide a mixture of color, texture, and flowering periods to create visual variability and seasonal wildlife habitat. Table 1 lists the recommended landscape plants, characteristics, and requirements.

Table 1. Landscape Plant List[1]

Species Name	Common Name	Size	Flowering Season	Persistence	Water Requirements	Spacing (feet on center)
Atriplex canescens	Fourwing Saltbush	1-10 ft tall 3-7 ft wide	Spring, summer	Semi-drought deciduous shrub	Low water Max 1x / month	10
Atriplex lentiformus	Big Saltbush	3-10 ft tall 10 ft wide	Summer	Evergreen shrub	Low water Max 2x / month	10
Ericameria nauseosa	Rubber Rabbitbrush	5 ft tall / wide	Summer to fall	Winter deciduous shrub	Very low	Clusters of 3 @ 5 ft o.c.
Populus fremontii	Fremont Cottonwood	40-100 ft tall 35 ft wide	Spring	Winter deciduous tree	Summer irrigation required	60
Sarcobatus vermiculatus	Black Greasewood	6-10 ft tall / wide	Spring	Winter deciduous shrub	Very low	10
Shepherdia argentea	Silver Buffaloberry	7-20 ft tall 15 ft wide	Spring	Winter deciduous shrub	Low water Max 1x / month	15

[1] Species composition and density subject to change based on final design.

The visual screen will be planted with nursery grown container plants and irrigated during establishment. Shrubs will be 1-gallon or similar size containers. Trees will be tree-bands or similar to ensure trees have a healthy tap root prior to planting. Trees should be approximately 3-4 feet tall at time of planting. To ensure availability, plants will need to be contract grown with a native plant nursery 1-2 years in advance of planting.

It typically takes several growing seasons to establish native plants. All species will need irrigation during the first 2-3 growing seasons. According to the Project geotechnical report, the ground water table in this area is relatively shallow, within in 15-feet of the surface. Assuming groundwater levels are relatively stable, all species should intercept groundwater as they mature. However, the Fremont Cottonwood trees may need supplemental water more frequently and for a longer period than the recommended shrub species.

Figures 4 and 5 diagrams the planting zones within the 300-foot setback area and a typical plant layout.

Figure 4. Planting Zones within the Setback

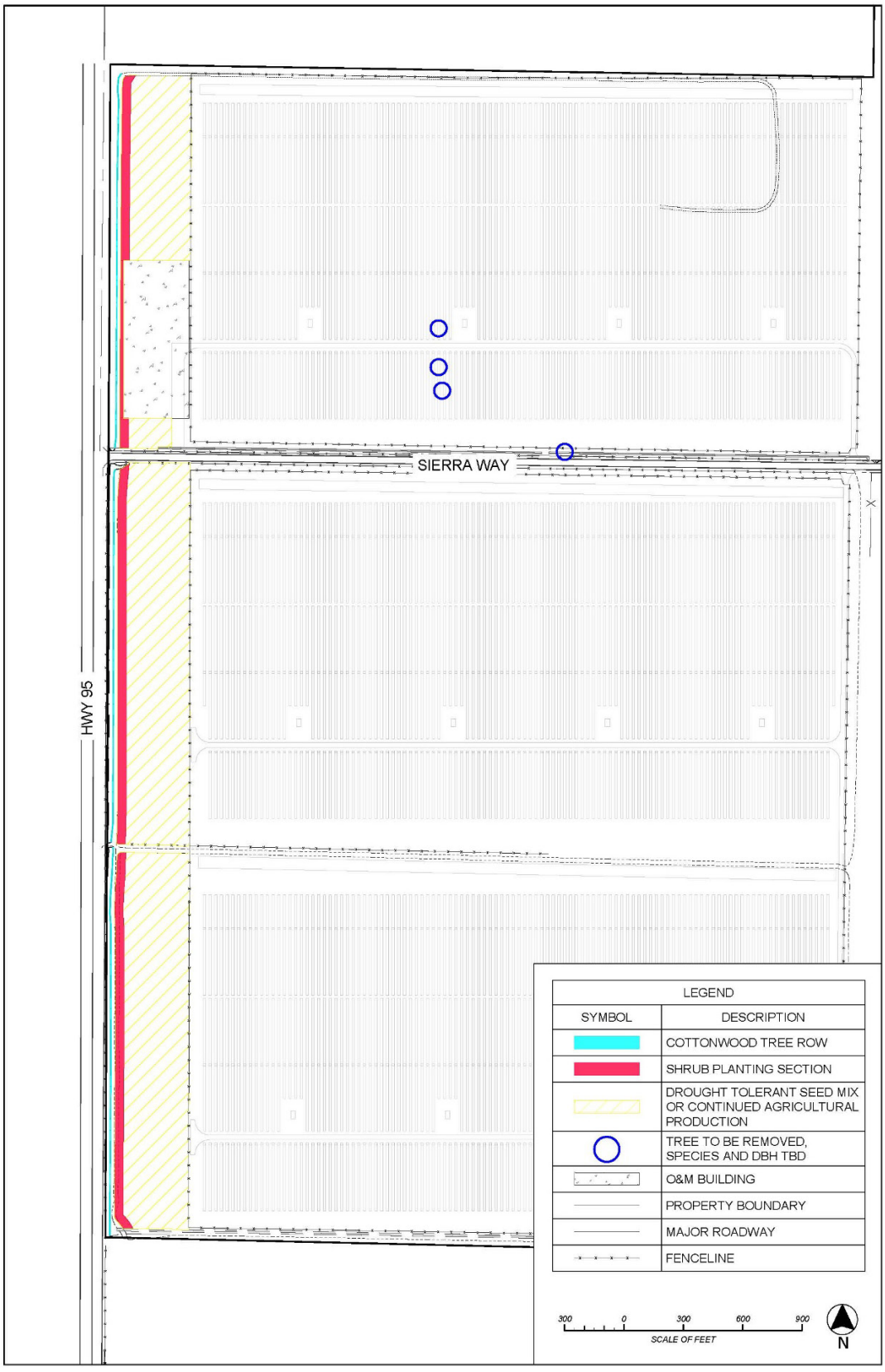
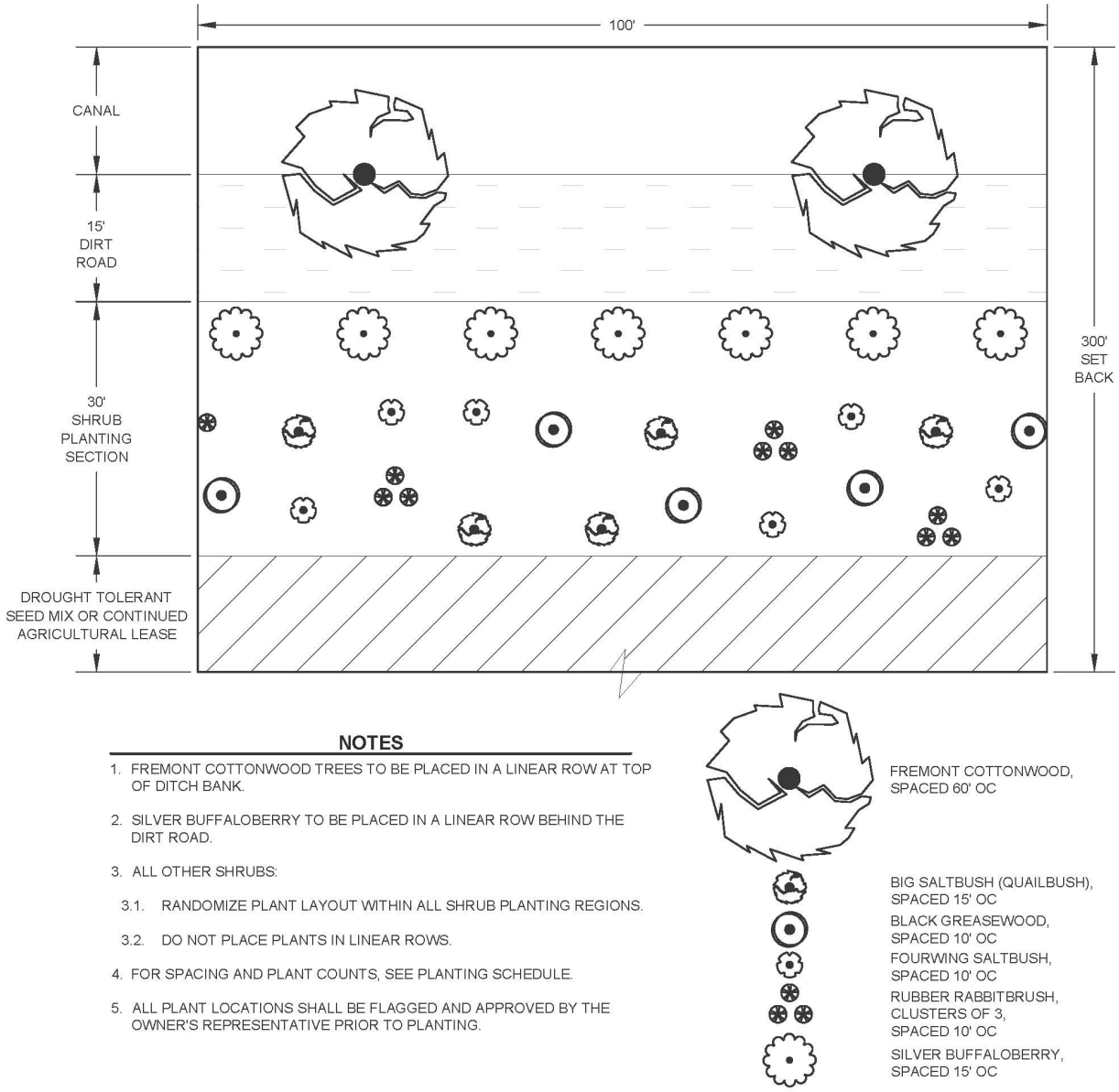


Figure 5. Typical Plant Layout



Irrigation Methodology

The proposed landscape planting will require temporary irrigation during plant establishment. Water can be supplied through a temporary drip irrigation system connected to an existing well (location identified on Figure 3) or connected to an onsite water storage tank. Main lines connecting the water source to drip distribution lines would be installed underground, but distribution lines would be on the surface. The trees would be on a separate valve line from the shrubs to manage plant water needs and ensure healthy plant establishment. Detailed information on water source and irrigation design will be provided during the detailed design phase of the Project.

Maintenance Activities

Landscape areas will require ongoing maintenance and monitoring. Maintenance activities would emphasize weed management and fire safety. Maintenance activities focused on controlling weed establishment and spread may include the targeted use of selective herbicides, string-trimming, or hand pulling of undesirable vegetation, particularly within the shrub planting area.

References

Bryce, S.A., Woods, A.J., Morefield, J.D., Omernik, J. M., McKay, T.R., Brackley, G.K., Hall, R.K., Higgins, D.K., McMorran, D.C., Vargas, K.E., Peterson, E.B., Zamudio, D.C., and Comstock, J.A., 2003, Ecoregions of Nevada (color poster with map, descriptive text, summary tables, and photographs); Reston, Virginia, U.S. Geological Survey (map scape 1:1,350,000)

Dashall Hibbard, Restoration Ecologist, Walker Basin Conservancy, Personal Communication October 15, 2025.

Appendix B

ForgeSolar Glare Analysis

FORGESOLAR GLARE ANALYSIS

Project: **Winston**

400-MW solar installation in Mason Valley and associated BESS facility

Site configuration: **Winston Solar-temp-2**

Created 04 Nov, 2025
Updated 04 Nov, 2025
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 100 MW to 1 GW
Site ID 163462.27385

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2

Summary of Results

Glare with potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV array 1	SA tracking	SA tracking	171	2.9	96	1.6	-
PV array 10	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 11	SA tracking	SA tracking	146	2.4	57	0.9	-
PV array 12	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 13	SA tracking	SA tracking	130	2.2	0	0.0	-
PV array 14	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 15	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 2	SA tracking	SA tracking	14	0.2	37	0.6	-
PV array 3	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 4	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 5	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 6	SA tracking	SA tracking	642	10.7	0	0.0	-
PV array 7	SA tracking	SA tracking	327	5.5	0	0.0	-
PV array 8	SA tracking	SA tracking	116	1.9	0	0.0	-
PV array 9	SA tracking	SA tracking	428	7.1	95	1.6	-

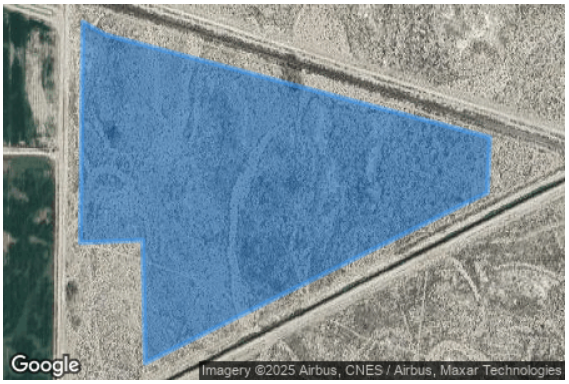
Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	1,526	25.4	228	3.8
OP 1	207	3.5	57	0.9
OP 2	130	2.2	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	111	1.9	0	0.0

Component Data

PV Arrays

Name: PV array 1
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.140847	-119.170796	4300.78	0.00	4300.78
2	39.141013	-119.171182	4299.97	0.00	4299.97
3	39.138084	-119.171225	4300.79	0.00	4300.79
4	39.138117	-119.170152	4302.00	0.00	4302.00
5	39.136486	-119.170109	4301.99	0.00	4301.99
6	39.138750	-119.164230	4301.65	0.00	4301.65
7	39.139482	-119.164187	4300.48	0.00	4300.48

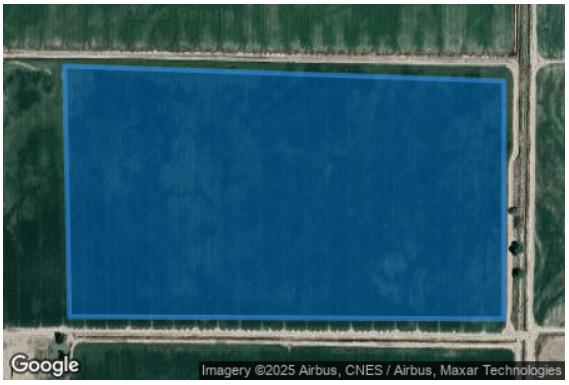
Name: PV array 10
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.131742	-119.179822	4303.00	0.00	4303.00
2	39.128380	-119.179779	4306.27	0.00	4306.27
3	39.128380	-119.171926	4306.50	0.00	4306.50
4	39.131809	-119.171883	4305.04	0.00	4305.04

Name: PV array 11
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

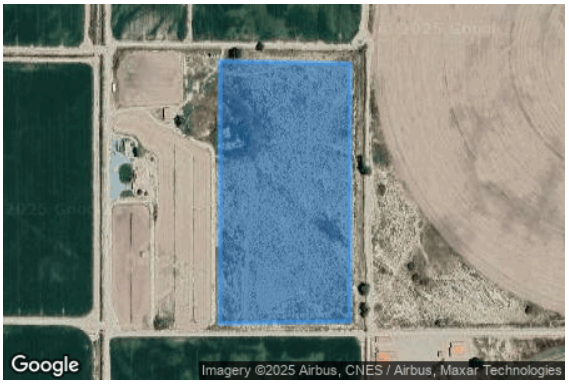
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.128047	-119.179779	4303.43	0.00	4303.43
2	39.124718	-119.179693	4307.88	0.00	4307.88
3	39.124685	-119.171969	4307.45	0.00	4307.45
4	39.127947	-119.171969	4305.89	0.00	4305.89

Name: PV array 12
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



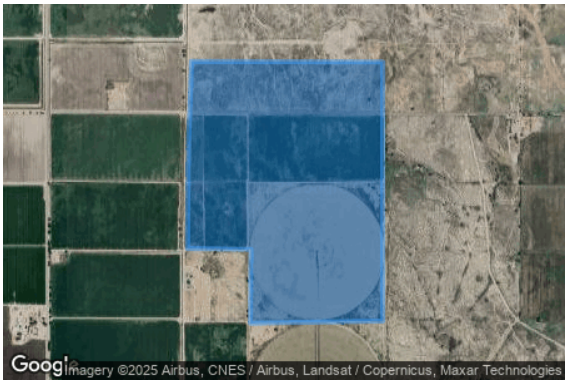
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.124452	-119.179650	4307.70	0.00	4307.70
2	39.121122	-119.179565	4309.29	0.00	4309.29
3	39.121089	-119.172097	4310.93	0.00	4310.93
4	39.124252	-119.172097	4307.65	0.00	4307.65

Name: PV array 13
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.120723	-119.169723	4312.10	0.00	4312.10
2	39.117235	-119.169734	4311.90	0.00	4311.90
3	39.117260	-119.167491	4314.68	0.00	4314.68
4	39.120690	-119.167491	4313.16	0.00	4313.16

Name: PV array 14
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

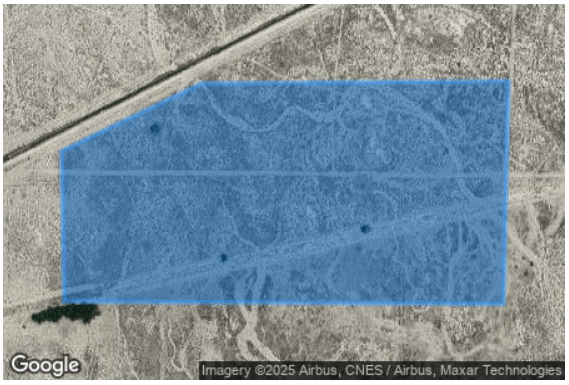


Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.126757	-119.171354	4306.51	0.00	4306.51
2	39.121031	-119.171429	4310.66	0.00	4310.66
3	39.120989	-119.167062	4314.89	0.00	4314.89
4	39.117060	-119.167105	4314.46	0.00	4314.46
5	39.117177	-119.158007	4315.01	0.00	4315.01
6	39.130944	-119.158007	4305.51	0.00	4305.51
7	39.130977	-119.171153	4307.92	0.00	4307.92
8	39.129346	-119.171218	4305.36	0.00	4305.36
9	39.128314	-119.171271	4305.48	0.00	4305.48

Name: PV array 15
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.116911	-119.171525	4311.41	0.00	4311.41
2	39.106355	-119.171440	4320.68	0.00	4320.68
3	39.106421	-119.157964	4321.34	0.00	4321.34
4	39.116844	-119.158007	4314.29	0.00	4314.29

Name: PV array 2
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.135820	-119.170109	4301.40	0.00	4301.40
2	39.133823	-119.170066	4303.60	0.00	4303.60
3	39.133790	-119.162513	4302.67	0.00	4302.67
4	39.136752	-119.162427	4301.18	0.00	4301.18
5	39.136719	-119.167706	4301.05	0.00	4301.05

Name: PV array 3
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.139682	-119.162556	4300.50	0.00	4300.50
2	39.141779	-119.160625	4299.21	0.00	4299.21
3	39.145706	-119.170982	4300.78	0.00	4300.78
4	39.141812	-119.171024	4299.70	0.00	4299.70

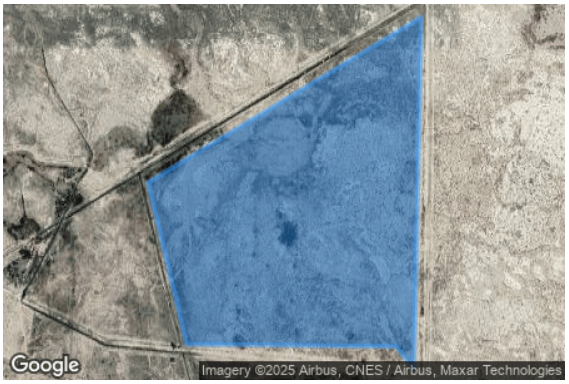
Name: PV array 4
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.141346	-119.159724	4300.16	0.00	4300.16
2	39.139548	-119.161440	4301.81	0.00	4301.81
3	39.137218	-119.153201	4301.24	0.00	4301.24
4	39.138317	-119.151012	4302.41	0.00	4302.41

Name: PV array 5
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.153577	-119.166762	4297.36	0.00	4297.36
2	39.153577	-119.162470	4297.05	0.00	4297.05
3	39.146222	-119.162256	4298.09	0.00	4298.09
4	39.146222	-119.156333	4298.46	0.00	4298.46
5	39.142261	-119.159852	4298.68	0.00	4298.68
6	39.145689	-119.169551	4298.63	0.00	4298.63
7	39.146322	-119.169465	4299.11	0.00	4299.11
8	39.146288	-119.166590	4299.34	0.00	4299.34

Name: PV array 6
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.140713	-119.144217	4300.46	0.00	4300.46
2	39.136419	-119.142887	4302.84	0.00	4302.84
3	39.136353	-119.135677	4305.19	0.00	4305.19
4	39.135754	-119.135076	4305.89	0.00	4305.89
5	39.145107	-119.134819	4300.61	0.00	4300.61

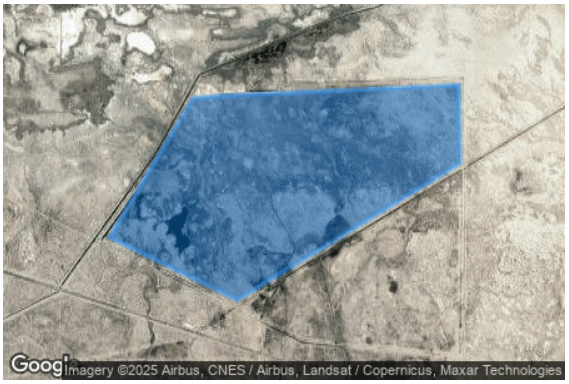
Name: PV array 7
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.139315	-119.146234	4301.04	0.00	4301.04
2	39.140497	-119.144475	4300.65	0.00	4300.65
3	39.136469	-119.143294	4302.65	0.00	4302.65
4	39.136786	-119.146020	4302.01	0.00	4302.01

Name: PV array 8
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.139249	-119.146341	4301.08	0.00	4301.08
2	39.137601	-119.148369	4303.74	0.00	4303.74
3	39.136727	-119.146105	4303.39	0.00	4303.39

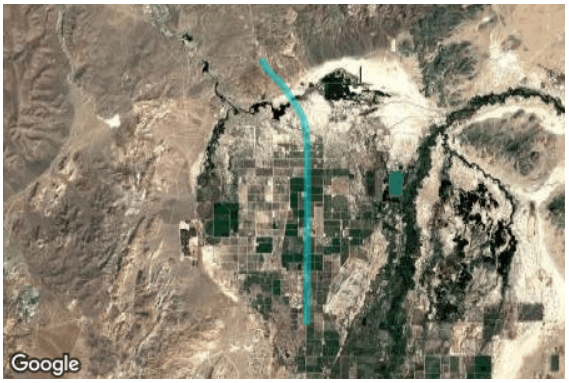
Name: PV array 9
Axis tracking: Single-axis rotation
Backtracking: Shade
Tracking axis orientation: 180.0°
Max tracking angle: 60.0°
Resting angle: 0.0°
Ground Coverage Ratio: 0.5
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.149517	-119.151341	4299.21	0.00	4299.21
2	39.150083	-119.134933	4298.15	0.00	4298.15
3	39.145922	-119.134847	4297.92	0.00	4297.92
4	39.138666	-119.150139	4301.07	0.00	4301.07
5	39.141995	-119.158937	4300.39	0.00	4300.39
6	39.149384	-119.153186	4297.79	0.00	4297.79

Route Receptors

Name: Route 1
Path type: Two-way
Azimuthal view angle: 50.0°
Downward view angle: 90.0°



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	39.173898	-119.205423	4546.38	0.00	4546.38
2	39.170637	-119.202934	4476.23	0.00	4476.23
3	39.166511	-119.197784	4396.93	0.00	4396.93
4	39.164582	-119.195123	4358.31	0.00	4358.31
5	39.158193	-119.189630	4304.26	0.00	4304.26
6	39.152203	-119.184823	4290.01	0.00	4290.01
7	39.149673	-119.183192	4295.84	0.00	4295.84
8	39.146678	-119.182163	4299.71	0.00	4299.71
9	39.138756	-119.180961	4299.46	0.00	4299.46
10	39.122141	-119.180874	4312.24	0.00	4312.24
11	39.084942	-119.180959	4332.75	0.00	4332.75
12	39.063120	-119.181217	4344.01	0.00	4344.01

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
OP 1	1	39.128136	-119.181097	4305.36	0.00
OP 2	2	39.117915	-119.181097	4311.62	0.00
OP 3	3	39.099000	-119.167937	4326.01	0.00
OP 4	4	39.106394	-119.180983	4318.55	0.00
OP 5	5	39.171501	-119.203413	4493.31	0.00
OP 6	6	39.164381	-119.194888	4356.18	0.00

Glare Analysis Results

Summary of Results

Glare with potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV array 1	SA tracking	SA tracking	171	2.9	96	1.6	-
PV array 10	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 11	SA tracking	SA tracking	146	2.4	57	0.9	-
PV array 12	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 13	SA tracking	SA tracking	130	2.2	0	0.0	-
PV array 14	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 15	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 2	SA tracking	SA tracking	14	0.2	37	0.6	-
PV array 3	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 4	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 5	SA tracking	SA tracking	0	0.0	0	0.0	-
PV array 6	SA tracking	SA tracking	642	10.7	0	0.0	-
PV array 7	SA tracking	SA tracking	327	5.5	0	0.0	-
PV array 8	SA tracking	SA tracking	116	1.9	0	0.0	-
PV array 9	SA tracking	SA tracking	428	7.1	95	1.6	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	1,526	25.4	228	3.8
OP 1	207	3.5	57	0.9
OP 2	130	2.2	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
OP 5	0	0.0	0	0.0
OP 6	111	1.9	0	0.0

PV: PV array 1 potential temporary after-image

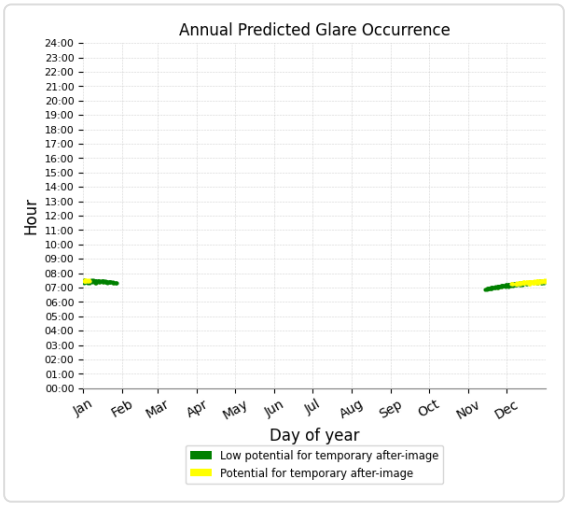
Receptor results ordered by category of glare

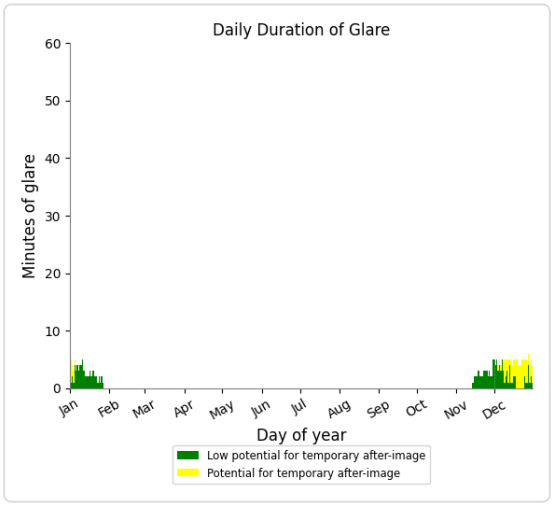
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	171	2.9	96	1.6
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

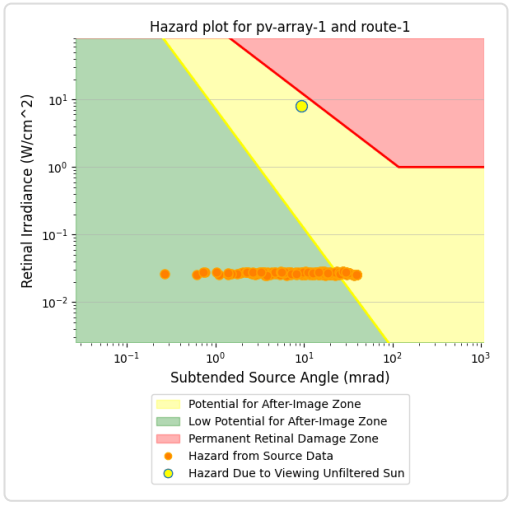
PV array 1 and Route: Route 1

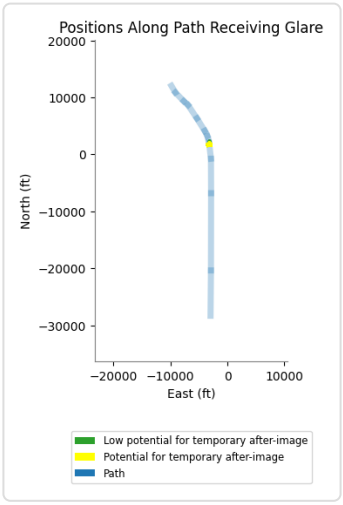
Yellow glare: 96 min.

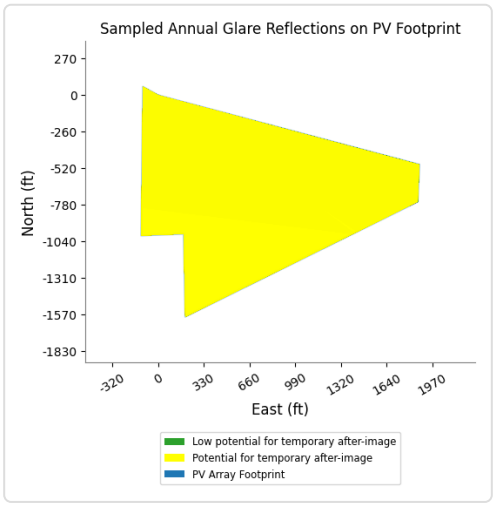
Green glare: 171 min.











PV array 1 and OP 1

No glare found

PV array 1 and OP 2

No glare found

PV array 1 and OP 3

No glare found

PV array 1 and OP 4

No glare found

PV array 1 and OP 5

No glare found

PV array 1 and OP 6

No glare found

PV: PV array 10 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 10 and Route: Route 1

No glare found

PV array 10 and OP 1

No glare found

PV array 10 and OP 2

No glare found

PV array 10 and OP 3

No glare found

PV array 10 and OP 4

No glare found

PV array 10 and OP 5

No glare found

PV array 10 and OP 6

No glare found

PV: PV array 11 potential temporary after-image

Receptor results ordered by category of glare

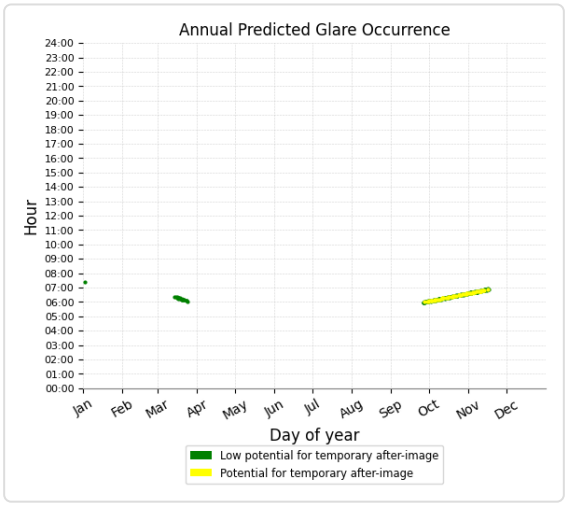
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	146	2.4	57	0.9
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

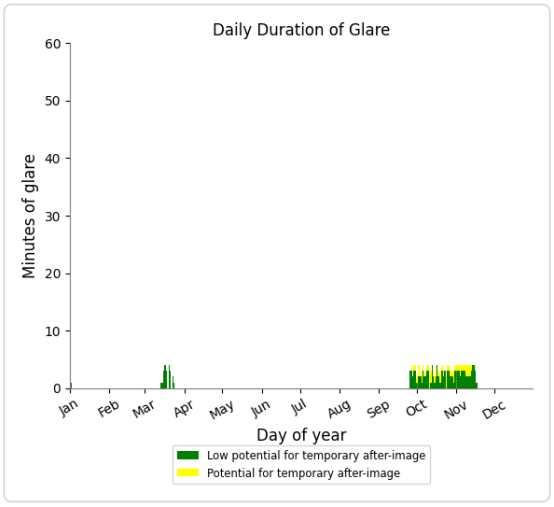
PV array 11 and Route: Route 1

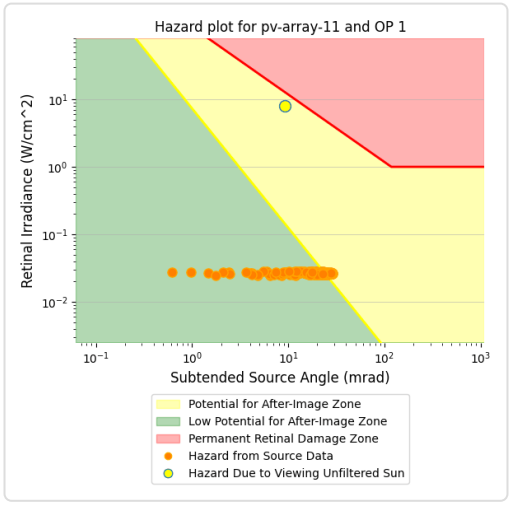
No glare found

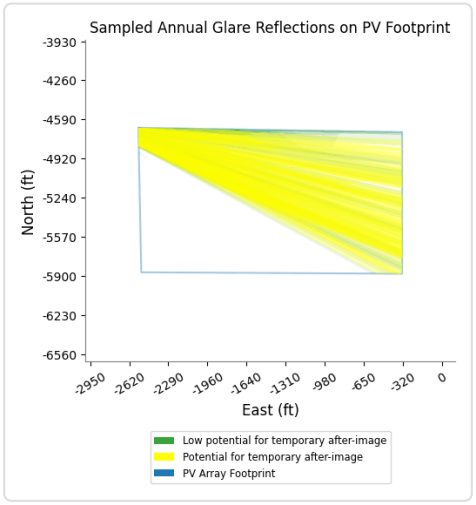
PV array 11 and OP 1

Yellow glare: 57 min.
Green glare: 146 min.









PV array 11 and OP 2

No glare found

PV array 11 and OP 3

No glare found

PV array 11 and OP 4

No glare found

PV array 11 and OP 5

No glare found

PV array 11 and OP 6

No glare found

PV: PV array 12 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 12 and Route: Route 1

No glare found

PV array 12 and OP 1

No glare found

PV array 12 and OP 2

No glare found

PV array 12 and OP 3

No glare found

PV array 12 and OP 4

No glare found

PV array 12 and OP 5

No glare found

PV array 12 and OP 6

No glare found

PV: PV array 13 low potential for temporary after-image

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 2	130	2.2	0	0.0
OP 1	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

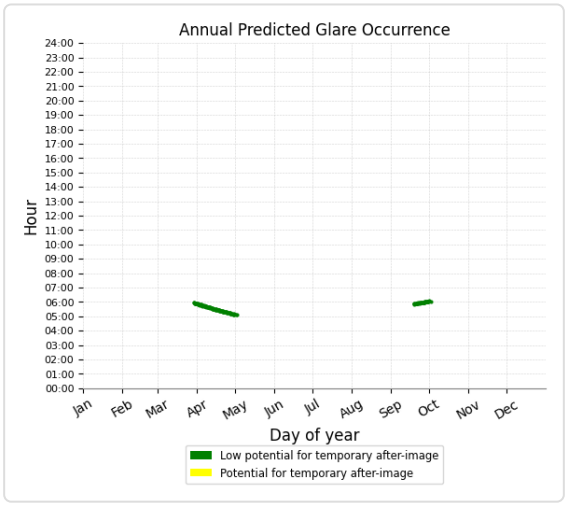
PV array 13 and Route: Route 1

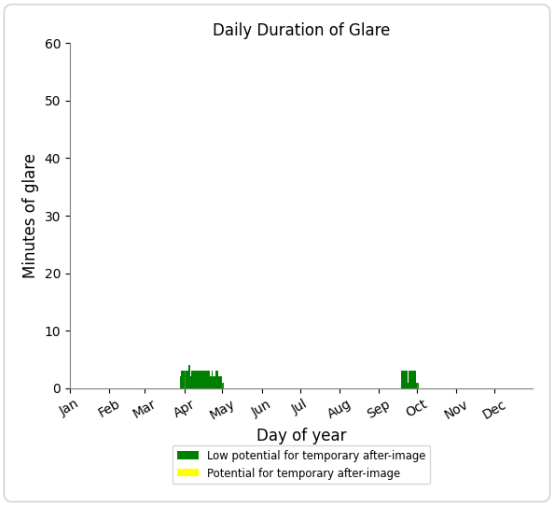
No glare found

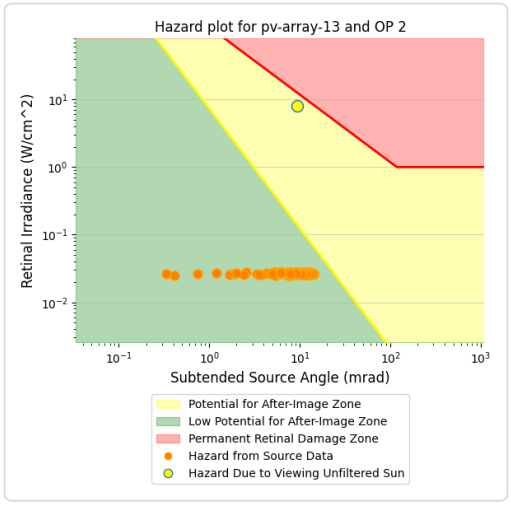
PV array 13 and OP 2

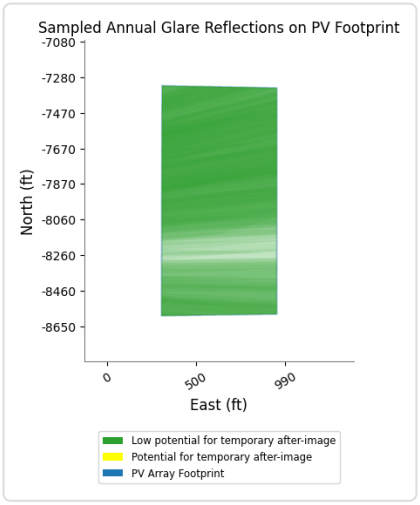
Yellow glare: none

Green glare: 130 min.









PV array 13 and OP 1

No glare found

PV array 13 and OP 3

No glare found

PV array 13 and OP 4

No glare found

PV array 13 and OP 5

No glare found

PV array 13 and OP 6

No glare found

PV: PV array 14 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 14 and Route: Route 1

No glare found

PV array 14 and OP 1

No glare found

PV array 14 and OP 2

No glare found

PV array 14 and OP 3

No glare found

PV array 14 and OP 4

No glare found

PV array 14 and OP 5

No glare found

PV array 14 and OP 6

No glare found

PV: PV array 15 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 15 and Route: Route 1

No glare found

PV array 15 and OP 1

No glare found

PV array 15 and OP 2

No glare found

PV array 15 and OP 3

No glare found

PV array 15 and OP 4

No glare found

PV array 15 and OP 5

No glare found

PV array 15 and OP 6

No glare found

PV: PV array 2 potential temporary after-image

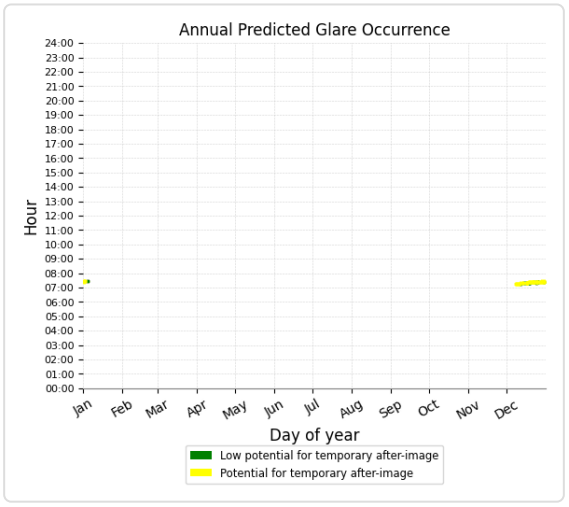
Receptor results ordered by category of glare

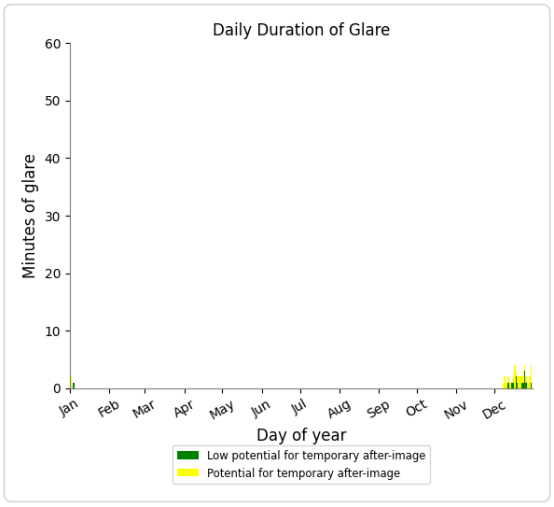
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	14	0.2	37	0.6
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

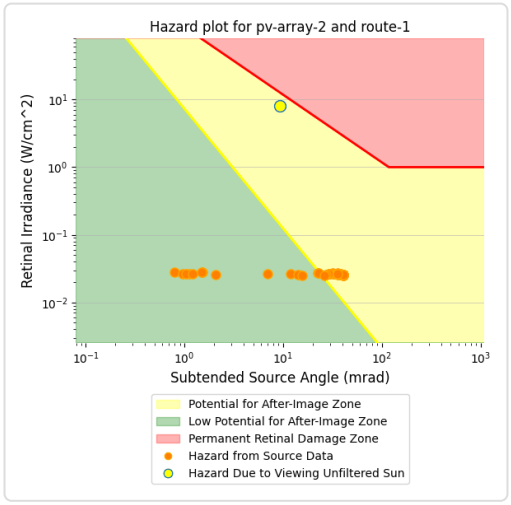
PV array 2 and Route: Route 1

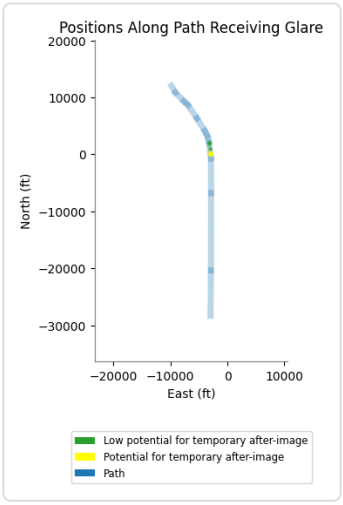
Yellow glare: 37 min.

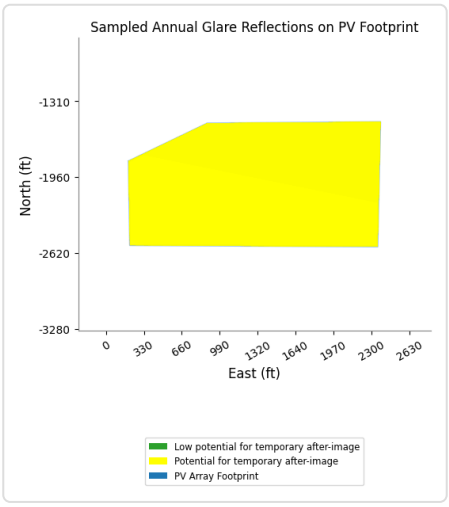
Green glare: 14 min.











PV array 2 and OP 1

No glare found

PV array 2 and OP 2

No glare found

PV array 2 and OP 3

No glare found

PV array 2 and OP 4

No glare found

PV array 2 and OP 5

No glare found

PV array 2 and OP 6

No glare found

PV: PV array 3 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 3 and Route: Route 1

No glare found

PV array 3 and OP 1

No glare found

PV array 3 and OP 2

No glare found

PV array 3 and OP 3

No glare found

PV array 3 and OP 4

No glare found

PV array 3 and OP 5

No glare found

PV array 3 and OP 6

No glare found

PV: PV array 4 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 4 and Route: Route 1

No glare found

PV array 4 and OP 1

No glare found

PV array 4 and OP 2

No glare found

PV array 4 and OP 3

No glare found

PV array 4 and OP 4

No glare found

PV array 4 and OP 5

No glare found

PV array 4 and OP 6

No glare found

PV: PV array 5 no glare found

Receptor results ordered by category of glare

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	0	0.0	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

PV array 5 and Route: Route 1

No glare found

PV array 5 and OP 1

No glare found

PV array 5 and OP 2

No glare found

PV array 5 and OP 3

No glare found

PV array 5 and OP 4

No glare found

PV array 5 and OP 5

No glare found

PV array 5 and OP 6

No glare found

PV: PV array 6 low potential for temporary after-image

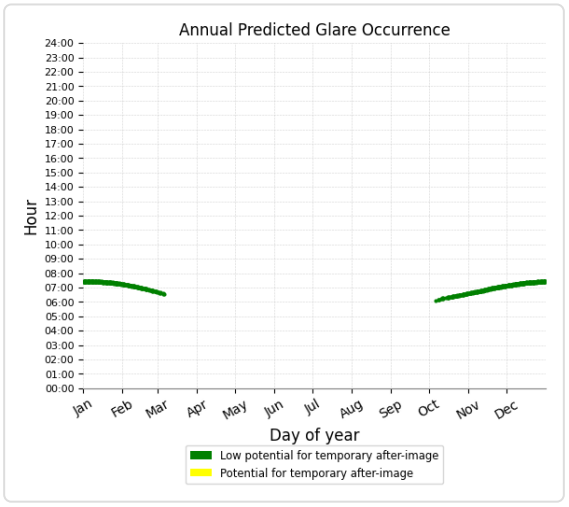
Receptor results ordered by category of glare

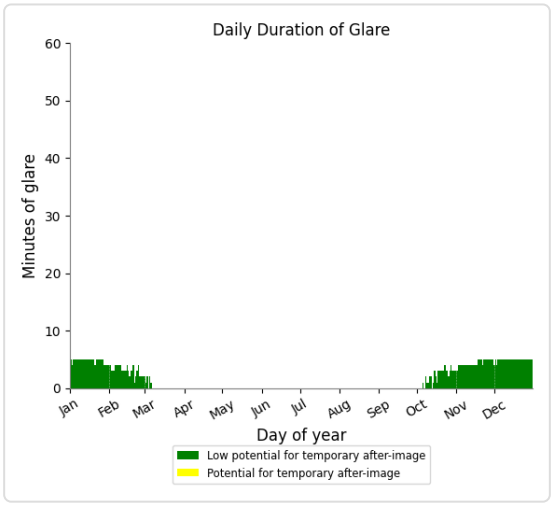
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	585	9.8	0	0.0
OP 6	57	0.9	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0

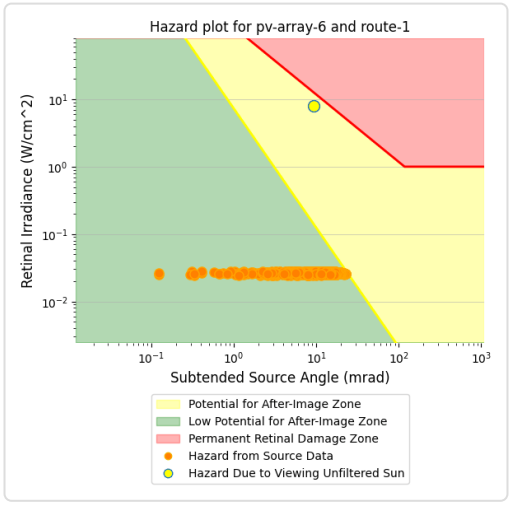
PV array 6 and Route: Route 1

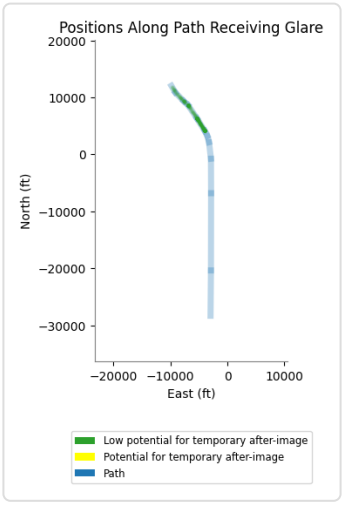
Yellow glare: none

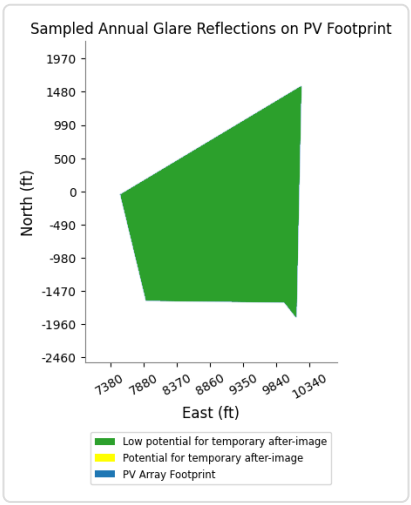
Green glare: 585 min.





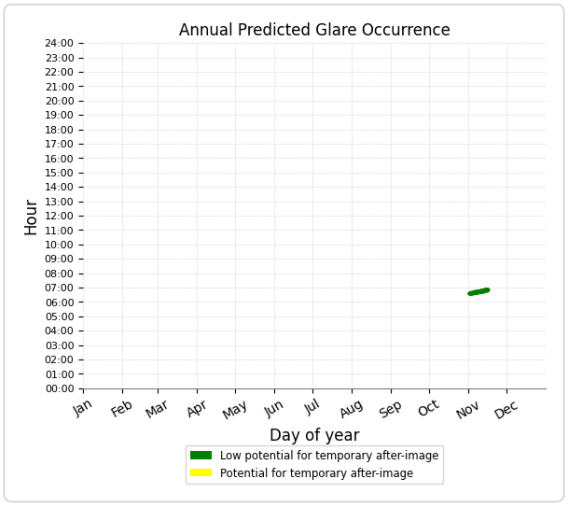


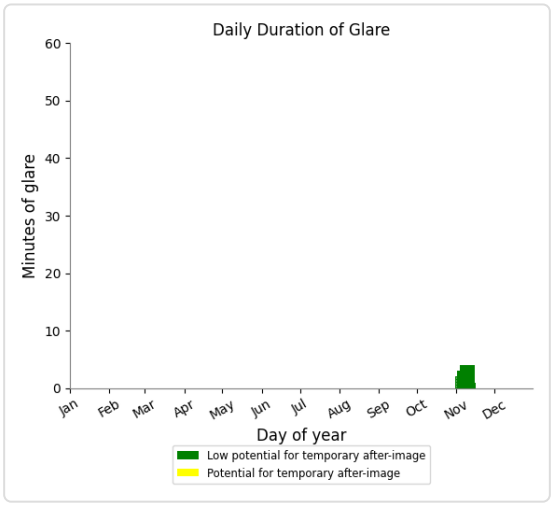


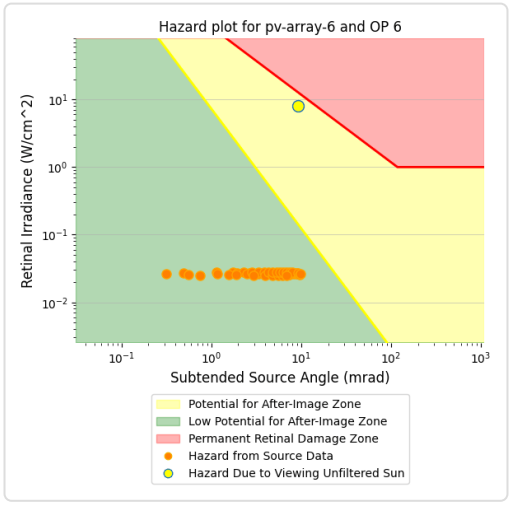


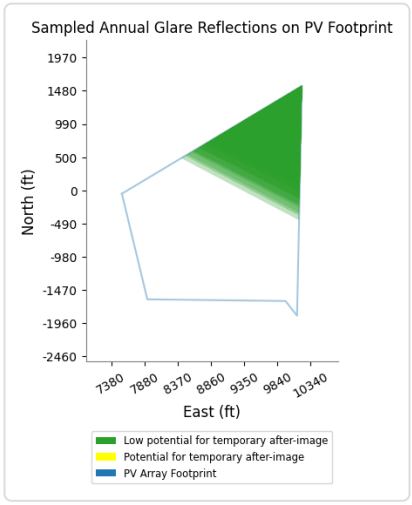
PV array 6 and OP 6

Yellow glare: none
Green glare: 57 min.









PV array 6 and OP 1

No glare found

PV array 6 and OP 2

No glare found

PV array 6 and OP 3

No glare found

PV array 6 and OP 4

No glare found

PV array 6 and OP 5

No glare found

PV: PV array 7 low potential for temporary after-image

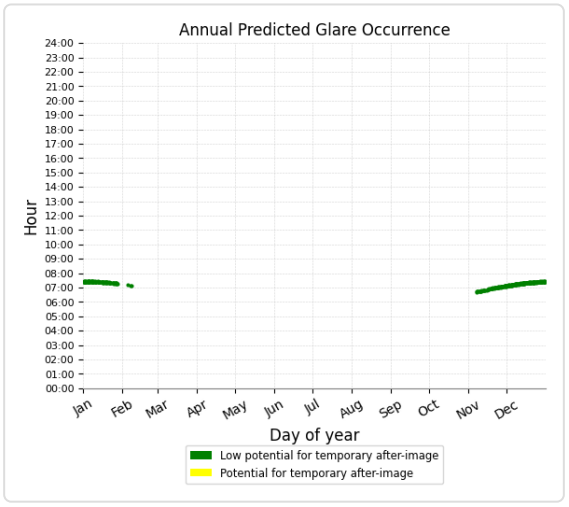
Receptor results ordered by category of glare

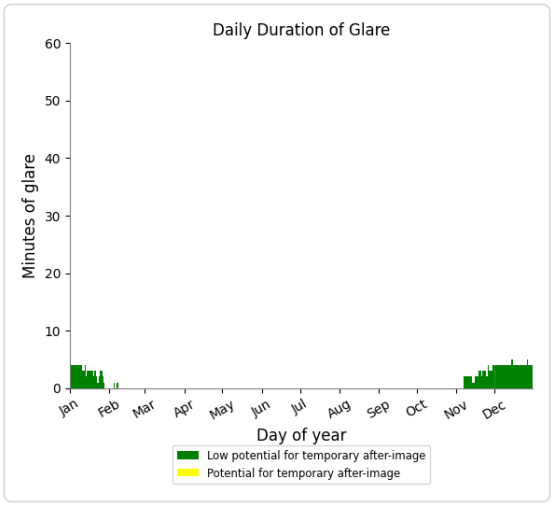
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	273	4.5	0	0.0
OP 6	54	0.9	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0

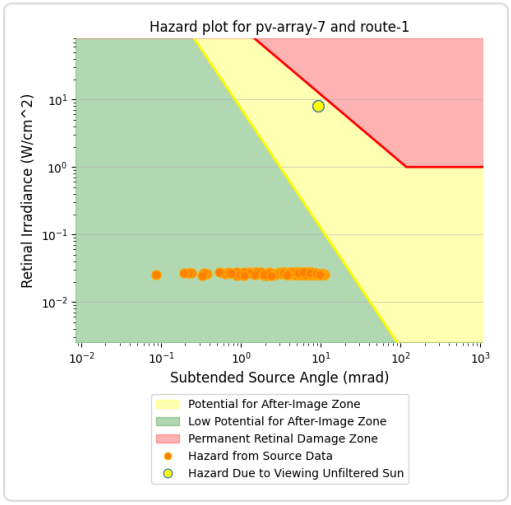
PV array 7 and Route: Route 1

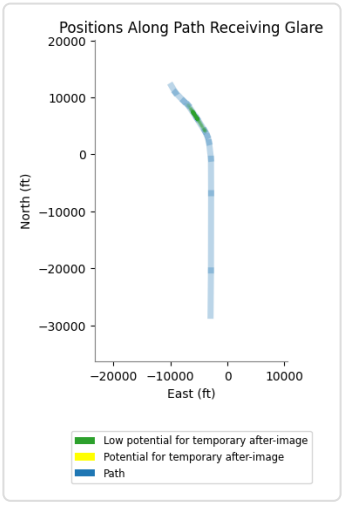
Yellow glare: none

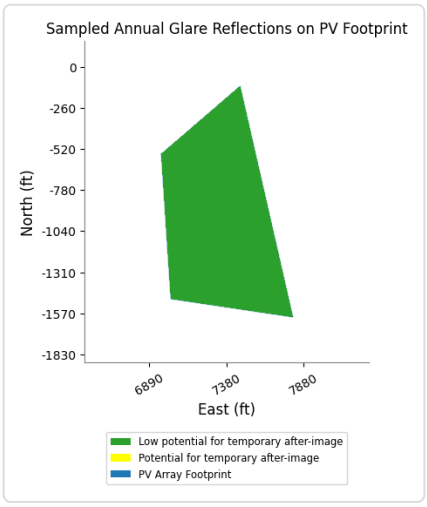
Green glare: 273 min.





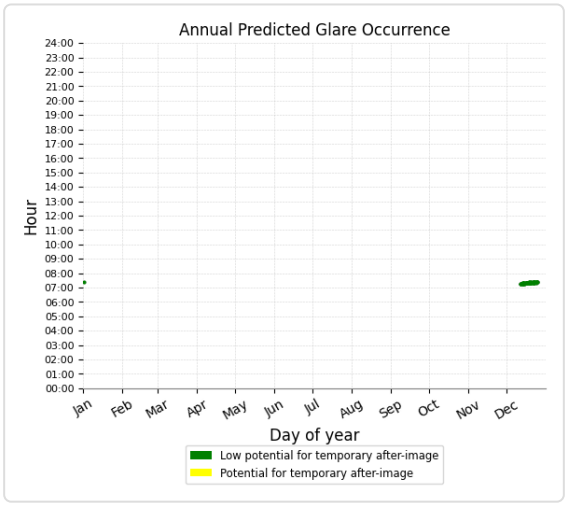


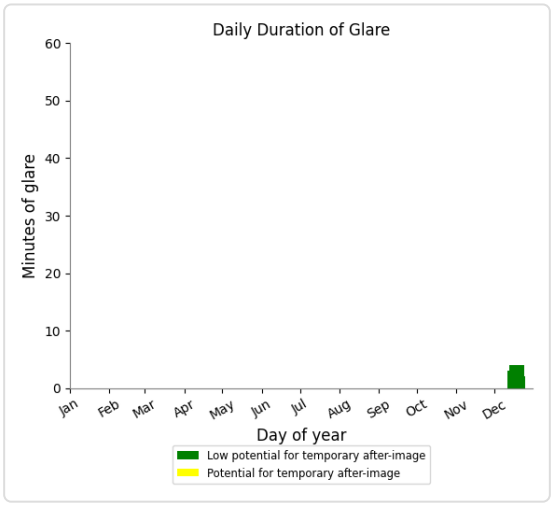


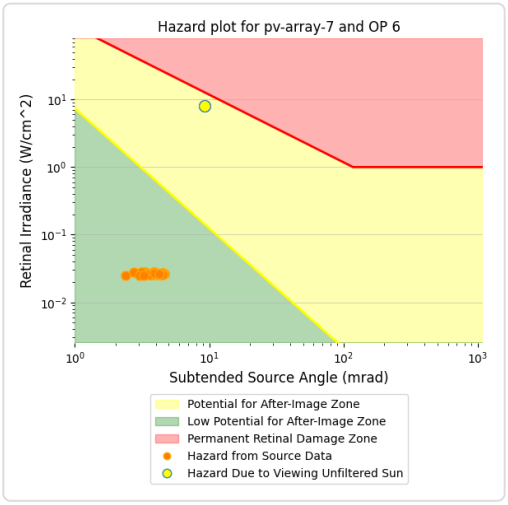


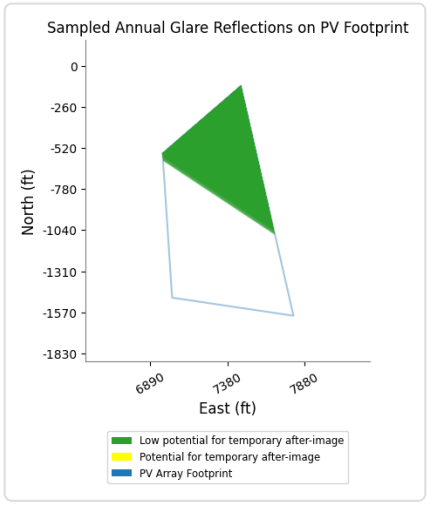
PV array 7 and OP 6

Yellow glare: none
Green glare: 54 min.









PV array 7 and OP 1

No glare found

PV array 7 and OP 2

No glare found

PV array 7 and OP 3

No glare found

PV array 7 and OP 4

No glare found

PV array 7 and OP 5

No glare found

PV: PV array 8 low potential for temporary after-image

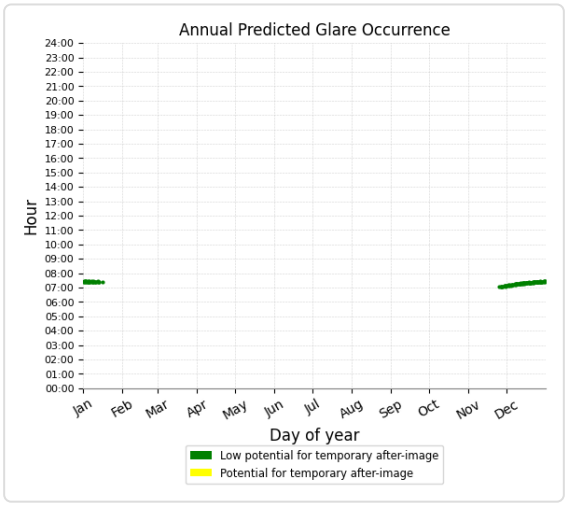
Receptor results ordered by category of glare

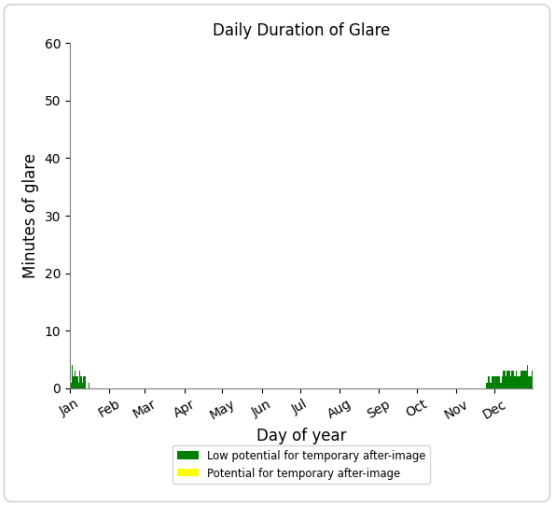
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	116	1.9	0	0.0
OP 1	0	0.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

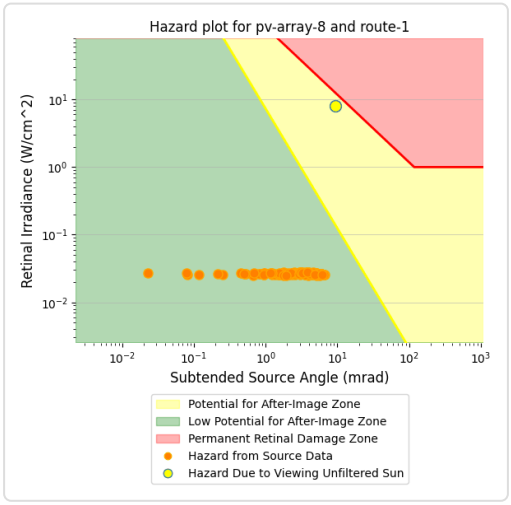
PV array 8 and Route: Route 1

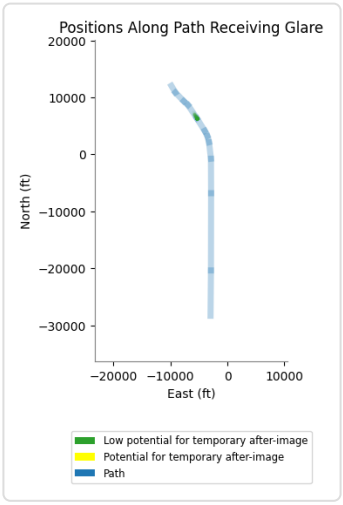
Yellow glare: none

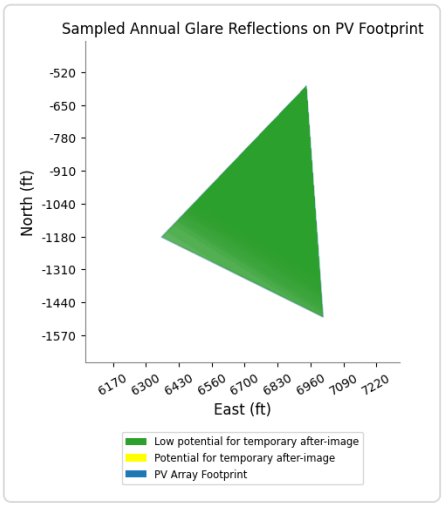
Green glare: 116 min.











PV array 8 and OP 1

No glare found

PV array 8 and OP 2

No glare found

PV array 8 and OP 3

No glare found

PV array 8 and OP 4

No glare found

PV array 8 and OP 5

No glare found

PV array 8 and OP 6

No glare found

PV: PV array 9 potential temporary after-image

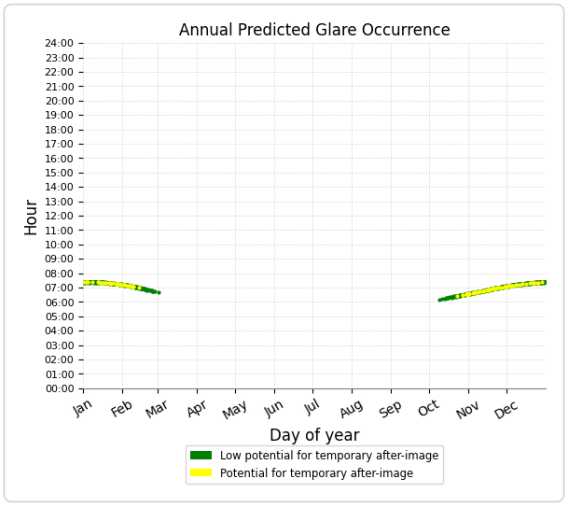
Receptor results ordered by category of glare

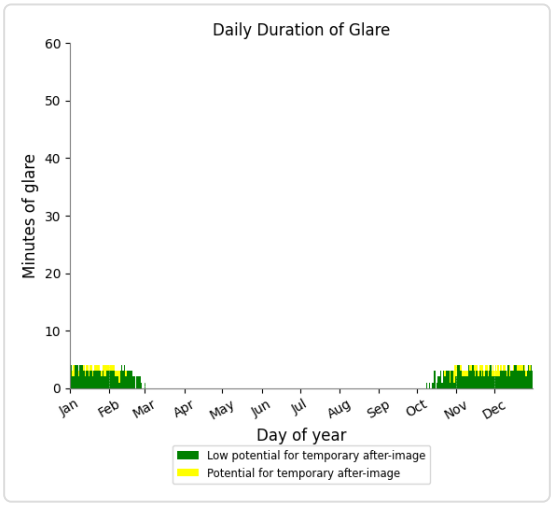
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Route 1	367	6.1	95	1.6
OP 1	61	1.0	0	0.0
OP 2	0	0.0	0	0.0
OP 3	0	0.0	0	0.0
OP 4	0	0.0	0	0.0
OP 5	0	0.0	0	0.0
OP 6	0	0.0	0	0.0

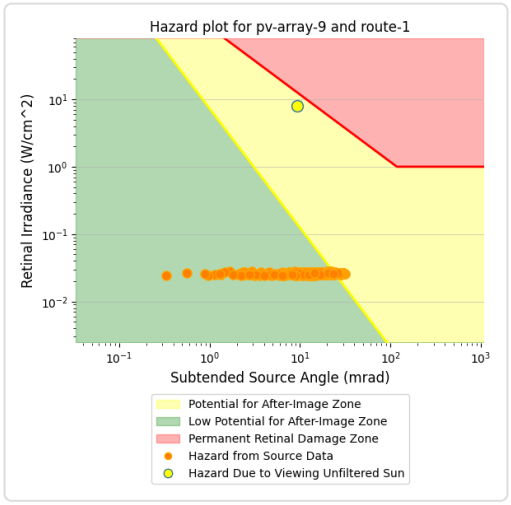
PV array 9 and Route: Route 1

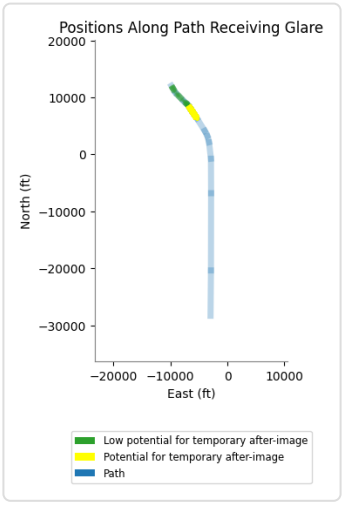
Yellow glare: 95 min.

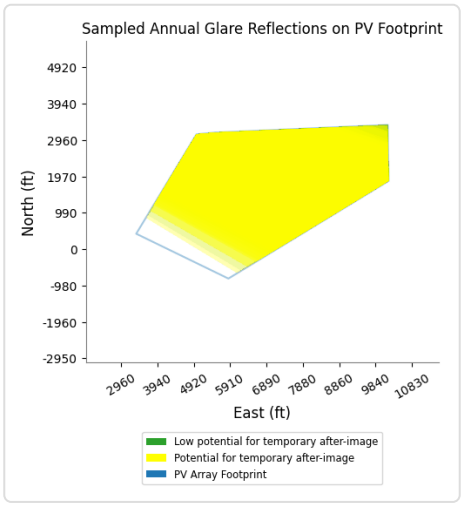
Green glare: 367 min.





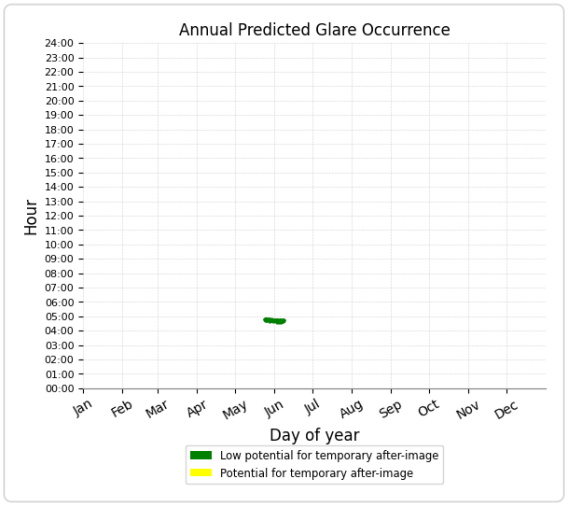


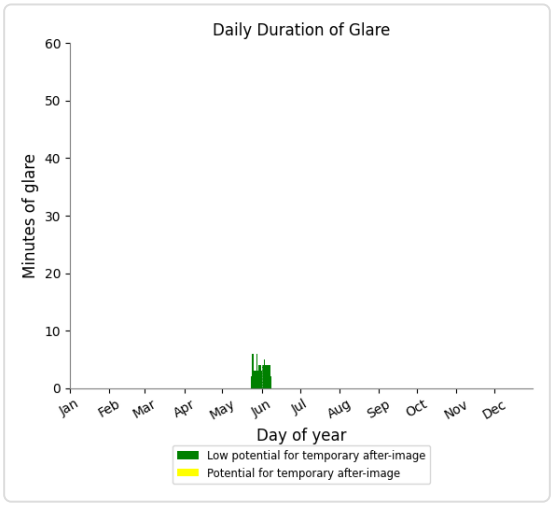


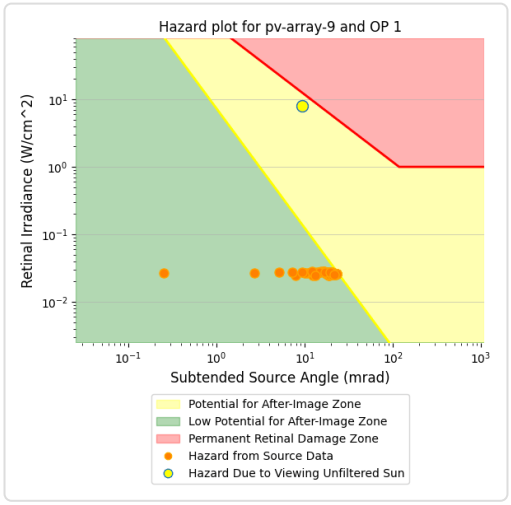


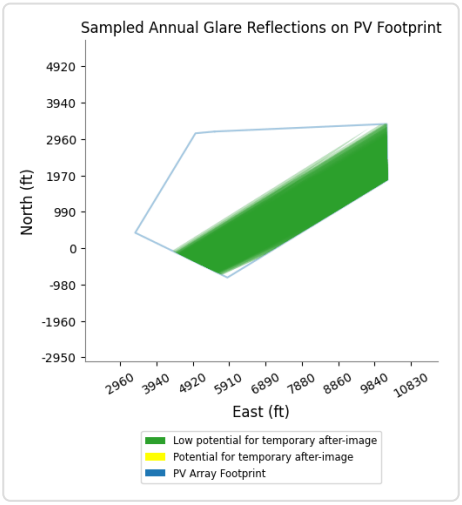
PV array 9 and OP 1

Yellow glare: none
Green glare: 61 min.









PV array 9 and OP 2

No glare found

PV array 9 and OP 3

No glare found

PV array 9 and OP 4

No glare found

PV array 9 and OP 5

No glare found

PV array 9 and OP 6

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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Yerington Chamber of Commerce
102 North Main Street
Yerington, NV 89447

Lyon County Planning Commission

27 South Main Street

Yerington, NV 89447

December 8, 2025

RE: Support for the EDF Renewables Winston Project – Special Use Permit and Related Applications

Dear Chair and Members of the Lyon County Planning Commission,

On behalf of the Yerington Chamber of Commerce, we respectfully submit this letter of support for the EDF Renewables Winston Project currently under review. As an organization committed to promoting responsible economic development, supporting local business vitality, and encouraging long-term diversification of the regional economy, we believe this project holds significant potential benefit for Lyon County.

Renewable energy development is becoming an increasingly important component of strong rural economies, helping broaden the tax base, stabilize long-term revenue, and attract new investment. The Winston Project aligns with these goals while advancing opportunities for future workforce development and local contracting. The Chamber looks forward to continued collaboration with EDF Renewables as the project evolves and as those opportunities become clearer.

We recognize that any large-scale project must be evaluated carefully for its impacts on surrounding property owners and the broader community. For this reason, we appreciate that EDF Renewables provided details and their dedication of this process demonstrating diligence in addressing community concerns particularly those related to traffic, visual impacts, and compatibility with neighboring uses. Their efforts have included:

- Providing detailed visual simulations
- Proposing expanded vegetation screening
- Working toward improvements along the US-95 corridor

This type of proactive community engagement and willingness to adapt the project design is commendable and reflects a commitment to being a responsible long-term partner in the county.

From the Chamber's perspective, the Winston Project provides several important regional benefits:

- **Responsible Economic Diversification:** Strengthens long-term economic stability by adding a new industry sector to the region.
- **Opportunities for Skilled Workforce Development:** These types of projects often bring employment and contracting opportunities, expanding local capacity in high-demand fields.
- **Enhanced Regional Visibility:** Positions Lyon County as an attractive location for forward-looking industries and investment.
- **Potential Long-Term Revenue:** Renewable energy projects frequently contribute to local services, schools, and infrastructure through long-term financial mechanisms.

We support continued open dialogue between EDF Renewables, residents, and county leadership to ensure the project moves forward in a way that reflects community values, protects local resources, and maximizes economic benefit.
For these reasons, the Yerington Chamber of Commerce respectfully encourages the Planning Commission to give strong consideration to approving the land use applications associated with the Winston Project.

Thank you for your time, service, and careful deliberation.

Sincerely,

Melanie Young
Chamber Liaison
Yerington Chamber of Commerce

YERINGTON MAIN STREET COMMITTEE

"Promoting community values and activity through community beautification and fostering economic growth and development."

Yerington Main Street Committee
14 East Goldfield Ave
Yerington, NV 89447

Lyon County Planning Commission
27 S. Main Street
Yerington, NV 89447

RE: Letter of Support – EDF Winston Solar Project

December 8, 2025

Dear Planning Commissioners,

On behalf of the Yerington Main Street Committee, we respectfully submit this letter in support of the EDF Winston Solar Project Planned Unit Development application PLZ-2025-084. We recognize that this proposal has prompted many discussions within the community, especially regarding the change from agricultural land to renewable energy use. These concerns are important and understandable. At the same time, we believe the project presents opportunities that align with several broader goals identified in our Strategic Plan.

The Main Street Committee is committed to supporting efforts that contribute to long-term economic stability, thoughtful growth, and stronger community infrastructure. Renewable energy projects, when appropriately planned, can help diversify the local economy, bring new investment into the region, and support jobs. The Winston Solar Project has the potential to add to Yerington's economic base in ways that complement ongoing revitalization work on Main Street and surrounding corridors.

We also appreciate that EDF Power Solutions has been open throughout this process and has taken steps to respond to concerns raised by residents. Their efforts include preparing visual simulations, proposing vegetation screening, and working on improvements to U.S. 95 to help address traffic-related issues. While these measures may not resolve every concern, we value the willingness to communicate and adjust based on community feedback.

Our support for the project does not diminish the importance of Yerington's agricultural heritage or the viewpoints of those who prefer to keep the land in agricultural production. Instead, it reflects our belief that with appropriate mitigation, continued engagement, and clear conditions of approval, the Winston Solar Project can provide community benefits while respecting local values.

"Promoting community values and activity through community beautification
and fostering economic growth and development."

We respectfully encourage the Lyon County Planning Commission to consider the potential economic and infrastructure benefits of this project, along with its alignment with long-term planning efforts, as you make your decision.

Thank you for your time and careful review.

Sincerely,

Melanie Young
Executive Director
Yerington Main Street Committee

Renewable Winston project.
1 message

Pete Jubin <petejubin@gmail.com> Tue, Dec 9, 2025 at 7:19 PM
To: countyclerks@lyon-county.org

Regarding the Winston project a traffic study should have been completed before the planning commissioners meeting on December 9th 2025 took place. There are procedures to follow and this company did not follow procedures. I am totally opposed to the Winston renewable project.

Water contamination: Small amounts of toxic materials (lead and calcium are contained in solar panels. Contamination could result in our surface and underground water sources if any panels are damaged or improperly disposed of. Current recycling methods are few and not cost effective.

This only creates temporary jobs during construction. Nothing like the Anaconda mining days I hear so much about.. Permanent jobs will be very few in the long run. 5 to 15 people? This could destabilize the local economy that depends on agriculture. Once the land is used for solar it can render it fallow for decades to come. There is no going back.

This could also negatively alter property values for people in a close proximity. It will ruin the visual landscape, not to mention the beauty of the desert in that area.

Rows upon rows of dark unsightly solar panels and fences are not very becoming to our landscape. By 2040 solar development is expected to consume 25 million acres of land in the United States alone. 83% expected to be farmland. I find this unsustainable for the future farming industry.

It possibly could alter water run off potentially affecting local water quality. There is also a solar flux effect killing birds and insects. It interferes with animal migration. It creates its own micro climate. Dark panels alter surface reflectivity and temperature.

This is only the tip of the iceberg. Please include this in your comments at the next board of commissioners meeting if applicable. Thank you Patricia Jubin

YERINGTON MAIN STREET COMMITTEE

"Promoting community values and activity through community beautification and fostering economic growth and development."

Yerington Main Street Committee
14 East Goldfield Ave
Yerington, NV 89447

Lyon County Commission
27 S. Main Street
Yerington, NV 89447

RE: Letter of Support – EDF Winston Solar Project

December 23, 2025

Dear Lyon County Commissioners,

On behalf of the Yerington Main Street Committee, we respectfully submit this letter in support of the EDF Winston Solar Project Planned Unit Development application PLZ-2025-084. We recognize that this proposal has prompted many discussions within the community, especially regarding the change from agricultural land to renewable energy use. These concerns are important and understandable. At the same time, we believe the project presents opportunities that align with several broader goals identified in our Strategic Plan.

The Main Street Committee is committed to supporting efforts that contribute to long-term economic stability, thoughtful growth, and stronger community infrastructure. Renewable energy projects, when appropriately planned, can help diversify the local economy, bring new investment into the region, and support jobs. The Winston Solar Project has the potential to add to Yerington's economic base in ways that complement ongoing revitalization work on Main Street and surrounding corridors.

We also appreciate that EDF Power Solutions has been open throughout this process and has taken steps to respond to concerns raised by residents. Their efforts include preparing visual simulations, proposing vegetation screening, and working on improvements to U.S. 95 to help address traffic-related issues. While these measures may not resolve every concern, we value the willingness to communicate and adjust based on community feedback.

Our support for the project does not diminish the importance of Yerington's agricultural heritage or the viewpoints of those who prefer to keep the land in agricultural production. Instead, it reflects our belief that with appropriate mitigation, continued engagement, and clear conditions of approval, the Winston Solar Project can provide community benefits while respecting local values.

We respectfully encourage the Lyon County Commission to consider the potential economic and infrastructure benefits of this project, along with its alignment with long-term planning efforts, as you make your decision.

Thank you for your time and careful review.

Sincerely,

Melanie Young
Executive Director
Yerington Main Street Committee

Yerington Chamber of Commerce
102 North Main Street
Yerington, NV 89447

Lyon County Commission

T1 South Main Street

Yerington, NV 89447

December 22, 2025

RE: Support for the EDF Power Solutions Winston Project – Special Use Permit and Related Applications

Dear Lyon County Commission Members,

On behalf of the Yerington Chamber of Commerce, we respectfully submit this letter of support for the EDF Power Solutions Winston Project. The Chamber is committed to promoting responsible economic development, supporting local business vitality, and encouraging long¬term diversification of the regional economy. We believe this project holds significant potential benefit for Lyon County.

Renewable energy development is becoming an increasingly important component of strong rural economies, helping broaden the tax base, stabilize long-term revenue, and attract new investment. The Winston Project aligns with these goals while advancing opportunities for future workforce development and local contracting. The Chamber looks forward to continuing collaboration with EDF Power Solutions as the project evolves.

We recognize that any large-scale project must be evaluated carefully for its impact on surrounding property owners and the broader community. For this reason, we appreciate that EDF Power Solutions provided details and their dedication to this process demonstrating diligence in addressing community concerns particularly those related to traffic, visual impacts, and compatibility with neighboring uses.

This type of proactive community engagement and willingness to adapt the project design is commendable and reflects a commitment to being a responsible long-term partner in the county.

From the Chamber's perspective, the Winston Project provides several important regional benefits:

- **Responsible Economic Diversification:** Strengthens long-term economic stability by adding a new industry sector to the region.
- **Opportunities for Skilled Workforce Development:** These types of projects often bring employment and contracting opportunities, expanding local capacity in high-demand fields.
- **Enhanced Regional Visibility:** Positions Lyon County as an attractive location for forward-looking industries and investment.
- **Potential Long-Term Revenue:** Renewable energy projects frequently contribute to local services, schools, and infrastructure through long-term financial mechanisms.

We support continued open dialogue between EDF Power Solutions, residents, and county leadership to ensure the project moves forward in a way that reflects community values, protects local resources, and maximizes economic benefit.

For these reasons, the Yerington Chamber of Commerce respectfully encourages the County Commission to consider approving the land use applications associated with the Winston Project.

Thank you for your time, service, and careful deliberation.

Sincerely,

Melanie Young
Chamber Liaison
Yerington Chamber of Commerce

NEVADA BUILDERS ALLIANCE
BUILDING A BETTER NEVADA

12/22/2025

Dear Lyon County Board of Commissioners,

On behalf of the Nevada Builders Alliance, I am writing to express our support for the Winston Energy Project proposed by EDF power solutions (EDF) and to respectfully urge your approval of this important investment in Lyon County.

The Winston Energy Project—a 400-megawatt photovoltaic solar facility paired with 400 megawatts of battery energy storage—represents an investment of more than $1 billion in the local economy. Over the life of the project, it is estimated to generate more than $100 million in tax revenue for Lyon County, including approximately $47 million in direct revenue to the local school district over a twenty-year period. These revenues will provide long-term, stable funding to support public services and educational resources.

Beyond its fiscal contributions, the project is expected to create approximately 400 construction jobs, along with permanent operational positions. These opportunities will provide meaningful employment, workforce development, and skills training for residents, while also supporting local contractors, suppliers, and service providers during construction and operation.

We also recognize and appreciate EDF's demonstrated commitment to being a responsible community partner. Their support of local organizations—including the Lyon County Sheriff's Office Christmas program, the Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows—reflects a genuine investment in the communities in which they operate.

Projects such as Winston Energy contribute to economic diversification, infrastructure investment, and long-term fiscal stability—key factors in ensuring that Lyon County remains a place where families, businesses, and communities can thrive. For these reasons, the Nevada Builders Alliance strongly supports approval of the Winston Energy Project.

Thank you for your time and thoughtful consideration.

Sincerely,

Jeff Sutich
Chief Executive Officer
Nevada Builders Alliance

603 S Carson Street | CARSON CITY, NV 89701 | (775) 882-4353
NEVADABUILDERS.ORG

JOE LOMBARDO
Governor

STATE OF NEVADA

DWAYNE MCCLINTON
Director

MATTHEW BROWN
Deputy Director

GOVERNOR'S OFFICE OF ENERGY
600 E. William Street, Suite 200 | Carson City, NV 89701
energy.nv.gov | (775) 687-7189

March 5, 2025

Lyon County Board of Commissioners
27 South Main Street
Yerington, Nevada 89447

RE: Support for EDF Renewables' Winston Project in Lyon County

Dear Commissioners:

As Director of the Governor's Office of Energy, I write to express support for the Winston Solar and Storage Project, currently under development in Lyon County by EDF Renewables.

The Governor's Office of Energy is dedicated to meeting Nevada's energy needs utilizing the state's abundant resources to the benefit of its citizens. EDF Renewables has demonstrated a strong commitment to Nevada, with 462 MWs in operation, 895 MWs in active development and more in the pipeline.

With successful completion of all phases of the project, Winston Project will deliver 400 megawatts (MWs) of clean, reliable solar energy to Nevada. This translates to more than $1 billion in investment in the county, and nearly $100 million in direct sales and property taxes over the life of the project. The local economy will also realize increased tax revenue to local services, infrastructure, businesses, community programs and other indirect benefits as well.

I respectfully urge the Board of Commissioners to support the Winston Solar project as it moves forward.

Thank you for your consideration.

Sincerely,

Dwayne McClinton

Nevada Governor's Office of Energy
Director

12-22-2025
[Date]

Dear Lyon County Board of Commissioners,

I am writing to express my support for the Winston Energy project proposed by EDF power solutions (EDFps), and to respectfully ask you to approve this project. This project represents a significant opportunity for our community, bringing long-term economic growth and new employment opportunities.

The Winston Energy project, which includes a 400-megawatt photovoltaic facility paired with 400 MW of battery energy storage, entails an investment of over $1 billion in Lyon County. It is estimated that over $100 million in tax revenue will be generated over the project's life. Furthermore, the local school district is projected to receive approximately $47 million in direct tax revenue over a twenty-year span, which is crucial for enhancing educational resources and facilities.

Additionally, the project is anticipated to create around 400 construction jobs and several full-time positions, providing local workers with valuable new skills that will strengthen our regional workforce and benefit the community for years to come. Local businesses and service providers will also see increased activity during the construction phase, further enhancing our local economy.

I appreciate that EDFps is not only focused on developing an energy project but is also committed to being a good neighbor through investments and partnerships with local organizations. Their contributions to community initiatives, such as support for the Lyon County Sheriff's Office Christmas program, the Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows, reflect their dedication to our community.

Projects like Winston Energy help ensure that Lyon County remains a place where families can thrive economically. I strongly encourage the Lyon County Planning Commission to support the approval of the Winston Energy project.

Thank you for your consideration.

Sincerely,

Jeffery D Brown
[Printed Name]

397 US Highway 95A North
[Address]

J D Brown
[Signature]

Wiredogrepair@Gmail.Com
[Email / Phone]

Dec 16 2025
[Date]

Dear Lyon County Board of Commissioners,

I am writing to express my support for the Winston Energy project proposed by EDF power solutions (EDFps), and to respectfully ask you to approve this project. This project represents a significant opportunity for our community, bringing long-term economic growth and new employment opportunities.

The Winston Energy project, which includes a 400-megawatt photovoltaic facility paired with 400 MW of battery energy storage, entails an investment of over $1 billion in Lyon County. It is estimated that over $100 million in tax revenue will be generated over the project's life. Furthermore, the local school district is projected to receive approximately $47 million in direct tax revenue over a twenty-year span, which is crucial for enhancing educational resources and facilities.

Additionally, the project is anticipated to create around 400 construction jobs and several full-time positions, providing local workers with valuable new skills that will strengthen our regional workforce and benefit the community for years to come. Local businesses and service providers will also see increased activity during the construction phase, further enhancing our local economy.

I appreciate that EDFps is not only focused on developing an energy project but is also committed to being a good neighbor through investments and partnerships with local organizations. Their contributions to community initiatives, such as support for the Lyon County Sheriff's Office Christmas program, the Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows, reflect their dedication to our community.

Projects like Winston Energy help ensure that Lyon County remains a place where families can thrive economically. I strongly encourage the Lyon County Planning Commission to support the approval of the Winston Energy project.

Thank you for your consideration.

Sincerely,

Dan Morose
[Printed Name]

8 La Buena Vida Ln
[Address]

[Signature]

[Email / Phone]

12/16/25
[Date]

Dear Lyon County Board of Commissioners:

I am writing to express my support for the Winston Energy project proposed by EDF power solutions (EDFps), and to respectfully ask you to approve this project. As a [Yerington/Lyon County] resident, I believe this project offers a responsible approach to energy development that aligns with our community's values.

The project will utilize underused and marginal agricultural land, ensuring that productive farmland and the rural character of our community are preserved. This careful siting demonstrates respect for both the environment and our agricultural heritage.

Furthermore, it is estimated that over $100 million in tax revenue will be generated over the project's life. The local school district is projected to receive approximately $47 million in direct tax revenue over a twenty-year span, which is crucial for enhancing educational resources and facilities.

The project's benefits will have a lasting positive impact. EDFps has shown a genuine commitment to being involved locally, and their efforts with community programs reinforce that they want to be part of [Yerington/Lyon County's] long-term success.

I am proud to support this project.

Sincerely,

Hailey Morse
[Printed Name]

Haley Morse
[Signature]

194 US Hwy 95A N.
[Address]

[Email / Phone]

December 19, 2025

Dear Lyon County Board of Commissioners:

I am writing to express my support for the Winston Energy project proposed by EDF power solutions (EDFps), and to respectfully ask you to approve this project. As a Yerington/Lyon County resident, I believe this project offers a responsible approach to energy development that aligns with our community's values.

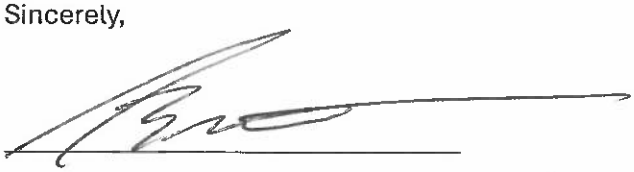
The project will utilize underused and marginal agricultural land, ensuring that productive farmland and the rural character of our community are preserved. This careful siting demonstrates respect for both the environment and our agricultural heritage.

Furthermore, it is estimated that over $100 million in tax revenue will be generated over the project's life. The local school district is projected to receive approximately $47 million in direct tax revenue over a twenty-year span, which is crucial for enhancing educational resources and facilities.

The project's benefits will have a lasting positive impact. EDFps has shown a genuine commitment to being involved locally, and their efforts with community programs reinforce that they want to be part of Yerington/Lyon County's long-term success.

I am proud to support this project.

Sincerely,



Bryson Masini
226 N Hwy 95A
Yerington NV 89447
775-461-6224

Lyon County is at an important crossroads, and the decisions made today will shape our long-term economic stability. Renewable energy development, especially solar, offers a path forward that supports both business growth and community needs.

Solar projects require significant upfront investment and create hundreds of construction jobs, followed by permanent positions. These developments help local businesses thrive and encourage additional investment across the region, expanding opportunity for residents and strengthening our economic base.

Producing energy locally also improves energy security and energy independence. Solar generates power right here at home, helping meet growing demand while keeping energy dollars in Nevada instead of sending them elsewhere. Expanding solar capacity here in Lyon County would help increase our energy independence and create a competitive advantage as industries look for reliable power sources.

There are practically no opportunities in this area for young people to earn a decent living. They might live here but they are driving to USA Parkway everyday to make ends meet. It is our responsibility as a community to provide opportunities so the best & brightest want to stay here & raise their families like they were raised.

Royce Aldridge
airaldridge@gmail.com
Yerington, NV, 89447
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

Just as important is the revenue these projects generate. Solar projects contribute millions in sales taxes that help fund schools, improve facilities, and expand resources for students and educators. Over time, they also deliver tens of millions in property tax revenue that supports emergency services, road upkeep, and county operations. Solar energy can help diversify our economy and position Lyon County for a more secure and prosperous future.

Dan Clements
antiqueantics@gmail.com
Fernley, NV, 89408
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

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Diana Kissenberger
dikvkiss88@icloud.com
Fernley, NV, 89408
Lyon County

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Darren Moss
aliceinpaintland@gmail.com
Dayton, NV, 89403
Lyon County

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I am a Lyon County resident and I support solar energy solar energy development in our community.

Denise Parlet
deniseparlet@mail.com
Yerington, NV, 89447
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

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Kathleen Pitts
kpitts925@gmail.com
Dayton, NV, 89403
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

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Bill Roberts
wjroberts50@gmail.com
Fernley, NV, 89408
Lyon County

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I really hope this happens.

Jeanell Terhune
jeanellterhune4@gmail.com
Fernley, NV, 89408
Lyon County

Lyon County is at an important crossroads, and the decisions made today will shape our long-term economic stability. Renewable energy development, especially solar, offers a path forward that supports both business growth and community needs.

Solar projects require significant upfront investment and create hundreds of construction jobs, followed by permanent positions. These developments help local businesses thrive and encourage additional investment across the region, expanding opportunity for residents and strengthening our economic base.

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Lori Ugolik
ugolikdc@gmail.com
Silver Springs, NV
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

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Jobs and Lyon city is on the move, economy is essential for the fast growing population coming to our area. Homes, businesses are growing.

Jack Weddle
mrtwigggs@yahoo.com
Dayton, NV, 89403
Lyon County

12.c Late Backup - Public Comment

Gmail

Martha Tapia <mtapia@lyon-county.org>

PUBLIC COMMENT

Tatjana Vukovic <tvukovic@nnda.org> Tue, Dec 30, 2025 at 10:27 AM
To: "countyclerks@lyon-county.org" <countyclerks@lyon-county.org>

Dear Chair and Members of the Board,

On behalf of the Northern Nevada Development Authority (NNDA), I am writing to formally express our support for the proposed Winston Solar Project. As the regional development authority serving Lyon County, Nevada, and Northern Nevada, NNDA is uniquely positioned to evaluate projects that advance sustainable economic growth, attract private investment, and strengthen long-term regional resilience.

Attached, please find a formal letter of support outlining NNDA's endorsement of this project.

Thank you for your time, consideration, and commitment to economic development in Northern Nevada.

Should you need any additional information, NNDA would be pleased to provide further support.

Regards,

Tatjana Vukovic

Deputy Director

Northern Nevada Development Authority

Direct: 775-624-3963

tvukovic@nnda.org

www.nnda.org

Winston Solar Project Support Letter - NNDA.pdf
333K

NNDA | Northern Nevada Development Authority

111 W. Proctor Street
Carson City, NV 89703
775.883.4413
www.nnda.org

December 22, 2025

Lyon County Board of Commissioners
27 S. Main Stret
Yerington, NV 89447

RE: Support Letter for the Winston Energy Project by EDF Power Solutions

Dear Lyon County Board of Commissioners,

On behalf of Northern Nevada Development Authority, I'm writing to share my support for the Winston Energy project by EDF Power Solutions (EDF), and to ask for your approval of this investment opportunity for Lyon County.

This proposed project; a 400-megawatt solar facility and 400 MW battery storage system, will bring more than $1 billion in investment into local economy, along with long-term revenue and meaningful job creation. As a result, over the life of the project, it is estimated that Lyon County will receive more than $100 million in tax revenue.

The Winston Energy project will also bring an estimated 400 construction jobs and several permanent career opportunities. This will help local workers build valuable skills, and support Lyon County families.

We also would like to mention the EDF's commitment to becoming part of community—not just as a project developer, but as a partner. Their contributions to local organizations, including the Lyon County Sheriff's Office Christmas program, Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows, show they are investing in community, people and future.

Projects like Winston Energy are essential to building a strong, diversified and long-term economic development for Lyon County. Northern Nevada Development Authority respectfully and enthusiastically supports this project.

Thank you very much for your time and thoughtful consideration.

Sincerely,

Tatjana Vukovic
Deputy Director,
Northern Nevada Development Authority

Dear Lyon County Board of Commissioners,

I am writing to express my support for the Winston Energy project proposed by EDF power solutions (EDFps), and to respectfully ask you to approve this project. This project represents a significant opportunity for our community, bringing long-term economic growth and new employment opportunities.

The Winston Energy project, which includes a 400-megawatt photovoltaic facility paired with 400 MW of battery energy storage, entails an investment of over $1 billion in Lyon County. It is estimated that over $100 million in tax revenue will be generated over the project's life. Furthermore, the local school district is projected to receive approximately $47 million in direct tax revenue over a twenty-year span, which is crucial for enhancing educational resources and facilities.

Additionally, the project is anticipated to create around 400 construction jobs and several full-time positions, providing local workers with valuable new skills that will strengthen our regional workforce and benefit the community for years to come. Local businesses and service providers will also see increased activity during the construction phase, further enhancing our local economy.

I appreciate that EDFps is not only focused on developing an energy project but is also committed to being a good neighbor through investments and partnerships with local organizations. Their contributions to community initiatives, such as support for the Lyon County Sheriff's Office Christmas program, the Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows, reflect their dedication to our community.

Projects like Winston Energy help ensure that Lyon County remains a place where families can thrive economically. I strongly encourage the Lyon County Planning Commission to support the approval of the Winston Energy project.

Thank you for your consideration.

Sincerely,

QUINTIN BOYLES
[Printed Name]

191 SIERRA WAY, YERINGTON
[Address]

[Signature]

775-304-2400
qboyles2@gmail.com
[Email / Phone]

01/5/2026
Lyon County Board of Commissioners
27 South Main Street
Yerington, Nevada 89447

Dear Members of the Lyon County Board of Commissioners,

As a resident of Lyon County, I want to express my support for the Winston Energy project proposed by EDF Power Solutions. This project represents an incredible opportunity to bring long-term economic growth and new employment opportunities to our community.

By investing over $1 billion in our region, EDF Power Solutions will help create new jobs, expand our tax base, and bring long-term funding to schools and essential services. At the same time, the project supports our goals of economic development and energy independence. Additionally, the creation of approximately 400 construction jobs and several full-time positions will allow local and regional workers to learn valuable new skills and strengthen our workforce.

Having lived in Yerington for the past 26 years and worked in the non-profit sector as a CEO of a Youth Development Organization, I know firsthand the constant economic strain that are continuing to face our families are very real. The need for businesses such as EDF are vital and their commitment to our valley will be a welcome step in the right direction.

I appreciate that EDF Power Solutions has been transparent throughout this process and is diligently working to address the traffic and visual impacts that the community has identified as main concerns. Their efforts include providing visual simulations, incorporating vegetation screening, and making improvements to US95. This commitment to transparency and community engagement is commendable. They are listening to the valid concerns of our community and responding professionally.

Moreover, EDF Power Solutions is not only developing an energy project but also investing in our community through partnerships and donations to local organizations, including the Lyon County Sheriff's Office Christmas program, the Mason Valley Fire Protection District, and the Boys and Girls Clubs of Mason Valley and Truckee Meadows. This demonstrates their commitment to being a good neighbor.

I respectfully urge the Board of Commissioners approval of Planned Unit Development application PLZ-2025-084 for the Winston Energy project. Projects like Winston Energy help ensure that Lyon County remains a place where families can thrive economically.

Sincerely,

Travis Crowder
Lyon County Resident

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

Just as important is the revenue these projects generate. Solar projects contribute millions in sales taxes that help fund schools, improve facilities, and expand resources for students and educators. Over time, they also deliver tens of millions in property tax revenue that supports emergency services, road upkeep, and county operations. Solar energy can help diversify our economy and position Lyon County for a more secure and prosperous future.

Bob Ballard
newleafme@yahoo.com
Fernley, NV, 89408
Lyon County

Lyon County is at an important crossroads, and the decisions made today will shape our long-term economic stability. Renewable energy development, especially solar, offers a path forward that supports both business growth and community needs.

Solar projects require significant upfront investment and create hundreds of construction jobs, followed by permanent positions. These developments help local businesses thrive and encourage additional investment across the region, expanding opportunity for residents and strengthening our economic base.

Producing energy locally also improves energy security and energy independence. Solar generates power right here at home, helping meet growing demand while keeping energy dollars in Nevada instead of sending them elsewhere. Expanding solar capacity here in Lyon County would help increase our energy independence and create a competitive advantage as industries look for reliable power sources.

Richard Chada
richardchada87@gmail.com
Dayton, NV, 89403
Lyon County

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Kathleen Douglas
ladykate0@yahoo.com
Yerington, NV, 89447
Lyon County

As a resident of Lyon County, I am writing to urge local officials to support solar energy development. Reliable, locally produced energy is essential if our region is going to sustain industrial growth and remain competitive in the years ahead.

Energy independence matters for communities like ours. Generating power within Lyon County reduces reliance on external sources and helps protect residents and businesses from supply disruptions and volatility. Expanding solar capacity strengthens the energy grid while ensuring that more energy dollars remain in Nevada rather than leaving the state.

Solar development also delivers meaningful economic benefits. These projects require significant capital investment, often reaching hundreds of millions or more, and create hundreds of construction jobs. Once operational, they provide long-term employment opportunities in operations and maintenance, supporting stable careers for local workers.

In addition, solar projects contribute critical revenue for the county. Sales taxes generated during construction help fund schools and educational resources, and long-term property tax payments support public safety, road maintenance, and essential government services. By investing in energy independence through solar, Lyon County can build a stronger economy while securing its energy future.

I support solar energy.

Jon Fabel
jwfabel@gmail.com
Dayton, NV, 89403
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

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Renewable energy sources should be a cornerstone for our economy and the environment.

Valarie Goldston
goldstonval@aol.com
Fernley, NV, 89408
Lyon County

As a resident of Lyon County, I am writing to urge local officials to support solar energy development. Reliable, locally produced energy is essential if our region is going to sustain industrial growth and remain competitive in the years ahead.

Energy independence matters for communities like ours. Generating power within Lyon County reduces reliance on external sources and helps protect residents and businesses from supply disruptions and volatility. Expanding solar capacity strengthens the energy grid while ensuring that more energy dollars remain in Nevada rather than leaving the state.

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In addition, solar projects contribute critical revenue for the county. Sales taxes generated during construction help fund schools and educational resources, and long-term property tax payments support public safety, road maintenance, and essential government services. By investing in energy independence through solar, Lyon County can build a stronger economy while securing its energy future.

I'm all for clean renewable energy.

Elmo Guyton III
bigmoose1954@yahoo.com
Dayton, NV, 89403
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

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Zane Hinrichs
zanegler@gmail.com
Fernley, NV
Lyon County

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Kristi Howard
kristi.howard3@gmail.com
Dayton, NV, 89403
Lyon County

As a resident of Lyon County, I am writing to urge local officials to support solar energy development. Reliable, locally produced energy is essential if our region is going to sustain industrial growth and remain competitive in the years ahead.

Energy independence matters for communities like ours. Generating power within Lyon County reduces reliance on external sources and helps protect residents and businesses from supply disruptions and volatility. Expanding solar capacity strengthens the energy grid while ensuring that more energy dollars remain in Nevada rather than leaving the state.

Solar development also delivers meaningful economic benefits. These projects require significant capital investment, often reaching hundreds of millions or more, and create hundreds of construction jobs. Once operational, they provide long-term employment opportunities in operations and maintenance, supporting stable careers for local workers.

In addition, solar projects contribute critical revenue for the county. Sales taxes generated during construction help fund schools and educational resources, and long-term property tax payments support public safety, road maintenance, and essential government services. By investing in energy independence through solar, Lyon County can build a stronger economy while securing its energy future.

Elisabeth Kanago
jbkanago@gmail.com
Dayton, NV, 89403
Lyon County

I urge county leaders to support private solar energy development. Our region needs additional power generation to keep pace with industrial expansion and long-term economic growth.

Solar energy projects represent a meaningful investment in our community. They not only generate clean, affordable, reliable power to help meet rising demand, but they can also provide a significant boost to the local economy and Lyon County community. These projects create good jobs from construction to operations. Additionally, sales taxes from construction and operations help fund local schools, while long-term property tax contributions support public safety, roads, and essential services. Expanding renewable energy also adds economic diversity, which is vital for long-term resilience in Lyon County.

Our grandkids future in Lyon county depend on some kind of growth.

Scott Lommori
sllommori@gmail.com
Yerington, NV, 89447
Lyon County

Lyon County is at an important crossroads, and the decisions made today will shape our long-term economic stability. Renewable energy development, especially solar, offers a path forward that supports both business growth and community needs.

Solar projects require significant upfront investment and create hundreds of construction jobs, followed by permanent positions. These developments help local businesses thrive and encourage additional investment across the region, expanding opportunity for residents and strengthening our economic base.

Producing energy locally also improves energy security and energy independence. Solar generates power right here at home, helping meet growing demand while keeping energy dollars in Nevada instead of sending them elsewhere. Expanding solar capacity here in Lyon County would help increase our energy independence and create a competitive advantage as industries look for reliable power sources.

I feel solar energy is the way of the future we should be in front! Yes, I agree.

Anna Marks
anthonyanna18@aol.com
Fernley, NV, 89408
Lyon County

As a Lyon County resident, I am writing to express strong support for solar energy development in our community. We have a unique opportunity for our region to grow, and that growth depends on having a reliable, affordable energy supply to support new industry and infrastructure.

Solar projects present a real opportunity to strengthen our local economy. These projects bring substantial private investment – often approaching billions of dollars – along with hundreds of construction jobs and long-term employment in operations and maintenance. That activity supports local contractors, suppliers, and small businesses, while also making Lyon County more attractive to future employers.

Just as important is the revenue these projects generate. Solar projects contribute millions in sales taxes that help fund schools, improve facilities, and expand resources for students and educators. Over time, they also deliver tens of millions in property tax revenue that supports emergency services, road upkeep, and county operations. Solar energy can help diversify our economy and position Lyon County for a more secure and prosperous future.

Annabell Mendez
cymbilically@gmail.com
Silver Springs, NV, 89429
Lyon County

I urge county leaders to support private solar energy development. Our region needs additional power generation to keep pace with industrial expansion and long-term economic growth.

Solar energy projects represent a meaningful investment in our community. They not only generate clean, affordable, reliable power to help meet rising demand, but they can also provide a significant boost to the local economy and Lyon County community. These projects create good jobs from construction to operations. Additionally, sales taxes from construction and operations help fund local schools, while long-term property tax contributions support public safety, roads, and essential services. Expanding renewable energy also adds economic diversity, which is vital for long-term resilience in Lyon County.

Mark Oswell
oswell.1@yahoo.com
Yerington, NV
Lyon County

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Definitely pro solar.

Patrick Pearman
patrickapearman@gmail.com(775) 338-3336
Silver Springs, NV, 89429
Lyon County

As a resident of Lyon County, I am writing to urge local officials to support solar energy development. Reliable, locally produced energy is essential if our region is going to sustain industrial growth and remain competitive in the years ahead.

Energy independence matters for communities like ours. Generating power within Lyon County reduces reliance on external sources and helps protect residents and businesses from supply disruptions and volatility. Expanding solar capacity strengthens the energy grid while ensuring that more energy dollars remain in Nevada rather than leaving the state.

Solar development also delivers meaningful economic benefits. These projects require significant capital investment, often reaching hundreds of millions or more, and create hundreds of construction jobs. Once operational, they provide long-term employment opportunities in operations and maintenance, supporting stable careers for local workers.

In addition, solar projects contribute critical revenue for the county. Sales taxes generated during construction help fund schools and educational resources, and long-term property tax payments support public safety, road maintenance, and essential government services. By investing in energy independence through solar, Lyon County can build a stronger economy while securing its energy future.

Danny Smith
djsnas@chase.com
Fernley, NV
Lyon County

As a resident of Lyon County, I am writing to urge local officials to support solar energy development. Reliable, locally produced energy is essential if our region is going to sustain industrial growth and remain competitive in the years ahead.

Energy independence matters for communities like ours. Generating power within Lyon County reduces reliance on external sources and helps protect residents and businesses from supply disruptions and volatility. Expanding solar capacity strengthens the energy grid while ensuring that more energy dollars remain in Nevada rather than leaving the state.

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Guadalupe Elizabeth Summerville
summervilleelizabeth@yahoo.com
Yerington, NV, 89447
Lyon County

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Susan W.
word.s.rn@gmail.com
Fernley, NV, 89408
Lyon County

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Brian Walling
braindw@msn.com
Dayton, NV, 89403
Lyon County

I urge county leaders to support private solar energy development. Our region needs additional power generation to keep pace with industrial expansion and long-term economic growth.

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Please support clean energy.

Ruth Wolff
4ruthsmail@gmail.com
Silver Springs, NV, 89429
Lyon County

I urge county leaders to support private solar energy development. Our region needs additional power generation to keep pace with industrial expansion and long-term economic growth.

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Lyle Zabolocky
lzabo51@yahoo.com
Dayton, NV, 89403
Lyon County

I am writing to voice my support for renewable energy development as a key economic driver in Lyon County. A strong and diverse economy depends on reliable energy, especially as our region continues to attract industrial activity.

Solar energy projects bring meaningful benefits to local communities. Construction alone creates hundreds of jobs, while long-term operations provide long-term employment. These developments also increase business activity across the county, supporting restaurants, suppliers, and service providers.

The public benefits are also significant. Solar projects generate millions in sales tax revenue for schools and contribute tens of millions in property taxes over their lifespan, funding services like emergency response, infrastructure maintenance, and county operations. Solar energy can help Lyon County grow while building long-term financial stability.

Peggy Anderson
peggyanderson740@gmail.com
Dayton, NV
Lyon County

Gmail

12.c Late Backup - Public Comment

Martha Tapia <mtapia@lyon-county.org>

Public comment bocc meeting Jan 5, 12c

'Bonnie' via County Clerks <countyclerks@lyon-county.org> Fri, Jan 2, 2026 at 9:57 AM
Reply-To: Bonnie <bonniebobo@yahoo.com>
To: countyclerks@lyon-county.org

In regards to 12c
Most people that live here and want to be here have come for wide open spaces. Solar fields are sure ugly. And take up alot of open space that is greatly valued. And I believe you put ordinances in place for setbacks (which I greatly appreciate). Please don't bring in big solar here. (Or data centers for that matter!)
Please listen to the community for which you are a part of, work for, and represent.
Thank you.
Bonnie Swain
Lyon county resident

Get BlueMail for Mobile

I am writing to voice my support for renewable energy development as a key economic driver in Lyon County. A strong and diverse economy depends on reliable energy, especially as our region continues to attract industrial activity.

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We have so much sun that the Desert can sustain solar much easier than rainy gray areas.

Mitzi Boyles
mitzfit@msn.com
Silver Springs, NV
Lyon County

Lyon County is experiencing growth, and with that growth comes an increasing demand for dependable energy. I believe solar development is a commonsense solution that meets rising demand while strengthening local energy independence and supporting the economy.

Producing electricity locally is a key step toward greater energy independence and security. Solar projects generate power right here in our community, helping stabilize the grid and reduce exposure to external energy markets. Additional capacity ensures that existing businesses and new industries have the reliable energy they need to operate and expand.
Solar projects are also powerful economic engines. Construction alone creates hundreds of jobs and injects significant spending into the local economy. Additionally, these projects generate millions of dollars in sales tax revenue that directly support schools, classrooms, and educational infrastructure. Over their lifetimes, they also contribute tens of millions in property taxes that fund emergency services, transportation infrastructure, and county operations. Supporting solar energy helps Lyon County achieve both economic resilience and long-term energy independence.

I urge you to prioritize additional power generation here in Lyon County, with solar as a key part of the energy mix.

Please support this solar project. Lyon County needs this.

Valerie Friskey
vfriskey@yahoo.com
Dayton, NV
Lyon County

I am writing to voice my support for renewable energy development as a key economic driver in Lyon County. A strong and diverse economy depends on reliable energy, especially as our region continues to attract industrial activity.

Solar energy projects bring meaningful benefits to local communities. Construction alone creates hundreds of jobs, while long-term operations provide long-term employment. These developments also increase business activity across the county, supporting restaurants, suppliers, and service providers.

The public benefits are also significant. Solar projects generate millions in sales tax revenue for schools and contribute tens of millions in property taxes over their lifespan, funding services like emergency response, infrastructure maintenance, and county operations. Solar energy can help Lyon County grow while building long-term financial stability.

I support energy expansion using existing and emerging technologies that are efficient and cost effective.

Nicholas Hansen
nhansen454@gmail.com
Dayton, NV
Lyon County

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Jeanie Hill
graniej@hotmail.com
Fernley, NV
Lyon County

Lyon County has an opportunity to position itself as a leader in energy-driven economic development. The bottom line is, we need more energy to keep pace, and solar is an important part of the energy mix. It's the cheapest and fastest to deploy new form of energy generation – and can play an important role in meeting the growing energy needs of businesses and our growing population.

Major solar investments inject substantial capital into the local economy, sometimes in the billions per project. That level of spending creates hundreds of jobs during construction and supports permanent positions that remain for decades. These projects also help existing businesses grow while attracting new employers seeking stable energy access.

Nevada is blessed with abundant natural resources. Developing solar power locally helps strengthen grid reliability and keeps more economic value within our state's borders. Supporting solar means supporting local jobs, stronger public services, and a more secure energy future for Lyon County.

Karen Smith
chriskarensmithnv@gmail.com
Dayton, NV
Lyon County

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Joseph Page
josephkpage@gmail.com
Yerington, NV
Lyon County

Gmail

12.c Late Backup - Public Comment

Martha Tapia <mtapia@lyon-county.org>

For public comment: BOCC meeting January 5, 2026 item 12c

'mapswain' via County Clerks <countyclerks@lyon-county.org> Fri, Jan 2, 2026 at 9:39 AM
Reply-To: mapswain <mapswain@yahoo.com>
To: countyclerks@lyon-county.org

Dear Commissioners:

Regarding item 12c, approval of the request for the Winston Solar project:

I have not been able to find the Lyon County Planned Unit Development ordinance, but I found NRS 278A.065. Although that law is quite vague, it does state that typically a PUD would have a residential component, which the Winston Solar Project lacks. Calling it a Planned Unit Development seems like quite a "reach" and fails to follow the intent of the law.

Winston FC Solar LLC's complaints that following the setback ordinance would eliminate the project's profitability is the same complaint that solar companies made when the ordinance was passed. The setback ordinance was passed to protect roadways, residences, and viewsheds. This solar project is enormous; surely the solar company can find a way to maintain profitability and still honor the setback ordinance. If the solar company tries to cut corners regarding this aspect of the project, what other corners will they attempt to cut?

Please honor the ordinance that you passed.

Patricia Swain
Wellington (Lyon County)

Sent from my Verizon, Samsung Galaxy smartphone

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Johnye Saylor
amahjohnyehk@aol.com
Dayton, NV
Lyon County

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The public benefits are also significant. Solar projects generate millions in sales tax revenue for schools and contribute tens of millions in property taxes over their lifespan, funding services like emergency response, infrastructure maintenance, and county operations. Solar energy can help Lyon County grow while building long-term financial stability.

Increasing clean energy projects and benefitting the schools. This is a win win.

Justin Wass
sparkywass@att.net
Dayton, NV
Lyon County

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Cinnamon Woodcock
cinnamonwoodcock4@gmail.com
Fernley, NV
Lyon County

As a resident of Lyon County, I believe renewable energy development is essential to our economic future. Meeting the energy needs of a growing population and industrial base requires thoughtful planning and investment in new power generation.

Solar projects offer a proven way to support economic growth. They bring large-scale private investment, create hundreds of construction jobs, and establish long-term operations and maintenance positions. These projects also help attract additional businesses that rely on dependable energy supply.

Local power generation also increases energy independence and keeps money in our state. By expanding solar capacity, Lyon County can strengthen its economy, diversify revenue sources, and ensure our community remains competitive for future development.

I support solar! Saves money!

Susan Cammarota
sec1923@gmail.com
Dayton, NV
Lyon County

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Ann Skovira
cahannon54@comcast.net
Dayton, NV
Lyon County

JEFF J. RIFE & ASSOCIATES
CERTIFIED PUBLIC ACCOUNTANTS

December 30, 2025

To: Lyon County Board of Commissioners / Planning Commission /
Relevant Authority Yerington NV 89447

Subject: Letter of Support for the Winston Solar Project

Dear Chairperson/Commissioners,

I am writing to express my strong support for the Winston Solar Project, a development that represents a tremendous opportunity for economic growth, smart land use, and responsible environmental stewardship in our county.

This project will generate much-needed tax revenue to support county services and local infrastructure. Its strategic siting next to an existing power substation within a designated energy corridor demonstrates thoughtful planning and alignment with the 2020 Master Plan amendment, which emphasized utilizing existing energy corridors for future development.

The Winston Solar Project is thoughtfully located on marginal agricultural ground that requires no water use, an important advantage in our over-appropriated water basin. This is a forward-thinking approach that reduces pressure on our limited water resources while supporting clean, stable energy production.

In addition, the residential impact is minimal. Project representatives have personally met with residents in close proximity to the site, and not one negative comment was received. Nearby homeowners understand that change is inevitable and have responded with strong community acceptance.

While the project will require a reduction in setback standards under Lyon County Code, the code appropriately allows for discretion on a case-by-case basis, and this site is an excellent candidate for such consideration. The project is bordered by the Monarch Data Center project, another significant investment bringing both substantial tax revenue and quality employment opportunities to our area. Importantly, Winston

Solar is coordinating closely with Monarch to help alleviate potential traffic impacts through shared access easements and infrastructure improvements.

The company has also shown a strong commitment to the aesthetic character of the area, pledging to mitigate visual impacts along the highway frontage through appropriate design measures and screening. This consideration will help ensure the project integrates well with the surrounding landscape.

Beyond its economic and environmental merits, the Winston project developer has demonstrated genuine community partnership, supporting important local causes such as the Boys and Girls Club, the Mason Valley Fire Protection District, and local law enforcement. This kind of engagement underscores the company's commitment to being a long-term, responsible member of our community.

In summary, the Winston Solar Project is the right project, in the right place, at the right time. Its approval will bring lasting benefits—clean energy, strong revenues, and enhanced community collaboration. I respectfully urge the Commission to approve this project.

Thank you for your consideration.

Sincerely,

Jeff J Rife

As a resident of Lyon County, I believe renewable energy development is essential to our economic future. Meeting the energy needs of a growing population and industrial base requires thoughtful planning and investment in new power generation.

Solar projects offer a proven way to support economic growth. They bring large-scale private investment, create hundreds of construction jobs, and establish long-term operations and maintenance positions. These projects also help attract additional businesses that rely on dependable energy supply.

Local power generation also increases energy independence and keeps money in our state. By expanding solar capacity, Lyon County can strengthen its economy, diversify revenue sources, and ensure our community remains competitive for future development.

Linda Lynch
lal194714@yahoo.com
Fernley, NV
Lyon County

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Janet Sherrill
jsherr01@aol.com
Dayton, NV
Lyon County

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Local power generation also increases energy independence and keeps money in our state. By expanding solar capacity, Lyon County can strengthen its economy, diversify revenue sources, and ensure our community remains competitive for future development.

I fully support this initiative.

Kayla Sneed
ksneed0523@gmail.com
Dayton, NV
Lyon County

Lyon County is experiencing growth, and with that growth comes an increasing demand for dependable energy. I believe solar development is a commonsense solution that meets rising demand while strengthening local energy independence and supporting the economy.

Producing electricity locally is a key step toward greater energy independence and security. Solar projects generate power right here in our community, helping stabilize the grid and reduce exposure to external energy markets. Additional capacity ensures that existing businesses and new industries have the reliable energy they need to operate and expand.
Solar projects are also powerful economic engines. Construction alone creates hundreds of jobs and injects significant spending into the local economy. Additionally, these projects generate millions of dollars in sales tax revenue that directly support schools, classrooms, and educational infrastructure. Over their lifetimes, they also contribute tens of millions in property taxes that fund emergency services, transportation infrastructure, and county operations. Supporting solar energy helps Lyon County achieve both economic resilience and long-term energy independence.

I urge you to prioritize additional power generation here in Lyon County, with solar as a key part of the energy mix.

Ephraim Vergara
ephraim1984@yahoo.com
Dayton, NV
Lyon County

Gmail

12.c Late Backup - Public Comment

Martha Tapia <mtapia@lyon-county.org>

Public Comment

Judith Harker <judhrkr@gmail.com> Fri, Jan 2, 2026 at 2:49 PM
To: County Clerks <countyclerks@lyon-county.org>

Please include the attached file as Public Comment to the Board of County Commissioners Agenda Item 12c, for January 5, 2026 meeting.
Thank you,
Judith Harker

Comments to BOCC 1-5-26 re solar.docx
15K

15.336.09: SOLAR GENERATION, COMMERCIAL: Purpose: The intent of this section is to encourage the development of commercial solar energy conversion systems (SECS) while protecting the public health, safety and general welfare.

The specified setbacks as part of the Conditional Use Permit process were included to meet the purpose of protecting the health, safety and welfare of our residents, and the drivers who use our roads. The proposed Winston Solar project must follow the CUP process. The only reason this was filed as a PUD application was to encourage the Board of County Commissioners to reduce the setbacks, as specified in the last sentence of Section E.2. “The Board of County Commissioners may, at their sole discretion, approve setbacks that are less than the setbacks outlined in this chapter if the project is a part of a Planned Unit Development (PUD).”

As I read it, the intent of a PUD is to allow multiple uses (residential, retail, commercial, industrial, recreational) within a single project. The intent of having a solar component in a PUD was to allow solar arrays to supply energy to the residential, commercial and industrial entities that are part of the project. It is stretching credibility too far to include this utility-scale solar project as a PUD, when it clearly is not.

Please deny the PUD application and require the application to be resubmitted under the Conditional Use Permit process. Of course, the solar company will whine about it, but this is a huge project. Certainly, they can remove some of their 780,000 panels to provide safe setbacks.

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
13.a

Subject:
For Possible Action: Approve the Smith Valley Park & Recreation requested improvement of the SW corner of the current tractor pull area at Dressler Park in order to develop a new practice field for little league baseball. This was recommended for approval by the Smith Valley Park & Recreation Board at their special meeting held on December 12, 2025.

Summary:

Financial Department Comments:
The project will need to be estimated and budgeted prior to being started.

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- CAB Letter of Transmittal 12.12.2025 Practice Field
- Smith Valley Park and Rec Minutes Draft 12.12.2025 Special Meeting
- Dressler Park - Lower Field Option

Citizen Advisory Board

Letter of Transmittal

Meeting Date: Friday December 12, 2025

Advisory Board: Smith Valley Park & Rec Citizens Advisory Board

Please select which board this item is to be brought before:

Board of Commissioners _X_, (and/or) Planning Commission _____

Agenda Item:

4) For Possible Action:

a) Review of possible locations and layouts of an additional baseball practice field. Decide on preferred site and lay out. - Nathan Bake and Judge Smith from the Lyon county parks & rec department were present to help answer any questions or concerns. Nathan provided copies of satellite overlay options for reference. Members of the board reviewed the fields and possible locations for a new practice field for little league. After review of the options and discussions around the advantages and disadvantages of each, a motion was made. Mark Phillips moved to improve the available area in the SW corner of the tractor pull area to create a new practice field. Debbie Hockaday seconded the motion and all approved.

Recommended Motion and/or Report:

After review and discussion, the SV Park & Rec C.A.B. requests that the Lyon County B.O.C.C. approves the improvement of SW corner of the current tractor pull area at Dressler Park in order to develop a new practice field for little league baseball.

Advisory Board or Public Concerns:

There were no concerns expressed at the meeting.

Submitted By: SV Park & Rec. CAB Secretary - Mark Phillips

Smith Valley Park and Recreation Board
First Monday of each month at 6:00 pm
Smith Valley Library
22 Day Lane Smith, NV 89430
DRAFT Minutes – SPECIAL MEETING
FRIDAY DECEMBER, 12 @ 10:00AM
DRESSLER PARK GAZEBO
2675 SR-208
WELLINGTON, NV

(Action will be taken on all items unless otherwise noted.)
(No action will be taken on any items until it is properly agendized.)

To avoid meeting disruptions, please place cell phones and beepers in the silent mode or turn them off during the meeting.
The Board reserves the right to take items in a different order to accomplish business in the most efficient manner. Items may be combined for consideration and items may be pulled or removed from the agenda at any time.
Restrictions on comments by the general public: Any such restrictions must be reasonable and may restrict the time, place and manner of the comments, but may not restrict comments based upon viewpoint.

1) **CALL TO ORDER** – The meeting was called to order at 10:04am by chair Dan Pommerening.

2) **ROLL CALL: DETERMINATION OF QUORUM –** Board members present. 5-4 a quorum was met.

   a) **Present –** Cathy Balda (via phone), Brandt Hiles (via phone), Debbie Hockaday, Mark Phillips & Dan Pommerening.
   b) **Excused –**
   c) **Absent –** Kameron Hawkins, Alice Horton, Celeste Thornhill-Hawkins & Dave Vick

3) **PUBLIC PARTICIPATION** (no action will be taken on any item until it is properly agendized) - It is anticipated that public participation will be held at this time, though it may be returned to at any time during the agenda. Citizens wishing to speak during public participation are asked to state their name for the record and will be limited to 3 minutes. The Board will conduct public comment after discussion of each agenda action item, but before the Board takes any action.

4) **For Possible Action:**
   a) Review of possible locations and layouts of an additional baseball practice field. Decide on preferred site and lay out. - Nathan Bake and Judge Smith from the county parks, were present to help answer any questions or concerns. Nathan provided copies of satellite overlay options for reference. Members of the board reviewed the fields and possible locations for a new practice field for little league. After review of the options and discussions around the advantages and disadvantages of each, a motion was made. Mark Phillips moved to improve the available area in the tractor pull area to create a new practice field. Debbie Hockaday seconded the motion and all approved.
   b)

Next Meeting Date:
Monday February 2, 2026 at 6:00 pm at
Smith Valley School Library
22 Day Lane
Smith NV

5) **PUBLIC COMMENT** - (no action will be taken on items not properly agendized) - It is anticipated that public participation will be held at this time, though it may be returned to at any time during the agenda. Citizens wishing to speak during this time are asked to state their name for the record and will be limited to three minutes. The Board will conduct public comment after discussion of each agenda item but before the Board takes any action.

6) **ADJOURN –** Meeting was adjourned at 10:37am by chair Dan Pommerening.

Pursuant to NRS 241.020, the agenda has been posted at the following locations: Lyon County Administrative Complex (27 S. Main Street, Yerington, NV), the Lyon County Website: https://www.lyon-county.org, and the State Website: https://notice.nv.gov.

Members of the public requesting meeting support materials may contact Dan Pommerening via email at: pslivestock@hotmail.com

Lyon County recognizes the needs and civil rights of all persons regardless of age, race, color, religion, sex, handicap, family status, or national origin. In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternate means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible agency or USDA's TARGET Center at (202) 720-2600 (voice and T) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found on-line at: http://www.ascr.usda.gov/complaint_filing_cust.html and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) Mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410; Fax: (202) 690-7442; or Email: program.intake@usda.gov

T.D.D. services available through 463-2301 or 463-6620 or 911 (emergency services) notice to persons with disabilities: members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify the Commissioners'/Manager's office in writing at 27 S. Main Street, Yerington, NV 89447, or by calling (775) 463-6531 at least 24 hours in advance

Lyon County is an equal opportunity provider. Agenda is Available at www.lyon-county.org

208
208
State Route 208
2715

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
14.a

Subject:
For Possible Action: Approve a contract between Lyon County and Pathfinder Network, in an amount not to exceed $10,675, for the purchase of parenting education curriculum and staff training, enabling Lyon County Human Services to deliver parenting education to incarcerated clients, funded through the Comprehensive Opioid, Stimulant, and Substance Use Program (COSSUP) Funds, and to authorize the Human Services Director to sign. (Shayla Holmes, Director, Lyon County Human Services)

Summary:

Financial Department Comments:
There should be sufficient budget for this request.

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Service Agreement with Pathfinder Network and LCHS

Agreement for Curriculum Usage

Between Parenting Inside Out a program of
The Pathfinder Network, Licensor
And Licensee

1. Introduction

This Agreement, dated **December 11, 2025** is made between Licensor, **The Pathfinder Network (TPN)**, an Oregon 501c3 corporation, and **Lyon County Human Services** (Licensee) having its place of business in **Silver Springs, NV**. It covers licensing for TPN's Parenting Inside Out© (PIO) parenting program and products. **Lyon County Human Services** (Licensee) has purchased **2 licenses** for the **PIO-24** version of the curriculum.

2. Definitions

Curriculum means the four (4) versions of TPN's Parenting Inside Out© (PIO) parenting curriculum: *PIO- 90*, *PIO-60*, *PIO-48* and *PIO-24*, including written materials and updates marketed by TPN. The curriculum and all copies developed there from are proprietary to TPN and title remains with TPN.

Coach means an individual facilitating PIO. Coaches facilitating any of the four versions of PIO must complete the PIO Coach Training provided by TPN. Successful completion of the training requires the Coach's full attendance and active participation in the training.

Parent Learner Materials means the materials for participant use included on a USB flash drive with the Curriculum manual that are reproducible by Licensee as described in this agreement.

Site means a physical location which has been licensed to implement any of the four versions of PIO.

3. Products, Training, and License

Products means the curriculum for PIO-90, *PIO-60*, *PIO-48* and *PIO-24* and the Coach Training Program.

Training. PIO will train number **(5)** facilitators as certified PIO Coaches for Licensee. Upon successful completion of the PIO Coach Training, the individuals trained will be authorized to teach the PIO curriculum at sites licensed to **Lyon County Human Services** (Licensee). Training must be arranged in advance. There is a cancellation fee of 50% of the training fee if licensee's trainee(s) cancel training after their scheduled Orientation session. There is a 25% rescheduling fee if a trainee misses more than 2 hours of training or is asked to leave training and needs to reschedule. As part of this agreement, Licensee will complete a Coach Log, provided by PIO, which will include the full names, email addresses, and desired training dates of those being trained.

Curriculum License. Licensee has purchased a ***(PIO-24)*** version curriculum license which authorizes Licensee to use the ***(PIO-24)*** version curriculum materials, deliver the curriculum to parents via trained Coaches, and print student materials provided to the trained Coach as described under Copies. As part of this agreement, Licensee will complete the site list below, which will include the names, and locations, of sites being licensed, and estimates of the numbers of parents to participate in the program at each site.

Technical Assistance. Provision, by PIO, of a reasonable amount of Technical Assistance (TA) during the training period. Following the training period, TA will be charged at a rate negotiated by the parties.

4. Site List

Site #	Name of Site	Location of Site	Site Capacity (# of potential parent participants)
1	Lyon County Human Services	620 Lake Ave, Silver Springs, NV 89429	75 annually
2	Lyon County Jail	911 Harvey Way, Yerington, NV 89447	75 annually
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5. Copies

Licensee may not share or duplicate the Products in any way for any other individual, organization, or program. Coaches may copy parent learner materials (Handouts, Worksheets, and Props) exclusively for student use and only as needed within the scope of this agreement.

6. Copyright

The Products are owned jointly by TPN and the Oregon Social Learning Center and are protected by United States and international copyright laws. The Products are copyrighted with all rights reserved. Licensee and each user must treat the Products like any other copyrighted material. Under copyright laws, neither the Curriculum nor the Coach Training may be copied, in whole or in part, without the written consent of TPN, except as described above under Copies. No title to the intellectual property in the Products is transferred to Licensee.

7. Conditions of Curriculum Delivery

- The curriculum will only be taught by a Coach who has successfully completed the PIO Coach Training provided by PIO. This certification is only valid while the listed Coach is facilitating PIO at one of the sites on the sites list included in this agreement. Coaches are not certified to deliver the PIO Program at sites outside of this agreement, and their certification is specific to their employment by the licensee. PIO will send a certificate of completion to the Coach and licensee.

- PIO Coaches will sign a PIO Coach Agreement prior to attending training which outlines training and curriculum delivery guidelines associated with the PIO license. (Exhibit B)

- The same Coach will deliver the entire class session. If a change does need to be made mid-class session, the trained Coach may only be replaced by another trained PIO Coach and a reasonable transition plan will be used. PIO can support the creation of a transition plan as needed through technical assistance.

- The PIO program will be delivered as designed, with fidelity, to ensure its intended impact. PIO Coaches will be mindful of introducing non-curriculum materials or information into the class and deleting any portion of the curriculum. The curriculum is designed to be delivered in the original order established in the curriculum. Any modifications to the curriculum and/or delivery can impact the integrity and evidence-based foundation of PIO. We are available to support modification needs the agency may have. Any modifications can be supported by PIO through technical assistance.

- Additional sites and curriculum versions may be added to this agreement as negotiated between licensee and TPN.

- The PIO program was designed to be delivered to justice-system involved parents and should be used solely with that population.

- PIO is designed to be an in-person program; remote, or online modifications require written permission from The Pathfinder Network.

- Licensee will acquire and utilize all the curriculum supplies and materials outlined in the curriculum materials list that are allowable at their curriculum delivery sites established in this agreement (Exhibit C). In cases where activity/demonstration materials are unavailable, reasonable substitutions can be made, ensuring alignment with the intended outcomes of the activity. We can support you in identifying options for substitutions and accompanying implementation plans through technical assistance.

8. Fees and Payment Terms

Fees and payment terms are described in Exhibit A. Invoices sent by The Pathfinder Network to Licensee shall be submitted to:

Lyon County Human Services
620 Lake Ave
PO Box 1141 (Mailing)
Silver Springs, NV 89429
Attention: Jenna Dykes
Email: jdykes@lyon-county.org
Phone/Fax: 775-577-5009 x3314

Any other correspondence regarding this agreement should be directed to:

For Licensee:	**For The Pathfinder Network:**
Lyon County Human Services	The Pathfinder Network
620 Lake Ave	7305 NE Glisan Street
PO Box 1141 (Mailing)	Portland, Oregon 97213
Silver Springs, NV 89429	
Attention: Jenna Dykes	Attention: Sparrow Whitchurch
Phone/Fax: 775-577-5009 x3314	Phone: 971-806-0032 Fax: 503-286-0325
Email: jdykes@lyon-county.org	Email: pio@thepathfindernetwork.org

All notices shall refer to this agreement by date and title.

9. Applicable Law and Arbitration

This agreement shall be governed by the laws of the State of Oregon. Any dispute regarding this agreement shall be settled by binding arbitration pursuant to the rules and procedures of the US Arbitration Association. The arbitrator may award reasonable costs and fees to the prevailing party.

10. Entire Agreement

This Agreement, including its attachments, constitutes the entire agreement between the parties on the subject matter contained herein. No modifications shall be enforceable unless in writing and signed by an authorized representative of each party.

The parties agree to the above terms, as indicated by their signatures below:

For Licensee	**For The Pathfinder Network**
Signature	*Signature*
Shayla Holmes	Sparrow Whitchurch
Name	*Name*
Director	PIO Program Manager
Title	*Title*
01/05/2026	
Date	*Date*

Exhibit A

The Pathfinder Network
7305 NE Glisan Street
Portland, OR 97213-6352
Phone: (503) 892-5396
admin@thepathfindernetwork.org

INVOICE

Invoice Date	12/9/2025
Invoice ID	10474
Amount Due: $ 10,675.00	Page 1

CUSTOMER

Lyon County Human Services
620 Lake Ave
Silver Springs, NV 89429

Attention: Rhiannon Baker

SHIP TO

Lyon County Human Services
620 Lake Ave
Silver Springs, NV 89429

Attention: Rhiannon Baker

Please detach and return this portion with your remittance

Customer ID	Customer PO No.	Order Date	Shipped Via	FOB
1215		12/9/2025		

Terms	Due Date	If Paid By	Deduct	Sold By
	12/9/2025		$ 0.00	

Item No.	Description	Qty	Unit	Unit Price	Discount	Extended Price
1782	Curriculum usage Corrections Site 1st institution, PIO-24	1.00	Each	$3,000.00		$3,000.00
1783	Curriculum usage Community Site less than 150 parents, PIO-24	1.00	Each	$1,000.00		$1,000.00
1784	Webinar Training	5.00	Each	$800.00		$4,000.00
1785	Curriculum Manual PIO-24	5.00	Each	$450.00		$2,250.00
1786	IRIS Media Parent Training DVD	5.00	Each	$50.00		$250.00
1787	Shipping - Manuals	5.00	Each	$35.00		$175.00

Subtotal	$10,675.00
Sales Tax	$0.00
Total	$10,675.00
Total Due	$10,67

Printed on 12/9/2025

Exhibit B
For Review Only
Do Not Sign

Parenting Inside Out Coach Agreement

Between The Pathfinder Network, Licensor
And PIO Coach at Agency, Licensee

Introduction

This agreement is made between **The Pathfinder Network© (TPN)**, (Licensor) and a Parenting Inside Out (PIO) Coach certified through the licensure of their current employer, (Licensee). Certification is not transferable to any other organization or entity outside of Licensee agency listed in this agreement.

The following outlines the expectations and all information Coaches need to successfully engage in and complete the required training for certification as a Parenting Inside Out Coach.

1. Training Arrangements and Expectations

- Attendance:
    - We strive to deliver training as scheduled; however, we reserve the right to cancel and/or reschedule training at our discretion. We commit to always minimize the impact of any changes on our partners.
    - Training times are listed in Pacific Standard Time. Please make sure you have adjusted accordingly to your time zone.
    - Coaches must complete a minimum of 10 hours of the full 12-hour PIO Coach Training and complete a teach back to maintain certification eligibility.
    - By attending the Orientation, you are confirming your ability to attend the training session you are scheduled for.
- Cancellations and Rescheduling:
        - 50% Cancellation Fee: Assessed if the cancellation is communicated after day of Orientation. This fee covers the operational costs associated with training preparation and delivery.
        - 25% Rescheduling Fee: Assessed if a Coach misses more than 2 or more hours of the training but will attend a rescheduled session. This fee offsets the costs associated with arranging additional training.
        - Exceptions to cancellation and rescheduling fees will be assessed on a case-by-case basis.

- Technology Requirements:
    - Training takes place via the Virtual Meeting Platform, Zoom. You and your organization are not required to have an official Zoom account or software to participate. You will be provided with a meeting link that ensures your access to the training via a web browser.
    - Coaches are required to have Zoom compatible headphones, earbuds, or headsets with microphone capability, as well as compatible video capability that is turned on throughout the entirety of the training sessions, to actively participate in the training.
    - Each training attendee is required to use a laptop, tablet with breakout room functionality, or computer to attend the training. Attending via a cell phone is not permitted.
    - Each attendee needs individual access to a device (laptop, computer, or tablet) to participate in the training. Multiple attendees participating on one shared device is not permitted.
- General Guidelines:
    - Pre-print required documents included in your Welcome Email prior to the first day of training. Your Welcome Email and Teach Back Email contain everything you need to complete the training. Having your curriculum binder is not necessary to engage in the training.
    - Ensure you are situated in a secure and designated space to fully participate in the training session. If you are participating in other activities during the training (such as driving or attending appointments) you will be asked to leave the training and rescheduling will need to be coordinated, and fees could be applied.
    - Dedicate the allocated time for training purposes and be prepared to actively engage with the training.

2. Guidelines for Curriculum Delivery with Fidelity:

- Completion of a teach back and a minimum of 10 hours of the full three-day training series is required for certification. Should you need to reschedule a portion of the training, you will postpone facilitation until the missed session is rescheduled and attended.
- Coach certification is only valid while the listed Coach is facilitating PIO at one of the sites on the Site List included in the Curriculum Usage Agreement between Licensor and Licensee.
- Each Coach is required to possess a Curriculum Manual and uphold its content to the standard of fidelity.

- PIO is designed to be an in-person program; remote, or online modifications require written permission from The Pathfinder Network.
- The same Coach will deliver the entire PIO class. If a change does need to be made mid-class session, the trained Coach may only be replaced by another trained PIO Coach and a reasonable transition plan will be used. PIO can support the creation of a transition plan as needed through technical assistance.
- The PIO curriculum will be delivered as designed, with fidelity, to ensure its intended impact. Coach will be mindful of introducing non-curriculum materials or information into the class and deleting any portion of the curriculum. The curriculum is designed to be delivered in the original order established in the curriculum. We are available to support modification needs the agency may have. Any modifications can be supported by PIO through technical assistance.
- In cases where activity/demonstration materials are unavailable, reasonable substitutions can be made, ensuring alignment with the intended outcomes of the activity. We can support you in identifying options for substitutions and accompanying implementation plans through technical assistance.

3. Copyright:

- The Products are owned jointly by The Pathfinder Network and the Oregon Social Learning Center and are protected by United States and international copyright laws. Licensee and Coaches must treat the Products like any other copyrighted material.
- Under copyright laws, neither the Curriculum nor the Coach's Manual may be copied, in whole or in part. Only the Parent Learner Materials (Workbooks, Handouts, Props, and Certificates) may be copied for use at a licensed site.

Licensee/Agency Name: [redacted]

Name: _[redacted]

Date: _[redacted]

PIO New Classroom Materials Supply List

Classroom Supplies

Week	Material	Quantity needed	Resource
All	Easel pad / Flip charts	1 pads of 50 sheets/pad	Office supply store
All	Masking Tape	1 roll	Office supply store
All	White board markers (if you have access to a white board.)	2	Office supply store
All	Whiteboard Dry eraser	1 ea	Office supply store
All	File Folders	1 box (100/box) You will need one file folder for each handout, plus forms.	Office supply store
All	Hanging Files	1 boxes (25/box)	Office supply store
All	Post-It Notes®	1 packs of 6 pads	Office supply store
All	Colored markersfor writing on easel pages	1 pack (assorted colors)	Office supply store
All	Stapler	1 per classroom	Office supply store
All	Staples	1 box per classroom	Office supply store
All	3 Hole Punch	1 per classroom	Office supply store
All	#2 Pencils	4 packs of 12 ea.	Office supply store
All	Ballpoint pens (Purchase only institution-approved pens. Some institutions may require a clear barrel and specific ink colors.)	4 packs of 12 ea.	Office supply store
1	Portfolio folder with 2 pockets	1 per student. Students will then be responsible for bringing the folder with them to each class.	Office supply store
1, 12	Writing paper	50 sheets	Office supply store
1	Blank name tents	1 per student	Student parents put their name on the name tent and bring it to class each week.
2	Colored copy paper	2 reams/packages	Office supply store or printing shop
2, 9, 12	Glue sticks	1 stick for every 2 students	Office supply store
3	3x5 Index cards	15	Office supply store

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PIO New Classroom Materials Supply List (continued)

Week	Material	Quantity needed	Resource
5	Open ended toys: blocks, cars, little people, animals	Enough for pairs of all students to play with	Toy store
5	Children's picture story books	1 book	Local library
6, 7	Card stock	1 package You may choose to copy some handouts on card stock, e.g., Encouragements. Low/ High signs	Office supply store or printing shop

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PIO New Classroom Materials Supply List (continued)

Props

Week	Material	Quantity needed	Resource
1	Wooden Toy Block	1	Toy store
1	Plastic egg container - empty (ie: the size and shape of a Silly Putty® egg).	1	You might find empty plastic eggs at a party supply store or a Dollar store. They will be readily available at Easter time.
1	Flexiblocks	6 to 7 blocks connected together, or any other plastic link together toy (plastic toddler snap together shapes) that replicates a backbone- has joints, movement, but when pushed too far will break.	www.discoverytoys.com Toy Stores
All lessons starting with 1	Road way props	If you are using a dedicated classroom, you may be able to leave the road, road signs, and guardrails displayed on the wall during all 12 weeks. If you must share the classroom space, you will need to re-hang the roadway props for each lesson.	These props should be large.
2	Learning Tree	1 Tree. If you are using a dedicated classroom, you may be able to leave this tree displayed on the wall during the program. If you share the classroom space, you will need to re-hang the tree for each lesson.	This prop should be very large: approximately 5' to 6' in height. See "Preparing Your Classroom" for Lesson 1.2 for suggestions on how to make your Learning Tree.
2	Interlocking plastic building blocks (ie: Legos®)	Several sets of blocks. You will want matching sets of identical blocks.	Toy store
2	Zipper-lock food storage bags, one gallon size	1 box	Grocery store

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PIO New Classroom Materials Supply List (continued)

Week	Material	Quantity needed	Resource
6	Poster board	6 each	Art supply store or office supply store
6	3x5 Index cards	24 cards	Office supply store
6	Zipper-lock style sandwich bags (to hold index cards)	6 bags	Grocery store
6	Velcro®	1 roll, or 24 1" squares	Office supply stores, fabric stores
8, 9	Plastic Math Scale	1	Learning Resources "Simple Scale Jr" $17.95 1- 800-333-8281 www.learningresources.com
8, 9	Tops off of markers or paper clips (use with scale)	10	Office supply store

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Videos and Cassette Tapes

Videos

Week	Video	Quantity needed	Resource
2, 3, 9, 11	Television or projector to display movie clips	1	Your media resource center or local department store.
2, 3, 9, 11	VCR or DVD player	1	Your media resource center or local department store.
2, 9, 11	Parent Training IrisEd	1	Order from Children's Justice Alliance
3	"Patch Adams" (Robin Williams)	1	Order from Amazon www.amazon.com

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Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
14.b

Subject:
For Possible Action: Approve a contract between Lyon County and The Change Companies, in an amount not to exceed $10,500, to provide a digital programming platform for cognitive-behavioral interventions and interactive journaling for incarcerated clients, funded through the Comprehensive Opioid, Stimulant, and Substance Use Program (COSSUP) Funds, and to authorize the Human Services Director to sign. (Shayla Holmes, Director, Lyon County Human Services)

Summary:

Financial Department Comments:
There is sufficient budget for this purchase.

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Service Agreement with Change Companies for LCHS

Services Terms

This Services Agreement (together with any Order Form, "**Agreement**") is entered into by and between The Change Companies, Inc. ("**TCC**") and the company or individual ("**Client**") specified in an Order Form referencing this Agreement. This Agreement shall be effective as of the Order Form Effective Date. TCC and Client are individually referred to as a "**Party**" and collectively, the "**Parties**".

1. **SERVICES.**

1.1 **TCC License Grant.** Subject to the terms and conditions of this Agreement, TCC grants to Client a non-exclusive, non-transferable, revocable, non-sublicensable license for Authorized User to use the TCC Services specified in an Order Form (as updated from time to time), and instructions, resources, or other documents related to the TCC Services and provided by TCC ("**Documentation**") during the Term, solely for internal business purposes. Except as expressly permitted in this Agreement, Client has no right to make, or authorize the making of, any copies of the TCC Services or Documentation, or any portion thereof.

1.2 **Authorized Users.** Use of the TCC Services is limited to use by Client, Client's employees and contractors ("**Client Personnel**"), and Client's customers, supervisees, patients, or other groups of individuals cared for, treated, or overseen by Client, as specified in an Order Form ("**End Users**", together with Client Personnel, "**Authorized Users**"). Client shall be responsible for any Authorized User's breach of any term of this Agreement, and any breach of this Agreement by an Authorized User shall be deemed a breach of this Agreement by Client. Client further acknowledges and agrees that it will require all End Users to agree to the End User Terms and Conditions and Privacy Policy prior to using the TCC Services.

1.3 **Accounts.** In connection with Authorized Users' use of the TCC Services, Authorized Users may be required to create an account ("User Account"). Client is solely responsible for determining who has access, administrative capabilities, and/or control over User Accounts. Neither End Users nor Client shall share any User Account credentials with any person other than the individual by whom, or for whom, the User Account was created. TCC is not liable or responsible for lost or stolen credentials.

1.4 **Use of TCC Services.** Client acknowledges and agrees that the TCC Services are not, and are not intended to be used as, behavioral healthcare treatment, intervention, and/or diagnostic tool in and of itself. The TCC Services are solely provided as an educational resource which may be used with End Users. In connection with their use and engagement with the TCC Services, End Users may generate content ("Generated Content"). The TCC Services may elicit an emotional or introspective response from End Users, and accordingly, End Users' Generated Content may include information relevant or applicable to an End User's conviction, legal proceedings, or legal status. TCC makes no representations regarding the benefits, results, outcomes, consequences, or implications, medical, legal, or otherwise, of use of the TCC Services, and Client shall not make any representations to End Users related to the same. Client further acknowledges and agrees that: (a) TCC has no responsibilities related to the medical treatment or wellbeing of End Users; and (b) to the extent Generated Content contains PHI Client shall be solely responsible for ensuring that only Client Personnel who are authorized medical personnel, have access to End Users' Generated Content (defined below); (c) is solely responsible for how End Users' Generated Content is used, disclosed, or otherwise relied on by Client or any law enforcement official; and (d) TCC shall not be liable for any misuse of the TCC Services by or among End Users.

2. **FEES & PAYMENT.**

2.1 **Fees.** Client agrees to pay TCC all Fees set forth in an applicable Order Form on the payment terms set forth in this Agreement and the Order Form ("**Fees**").

2.2 **Payment Terms.** TCC invoices on the Effective Date of this Agreement and upon the anniversary of the Effective Date throughout the Initial Term and any subsequent Renewal Terms. Payment is due upon invoice unless net terms are specified on the Order Form. Except as otherwise expressly provided in this Agreement, no refunds are available.

2.3 **Early Termination Fee**. Except for municipality, state, or other government agencies or entities, in the event of early termination of this Agreement by Client for any reason other than a material breach by TCC, Client shall be responsible for paying a termination fee equal to fifty percent (50%) of the unpaid balance of the remaining term of the Agreement ("Early Termination Fee"). The Early Termination Fee shall be invoiced upon termination and is due with thirty (30). This provision does not apply to government customers, including municipalities, state agencies, or federal entities.

3. CLIENT OBLIGATIONS.

3.1 **Client Obligations.** Client shall: (a) ensure that Authorized Users use the TCC Services and the Documentation in accordance with the terms and conditions of this Agreement; (b) use all reasonable endeavors to prevent any unauthorized access to, or use of, the TCC Services, Documentation, User Accounts, Account Information, and/or Generated Content, and in the event of any such unauthorized access or use, promptly notify TCC; (c) obtain and shall maintain all necessary licenses, consents, and permissions necessary for TCC, its contractors and agents to use any Account Information, Usage Data, Generated Data, or PHI to carry out its obligations under the terms of this Agreement; and (d) be solely responsible for maintaining its network connection and security of the same, including all data centers.

3.2 **Prohibited Use of TCC Services.** Client shall not, and shall not permit Authorized Users to access, store, distribute or transmit any material or content during the course of its use of the TCC Services that: (a) is unlawful, harmful, threatening, defamatory, obscene, infringing, harassing or racially or ethnically offensive; (b) facilitates illegal activity; (c) depicts sexually explicit images; (d) promotes unlawful violence; (e) is discriminatory based on race, gender, color, religious belief, sexual orientation, disability; or (f) is otherwise illegal or causes damage or injury to any person or property. TCC reserves the right, without liability or prejudice to its other rights to Client or any other Authorized Users, to disable the Authorized Users' access to the TCC Services and/or remove any content that breaches the provisions of this clause.

3.3 **Prohibited Conduct.** Client shall not, and shall not permit other Authorized Users to: (a) except as expressly permitted under this Agreement or otherwise permitted by law: (i) attempt to copy, modify, duplicate, create derivative works from, frame, mirror, republish, download, display, transmit, or distribute all or any portion of the TCC Services and/or Documentation (as applicable) in any form or media or by any means; or (ii) attempt to de-compile, reverse compile, disassemble, reverse engineer or otherwise reduce to human-perceivable form all or any part of the TCC Services; (b) access all or any part of the TCC Services and/or Documentation in order to build a product or service which competes with the TCC Services and/or Documentation; (c) use the TCC Service and/or Documentation to provide services to third parties (other than Authorized Users); (d) license, sell, rent, lease, transfer, assign, distribute, display, disclose, or otherwise commercially exploit, or otherwise make the TCC Services and/or Documentation available to any third party except for Authorized Users, or (e) attempt to obtain, or assist third parties in obtaining, access to the TCC Services and/or Documentation, other than as expressly provided under this Agreement.

3.4 **Third-Party Hardware/Software**. If Client chooses to access the TCC Services via third-party hardware or software providers (including telecommunications or tablet vendors), Client remains solely responsible for ensuring such providers support access to the TCC Services. In the event Client changes or transitions to a new provider, Client must take all necessary steps to ensure continued availability of the TCC Services for Authorized Users. TCC shall not be liable for any interruption or unavailability of the TCC Services resulting from Client's procurement decisions, and Client's obligations under this Agreement shall remain in full force regardless of any such provider change.

4. GENERATED CONTENT & USAGE DATA.

4.1 Usage Data. In connection with Authorized Users use of the TCC Services Authorized Users may provide data and information relating to the provision, use, and performance of various aspects of the TCC Services and related systems and technologies ("**Usage Data**"). Usage Data shall not include Generated Content. TCC and/or its vendors, shall have the right, during and after the Term, to: (a) collect Usage Data; (b) analyze Usage Data; (c) use Usage Data to improve and enhance the TCC Service and for other development, diagnostic and corrective purposes in connection with the TCC Services and other TCC offerings; and (d) disclose Usage Data solely in aggregate or other de-identified form. Client agrees that it shall, at all times during the Term, include a notice to End Users that their use of the TCC Services is subject to TCC's Privacy Policy.

4.2 Account Information. In connection with the creation of a User Account, Authorized Users may provide certain information, including their name, demographic information, and contact information ("**Account Information**"). TCC shall have the right, during and after the term, to be permitted to use Authorized Users' Account Information in a manner consistent with its Privacy Policy.

4.3 Generated Content. TCC does not claim any right in or to any of the Generated Content to the extent the Generated Content is separate and distinct from the TCC Services and/or Documentation. Notwithstanding the foregoing, Client hereby grants TCC a non-exclusive, fully paid and royalty-free, transferable, non-sub-licensable, irrevocable, worldwide license to use the Generated Content during the Term for the purpose of providing the TCC Services to Authorized Users and improving the TCC Services. Notwithstanding the foregoing, any Generated Content which includes PHI shall be subject to Section 5 (*End User Protected Health Information*). During and after the Term, TCC shall not be responsible for and shall not have any liability for (a) any delays, delivery failures, or any other loss or damage resulting from the transfer of Generated Content over communications networks and facilities, including the internet, and the Client acknowledges that the TCC Services and Documentation may be subject to limitations, delays and other problems inherent in the use of such communications facilities; (b) storing, maintaining, or saving Generated Content; and (c) any loss, destruction, alteration or disclosure of Generated Content.

5. END USER PROTECTED HEALTH INFORMATION.

5.1 Permitted Use of PHI. Authorized Users' use of the TCC Services may generate or require access, use, or disclosure of Protected Health Information ("**PHI**"), as the term is defined in the Health Insurance Portability and Accountability Act of 1996 ("**HIPAA**"). TCC shall be permitted to use PHI: (a) to provide the TCC Services; (b) as required by law; (c) internally, as necessary for its proper management and administration or to carry out its legal responsibilities; (d) as contemplated under this Agreement; and (e) as permitted under HIPAA.

5.2 Specific Uses of PHI. TCC acknowledges that if, and to the extent, (i) Client is a Part 2 Program and (ii) TCC is receiving, storing, processing, or otherwise dealing with any patient information that is subject to the Part 2 Regulations and TCC qualifies as a Qualified Services Organization, TCC shall comply with the Part 2 Regulations and if necessary, will assist in judicial proceedings any efforts to obtain access to patient/client identifying information related to substance use disorder diagnosis, treatment, or referral for treatment except as permitted by the Part 2 Regulations. If and to the extent that TCC maintains a Designated Record Set on behalf of Client, TCC will make such PHI available for access in a reasonable time and manner at the request of Client for so long as TCC maintains such information in the Designated Record Set. If TCC receives a request for access to PHI or for amendment to PHI directly from an individual, TCC will forward such request to Client. Client will have the sole responsibility for determining whether to approve a request for access to PHI or an amendment to PHI.

5.3 **Permitted Disclosure of PHI.** TCC may disclose PHI to a third party for TCC's proper management and administration, provided that the disclosure is required by law or TCC obtains reasonable assurances from the third party to whom the PHI is to be disclosed that third party will (i) protect the confidentiality of the PHI, (ii) only use or further disclose the PHI other than as Required by Law or for the purpose for which the PHI was disclosed to the third party, and
(iii) notify TCC of any instances of which the third person is aware in which the confidentiality of the PHI has been breached. Except as otherwise prohibited by HIPAA, TCC may use PHI to (a) provide Data Aggregation services on behalf of the Client, or (b) create Deidentified health information in accordance with HIPAA. PHI that has been Deidentified is no longer subject to this Agreement and may be used or disclosed as determined by TCC in its sole discretion in compliance with applicable law. TCC agrees: (i) to document such Disclosures of PHI and information related to such Disclosures as would be required for Client to respond to a request by an individual for an account of disclosures of PHI in accordance with HIPAA; and (ii) to provide such accounting to Client within a reasonable time upon request.

5.4 **Protection of PHI.** TCC agrees it will: (a) in accordance with HIPAA, require any subcontractors that create, receive, maintain, or transmit PHI on behalf of TCC or Client to agree to the same or substantially similar restrictions, conditions, and requirements that apply to TCC with respect to such information; (b) apply HIPAA's Minimum Necessary Standard to all Uses, Disclosures, and requests for PHI, and to make reasonable efforts to limit the PHI to the minimum necessary to accomplish the intended purpose of the Use, Disclosure, or request; (c) make its internal practices, books, and records including policies and procedures, relating to the Use and Disclosure of PHI received from, or created or received by TCC on behalf of Client available to the United States Secretary of Health and Human Services ("**Secretary**") or designate of the Secretary, in a reasonable time and manner, for purposes of the Secretary determining Client's compliance with the Requirements; (d) mitigate, to the extent practicable, any harmful effect that is known to it of a Use or Disclosure of PHI by TCC in violation of HIPAA or the requirements of this Agreement; and (e) require any subcontractors that create, receive, maintain, or transmit PHI on behalf of TCC or Client to agree to the same or substantially similar restrictions, conditions, and requirements that apply to TCC with respect to such information.

5.5 **Notifying Event.** If TCC becomes aware of (a) a use or disclosure of PHI in violation of this Agreement, (b) Breach of Unsecure PHI, or (c) a successful Security Incident caused by TCC or by its subcontractor to which TCC disclosed PHI (each, a "**Notifying Event**"), TCC will report any such Notifying Event to Client without unreasonable delay; provided, however, that this Section
5.5 (*Notifying Event*) shall constitute notice by TCC of the ongoing occurrence of attempted or unsuccessful Security Incidents that do not result in an unauthorized use or disclosure of PHI, and no additional notification is required under this Agreement for such unsuccessful Security Incidents.

5.6 **Client's Responsibilities.** Client shall: (a) not request that TCC carry out any services or undertake any actions that would violate HIPAA; (b) notify TCC if it is aware of any action or inaction under this Agreement that would constitute a violation of HIPAA; and (c) be responsible for ensuring only authorized persons have access to any PHI.

6. INTELLECTUAL PROPERTY RIGHTS. The TCC Services are exclusively owned by TCC and/or its licensors. Client acknowledges and agrees that the TCC Services are licensed, not sold, to Client, and Client does not, and will not have or acquire, under or in connection with this Agreement, any ownership interest in the TCC Services or any related intellectual property rights. Client agrees that it will not undertake any action which would infringe or threaten infringement of any of TCC's intellectual property rights, and will not assist any third party in doing the same.

6.1 Agency grants to The Change Companies® ("TCC") a limited, non-exclusive, royalty-free license to reference the Agency's name and general description of its use of the Atlas platform in factual statements, case studies, and internal or external communications, including but not limited to sales materials, proposals, or presentations. No use of third-party intellectual property or personally

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identifiable information is permitted under this clause.

7. TERM & TERMINATION.

7.1 Term. This Agreement shall commence on the Order Form Effective Date and shall remain in effect for an initial term (**"Initial Term"**) specified on the order form or one (1) year if not specified. TCC may increase pricing on all line items in the Order Form by up to 4% at the beginning of each year of the Renewal Term. New services, new modules, or additional seats may require additional terms.

7.2 Termination. TCC shall have the right to terminate this Agreement at TCC's sole option and with no liability to Client (or other Authorized Users), in the event that: (a) Client fails to make any payment due in a timely manner; or (b) for convenience upon thirty (30) days written notice. Either Party may terminate this Agreement upon thirty (30) days written notice of a breach of any section of this Agreement, if such breach is not cured within such thirty (30) day period.

7.3 Effect of Expiration or Termination. Upon expiration or termination of this Agreement, Client shall: (a) pay all Fees due to TCC; and (b) discontinue all use of the TCC Services and shall ensure that all Authorized Users have discontinued use of the TCC Services.

7.4 Non-Appropriation. Solely to the extent Client is a municipality, state, or other government agency or entity, the Parties agree that Client's ability to make payments due under this Agreement may be subject to annual allocations of funds by the applicable legislative body or funding authority ("Governing Body"). Accordingly, and notwithstanding the other provisions in this Section 7 (*Term & Termination*), in the event that no funds or insufficient funds are appropriated and budgeted to Client in any fiscal year during the Term, Client shall notify TCC in writing of such occurrence, and this Agreement shall terminate on the earlier of (a) the last day of the fiscal period for which sufficient appropriation was made; or (b) whenever the funds appropriated for payment under this Agreement are exhausted.

8 REPRESENTATIONS & WARRANTIES.

8.1 Mutual Representations & Warranties. Each Party represents, warrants and covenants to the other Party that: (i) it is duly organized, validly existing and in good standing as a corporation or other entity under the laws of the jurisdiction of its incorporation or other organization; (ii) it has the full right, power and authority, including any required or necessary regulatory licenses or authorizations, to enter into and perform its obligations under this Agreement, including to grant the rights and to provide the services contemplated; (iii) the execution of this Agreement has been duly authorized by all necessary corporate or organizational action of such Party; and (iv) it will comply with all applicable laws in carrying out its obligations under this Agreement.

8.2 TCC Representations & Warranties. TCC shall use reasonable efforts consistent with prevailing industry standards to maintain the TCC Services in a manner which minimizes errors and interruptions in the TCC Services and shall perform its obligations in a professional and workmanlike manner. The TCC Services may be temporarily unavailable for scheduled maintenance or for unscheduled emergency maintenance, either by TCC or by third-party providers, or because of other causes beyond TCC's reasonable control, but TCC shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption. HOWEVER, TCC DOES NOT REPRESENT OR WARRANT THAT THE TCC SERVICES WILL BE UNINTERRUPTED OR ERROR FREE; NOR DOES IT MAKE ANY WARRANTY AS TO THE RESULTS THAT MAY BE OBTAINED FROM USE OF THE TCC SERVICES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION 8.2 (*TCC REPRESENTATIONS & WARRANTIES*), THE TCC SERVICES ARE PROVIDED "AS IS" AND TCC DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND NON-INFRINGEMENT.

8.3 Client Representations & Warranties. Client additionally represents and warrants that (i) it will comply with all instructions from TCC relating to the operation of the TCC Services and Documentation; (ii) it

will comply with any reasonable requirements or directions of TCC from time to time with respect to, terms of use, privacy policies, disclaimers and attribution provisions; (iii) it will at all times comply with the obligations and responsibilities set forth in Section 3 (*Client Obligations*) above; (iv) the extent it provides the TCC Services to End Users who are under the age of eighteen (18) or not of sound mind, it has the necessary written consents of a parent or guardian for the minor's use of the TCC Services; and (v) the Client Data, Account Information, and Generated Content does not infringe any right of any third party, including any intellectual property right, privacy right, or any rights associated with the name, image, or likeness of any third party.

9 INDEMNIFICATION.

9.1 Mutual Indemnification. Each Party shall indemnify and hold harmless the other Party and its agents, Affiliates, members, representatives, employees, successors or assigns ("**Indemnitees**") from and against all losses, damages, injuries and costs, and reasonable attorneys' fees resulting from any claim, legal or equitable, cause of action, suit, litigation, proceeding (including regulatory or administrative proceeding), complaint, demand, charge, investigation, examination, audit, arbitration, mediation, or other process for settling disputes or disagreements ("**Claim**") arising out of or related to: (a) that Party's breach of their representations and warranties under this Agreement; (b) that Party's gross negligence; or (c) that Party's failure to comply with any applicable law.

9.2 Indemnification by TCC. In addition to the mutual indemnification obligations set forth in Section 9.1 (*Mutual Indemnification*), TCC shall indemnify and hold harmless Client and its Indemnitees from and against all losses, damages, injuries and costs, and reasonable attorneys' fees resulting from any Claim alleging that the TCC Services or Documentation infringes any Intellectual Property Rights of any third party. In the event that the TCC Services or any portion thereof becomes the subject of a claim for violation of any Intellectual Property right of any third party, TCC shall, at TCC's option and expense and in addition to Client's other rights and remedies, either (a) procure for the Indemnitees the right to continue using such infringing item, or (b) refund Client all fees paid for the TCC Services. Notwithstanding the foregoing, TCC shall have no liability or duty to indemnify for any claim of infringement to the extent the claim is based on: (i) modifications of any TCC Services by Client, or (ii) the combination, operation, or use of the TCC Services with Client provided goods, services, hardware, software, programs, data or documentation.

9.3 Indemnification by Client. In addition to the mutual indemnification obligations set forth in Section 9.1 (*Mutual Indemnification*), Client shall indemnify and hold harmless TCC and its Indemnitees from and against all losses, damages, injuries and costs, and reasonable attorneys' fees resulting from any Claim (a) due to the creation, use, nature, distribution, and/or access to Generated Content; (b) due to End Users' unauthorized use of the TCC Services; (b) by any End User against TCC; or (c) unauthorized access, use, or distribution of Account Information, Generated Content, and/or PHI.

Services Terms

10 LIMITATION OF LIABILITY. EXCEPT IN CONNECTION WITH A TCC'S INDEMNIFICATION OBLIGATIONS, GROSS NEGLIGENCE, OR WILLFUL MISCONDUCT: (I) IN NO EVENT SHALL TCC BE LIABLE FOR ANY AMOUNT EXCEEDING THE TOTAL AMOUNT PAID BY CLIENT IN THE PRECEDING TWELVE (12) MONTH PERIOD; AND (II) IN NO EVENT SHALL TCC BE LIABLE, WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE, FOR ANY INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING LOST SAVINGS, LOST PROFIT OR BUSINESS INTERRUPTION EVEN IF NOTIFIED IN ADVANCE OF SUCH POSSIBILITY) ARISING OUT OF OR PERTAINING TO THE SUBJECT MATTER OF THIS AGREEMENT.

11 SURVIVAL. The provisions of 2 (*Fees & Payment*), 4 (*Generated Content & Usage Data*), 5 (*End User Protected Health Information*), 6 (*Intellectual Property Rights*), 7 (*Term & Termination*), 8 (*Representations and Warranties*), 9 (*Indemnification*), 10 (*Limitation of Liability*), and any other rights, obligations, or provisions under this Agreement that, by their nature, should survive expiration or termination, shall survive expiration or termination of this Agreement.

12 NOTICE. All notices and other communications under this Agreement: (a) shall be made in writing signed by the authorized representative of the Party, (b) shall be delivered by personal delivery, prepaid certified mail, or transmitted by facsimile or electronic mail, and (c) shall be deemed effective upon receipt. The contact information for the Parties is set forth in an Order Form.

13 NO ASSIGNMENT. This Agreement may be assigned by either Party, provided that such Party notifies the other Party of the assignment prior to such assignment.

14 ENTIRE AGREEMENT. This Agreement, including all Exhibits, constitute the sole and entire agreement and supersede all prior agreements, understandings and representations, both written and oral, between the Parties with respect to the subject matter hereof.

The Change Companies, Inc.

Signature: Ryan Lechner

Print Name: Ryan Lechner

Title: Co-CEO

Client Organization Name: _____

Client Signature: _____ **Date:** _____

Print Name: _____

Title: _____

Atlas:
Digital Programming Platform

Prepared For:

Rhiannon Baker
Adult Services Division Manager
Lyon County Human Services

Prepared By:

Chris Stevens
The Change Companies, Inc.

September 29, 2025

Important: Please review and sign the Service Agreement to proceed with access. Click Here

Purchase Agreement Summary

This Agreement secures Customer's access to Atlas, a HIPAA-compliant digital programming platform designed for cognitive-behavioral interventions and *Interactive Journaling®*. The Change Companies will provide platform access, onboarding, and ongoing support under the terms in this Agreement.

Detailed information about Atlas, including its subscription model and technical specifications, as well as a pricing proposal for the program's implementation, is provided below.

1. Subscription Term and Payment

- Initial Term: 1 years (12 months)
- First Annual Payment: $10500
- Payment Terms: Paid Annually
- Atlas + Fidelity Bundle
  - 50 reassignable participant seats
  - 5 staff (2 Day Virtual Training)

  • Target Launch: November 1, 2025
- Upon receipt of payment, onboarding to the platform will be scheduled with the team administrator and The Change Companies' implementation.
- All additional terms, platform details, and service expectations are covered in the Atlas Service Agreement (SA).

2. Platform Access & Features

- The Atlas core subscription includes access to the Participant Content Modules and the Staff Facilitation Module.
- As additional modules are developed, they may be available as core subscription features or as an add-on to the core service. The Change Companies will keep clients up-to-date on new features and any associated cost as they are released.

3. Usage Restrictions and Transferability

- Users are not permitted to share or transfer their accounts. Accounts are tied to individual users and their unique usernames, and may only be transferred by an administrator deactivating a user and re-assigning the seat.
- In the event of inappropriate Account sharing, the Provider reserves the right to suspend access without a refund.
- Customer is responsible for terminating a user's access to Atlas immediately upon termination of employment, contract or client relationship.

4. Renewals, Price Changes, and Service Alterations

- This Agreement begins on the **Atlas activation date** and remains in effect for the **Initial Term**.
- **The subscription is set to auto-renew** as outlined in the **Atlas Service Agreement (SA)**.
- If the Customer terminates early, a termination fee applies as outlined in the **Atlas Service Agreement (SA)**.

Change Companies Inc.

TRAIN for CHANGE
a division of The Change Companies

Terms: 30 Days Net

Proposal # 249231

Order Date **09/29/2025**
Account # **56659**
PO #

Billing

Shayla Holmes Director
Lyon County
27 S Main St
Yerington, NV 89447-2571 US
sholmes@lyon-county.org

Shipping

Rhiannon Baker Adult Services Division Manager
Lyon County Human Services
27 S Main St
Yerington, NV 89447-2571 US

Product #	Product Name	Qty	Price / Unit	Total
ATLAS	Atlas Digital Platform	1	$10,500.00	$10,500.00

Subtotal	**$10,500.00**
Tax	
Shipping	
Total Due	**$10,500.00**

We accept MasterCard, Visa, and American Express

THE CHANGE COMPANIES® APPRECIATES YOUR BUSINESS

Change Companies Inc. 5055 Metric Way Ste 101, Carson City, NV 89706
For Check Remittance only use P.O. Box 201577, Dallas, TX 75320-1577
Contact@changecompanies.net • 888-889-8866

THIS QUOTE IS VALID FOR 30 DAYS

Lyon County Board of County Commissioners Agenda Summary

Meeting Date: January 5, 2026

Agenda Item Number:
15.a

Subject:
For Possible Action: Appoint County Commissioners and staff to the following Boards, Commissions, or Committees for calendar year 2026: Comstock Historic District Debt Management Commission Dayton Valley Conservation District Mason Valley Conservation District Smith Valley Conservation District Nevada Public Agency Insurance Pool Public Agency Compensation Trust Nevada Association of Counties 1. Board of Directors - 1 Commissioner 2. Legislative Committee - Up to 2 Commissioners 3. Public Lands and Natural Resources Committee - Up to 2 Commissioners Local Emergency Planning Committee Northern Nevada Development Authority Nevada WORKS Walker River Irrigation District Carson Water Subconservancy District Lyon County Room Tax board Quarterly Jail Inspection Truckee Canal Safety Commission Lyon County Regional Transportation Commission Quad County Legislative Coalition Carson Area Metropolitan Planning Organization Regional Transportation Commission Quad County Legislative Coalition State Land Use Planning Agency Nevada Local Justice Reinvestment Coordinating Council Nevada Commission of the Aging Intergovernmental Executive Committee (Expiring Term of December 31, 2027)

Summary:

Financial Department Comments:

Approved As To Legal Form:

County Manager Comments:

Recommendation:

ATTACHMENTS
- Commissioner Appointments 2025
- 1-3 General Powers & Responsibilities

Commissioners Appointments to Boards

	(Primary, Alternate, or Second)
Comstock Historic District	Comm. Hendrix
Debt Management Commission	Comm. Jacobson
Mason Valley Conservation District	Comm. Hockaday
Smith Valley Conservation District	Comm. Hockaday
Dayton Valley Conservation District	Comm. Cassinelli
Nevada Public Agency Insurance Pool	Comptroller Josh Foli
Nevada Public Agency Compensation Trust	Comptroller Josh Foli
Nevada Association of Counties (NACO):	
• **NACO Board of Directors**	Comm. Keller & Alt. Comm. Hendrix
• **NACO Legislative Committee**	Comm. Keller
• **NACO Public Lands and Natural Resources Committee**	Comm. Hendrix & Comm. Keller
Local Emergency Planning Committee	Comm. Hockaday
Northern Nevada Development Authority	CM Andrew Haskin & Comm. Cassinelli
Nevada Works	Comm. Jacobson & Comm. Cassinelli
Walker River Irrigation District	Comm. Hockaday
Carson Water Sub Conservancy	Comm. Hendrix
Room Tax Board	Comm. Jacobson & Comm. Keller
Quarterly Jail Inspections	Comm. Hockaday
Truckee Canal Safety Commission	Comm. Jacobson & Alt. Comm. Keller
Carson Area Metropolitan Planning Organization	Comm. Cassinelli
Regional Transportation Commission	Comm. Keller
Quad County Legislative Coalition	Comm. Keller & Hendrix
State Land Use Planning Agency (SLUPAC)	Comm. Keller
Nevada Local Justice Reinvestment Coordinating Council	District Attorney Steve Rye or Designee
Nevada Commission of the Aging	Comm. Jacobson
Intergovernmental Executive Committee *Term expires Dec. 2025	Comm. Keller & Alt. CM Andrew Haskin

	LYON COUNTY ADMINISTRATIVE POLICIES AND PROCEDURES	
TOPIC: County Commission: General Powers & Responsibilities		NUMBER: 1 – 3
EFFECTIVE: 7/19/2012	REVISED: 06/18/2025	REVIEWED:
REFERENCE: LCC 1.07, NRS 241, NRS 244		
POLICY CUSTODIAN: County Manager		

A. County Commission Generally

Fundamentally, the powers of the County Commission are to be utilized for the good of the community and its residents; to provide for the health, safety and general welfare of the citizenry. The County Commission is the policy making and law-making body of the County. State law and local ordinances grant the powers and responsibilities of the Commission.

It is important to note that the Commission acts as a body and speaks with one "corporate voice". No member has any extraordinary powers beyond those of other members. While the Chairman has some additional ceremonial and presiding officer responsibilities as described below, when it comes to establishing policies, voting, and in other significant areas, all members are equal. It is also important to note that policy is established by at least a majority vote of the Commission. While individual members may disagree with decisions of the majority, a decision of the majority does bind the Commission to a course of action. Commission Members should respect adopted Commission policy. In turn, it is staff's responsibility to ensure the policy of the Commission is upheld.

Actions of staff to pursue the policy direction established by a majority of Commission do not reflect any bias against Commission Members who held a minority opinion on an issue.

1. Commission Non-Participation in Administration

In order to uphold the integrity of the Commission-Manager form of government, and to provide proper checks and balances, members of the County Commission shall refrain from becoming directly involved in the administrative affairs of the County. As the Commission is the policy making body and the maker of local laws,

its involvement in enforcement of ordinances would only damage the credibility of the system.

Except for the purpose of inquiry, the Commission and its members will deal with the administrative service solely through the County Manager or designee, and neither the Commission nor any advisory board or member of an advisory board shall give orders to any subordinate of the County Manager.

B. ROLE OF COMMISSION MEMBERS

Members of the Lyon County Commission are collectively responsible for establishing policy, adopting an annual budget, and providing vision and goals to the County Manager and staff. The following outline is a brief description of the various duties of Commission Members. The description is not intended to be comprehensive, but rather it is an effort to summarize the primary responsibilities of the Commission.

1. Summary of Commission Duties and Responsibilities as Provided in, but not Limited to, the Nevada Revised Statutes, Nevada Administrative Code and Lyon County Code.

    a. Establish Policy

        1) Adopt goals and objectives
        2) Establish priorities for public services
        3) Approve/amend the operating and capital budgets
        4) Approve contracts
        5) Adopt resolutions

    b. Enact Local Laws

        1) Adopt ordinances

    c. Supervise Appointed Officials

        1) Appoint County Manager
        2) Evaluate performance of County Manager
        3) Establish advisory boards and commissions
        4) Make appointments to advisory bodies
        5) Provide direction to advisory bodies

    d. Provide Public Leadership

1) Relate wishes of constituents to promote representative governance
2) Mediate conflicting interests while building a consensus
3) Communicate the County's vision and goals to constituents
4) Represent the County's interest at regional, county, state, and federal levels

e. Decision-Making

1) Study problems
2) Review alternatives
3) Determine best course of public policy

C. ROLE OF CHAIRMAN

1. Presiding Officer

The Chairman serves as the presiding officer and acts as chair at all meetings of the County Commission. The Chairman may participate in all deliberations of the Commission in the same manner as any other members and is expected to vote in all proceedings, unless a conflict of interest exists. The Chairman does not possess any power of veto. The Chairman may move an action and may second a motion.

D. ABSENCE OF CHAIRMAN AND COMMISSION MEMBERS

In the absence of the Chairman, the Vice Chairman shall perform the duties of the Chairman. When both the Chairman and Vice Chairman are absent, the Commission may choose from among its members a person to serve as acting Chairman, who shall, for the term of such absence, have the powers of the Chairman.

E. ELECTION OF OFFICERS

Procedures for electing officers are as follows:

1. Annual Election of Chairman and Vice Chairman

Annually, at the first meeting of the calendar year, the members thereof will choose a presiding officer from their number who will have the title of Chairman. In addition to the powers conferred upon him/her as Chairman, he/she will continue to have all the rights, privileges and immunities of a member of the Commission. If a permanent vacancy occurs in the Office of Chairman, the members of the Commission at their next regular meeting will select a Chairman from their number for the unexpired term. Following the election of the Chairman, there will be an

election for Vice Chairman. The term of the Vice Chairman will run concurrently with that of the Chairman.

2. Nominations

Nominations will be taken from members of the Board in the form of a motion and must be seconded by a commissioner other than the commissioner making the motion. If the motion is not seconded this process will be followed until a motion has been seconded and a simple majority of the Board members present has voted in favor of the motion. If the vote taken is not in favor of the motion and seconded; the process will start all over until a Chairman is selected. The new Chairman will then take control of the meeting and begin the process for the Vice Chairman.

The process to elect a Vice Chairman will follow the same process to elect the Chairman. Any member nominated for Chair or Vice Chair can decline the nomination.

3. Resignation of Chairman or Vice Chairman

If the Chairman or Vice Chairman resigns, the County Commission will appoint a new Chairman or Vice Chairman, using the procedure outlined above.

F. DECLARATION OF DISASTER OR EMERGENCY

Pursuant to NRS 414 and Lyon County Code 3.03.03 the Board of Commissioners have the authority to declare an emergency or disaster. This will be accomplished as follows:

1. The County Manager or designee shall notify the Board of Commissioners, County Clerk and District Attorney of the need for such declaration and request an emergency meeting of the Board as authorized by the open meeting law.

2. The Board will meet, outlying Commissioners may call in, at the date and time specified in the agenda.

3. The Board will hear testimony for the need of such declaration and make a decision.

4. The meeting of the Board will be recorded and minutes kept in accordance with the open meeting law.

5. The County Manager is authorized to make a declaration of emergency or disaster if a quorum of the Board is not present in the County or available by telephone.

6. The County Manager's designee, as addressed in the County Emergency Operations Plan, is authorized to make a declaration of emergency or disaster if a quorum of the Board and the County Manager is not present in the County or available by telephone.

7. The Declaration shall be signed by the members present, County Manager and attested to by the County Clerk and then sent to the Nevada Division of Emergency Management and Homeland Security.

G. APPOINTMENT/REMOVAL OF COUNTY MANAGER & APPOINTED DEPARTMENT HEADS

The Board of County Commissioners is responsible for the appointment and supervision of the County Manager as authorized by Nevada Revised Statutes Chapter 244 and Lyon County Code 1.07.

The County Manager is authorized by Lyon County Code 1.07.07 to appoint, discipline or terminate appointed department heads.

H. APPOINTMENT TO COMMITTEES, BOARDS AND COMMISSIONS

1. The members of the Board and staff serve on a variety of committees, boards and commissions. The Board will, annually, at the first meeting in January make appointments to the various committees, boards and commissions by:

    a. The Chairman will begin the process by asking the Board members if there are members interested in participating. In the event only one Commissioner is interested in serving on a committee, board or commission then the Chair will make the appointment. In the event that two or more members of the Commission want to serve then the Chair will entertain a motion and second to make the appointment. A simple majority vote is required to approve the appointment. Upon completion of the appointment process the Chair will entertain a motion and second to approve the appointments.

    b. The following are standing committees, boards, and commissions:

        - Comstock Historic District
        - Lyon County Debt Management Commission
        - Mason Valley Conservation District
        - Smith Valley Conservation District
        - Dayton Valley Conservation District
        - Nevada Public Agency Insurance Pool
        - Nevada Association of Counties (NACO)

- NACO Board of Directors
- NACO Legislative Committee
- NACO Public Lands and Natural Resources Committee

- Local Emergency Planning Committee
- Northern Nevada Development Authority
- Nevada Works
- State Land Use Planning Advisory Committee
- Walker River Irrigation District
- Carson Water Subconservancy District
- Lyon County Room Tax Board
- Western Nevada Home Consortium
- Quarterly Jail Inspection
- Truckee Canal Safety Commission
- Lyon County Regional Transportation Commission
- Carson Area Metropolitan Planning Organization
- Quad County Legislative Coalition
- Nevada Local Justice Reinvestment Coordinating Council
- Nevada Commission on Aging
- Intergovernmental Executive Committee

c. New committees, boards, commissions

In the event that a new committee, board or commission is created and/or requires appointment the Board will make such appointment at the next Board meeting by following the procedures outlined above.

2. Appointment of Citizens to Boards, Commissions and Committees

a. <u>Advisory Boards</u>

Appointments to and Removal from the various Advisory Boards will be made by the Board of County Commissioners as outlined in County Code, Resolution and Bylaws creating the Advisory Board.

Memberships on Advisory Boards are selected with the intent to provide representation from a broad cross-section of the represented community. The idea is to ensure that all major viewpoints are examined, and that any faction or special interest group does not dominate the Advisory Board.

The Board of County Commissioners appoints members for staggered two-year terms beginning January 1 of each year. Each advisory board may make a

recommendation to the Board of County Commissioners during their November meeting. All persons interested in serving on an advisory board must submit an application to the County Managers Office, a copy of the application(s) will be forwarded to the appropriate CAB Chairperson. Once recommendation has been made by the CAB, the application(s) and recommendations will be forwarded to the BOCC for appointment. If the Advisory Board has not made a recommendation at their November meeting, the BOCC may proceed with making an appointment at their next meeting in December.

Mid-term Vacancies. A vacancy occurring on a citizen advisory board shall be filled by the Board of County Commissioners for the remainder of the unexpired term. The County Managers Office will publish notice of the vacancy and the application process in a newspaper of general circulation, the county web site, and county social media outlets, for a period of two weeks. All persons interested in serving on an advisory board must submit an application to the County Managers Office, a copy of the application(s) will be forwarded to the appropriate CAB Chairperson. The CAB may make a recommendation to the BOCC. Once recommendation has been made by the CAB, the application(s) and recommendations will be forwarded to the BOCC for appointment. If the CAB does not make a recommendation to the BOCC at the CAB's next regular meeting following transmittal of the applications from the County Manager's Office, the BOCC may proceed with making an appointment at the BOCC's next meeting. If the CAB requires additional time to make a recommendation they may request one additional month to make a recommendation by submitting a letter of transmittal to the BOCC.

b. Planning Commission

Appointments to, and removal from, the Planning Commission will be made by the Board of County Commissioners as outlined in Lyon County Code 3.02. The Planning Department will advertise any vacancy on the Planning Commission. All persons interested in serving on the Planning Commission must submit an application to the Planning Department. The Planning Department will provide the applications of the candidates to the Board of Commissioners. The Chair will make the appointment with the approval of the Board.

Mid-term Vacancies. A vacancy occurring on the Planning Commission shall be filled by the Board of County Commissioners. The Planning Department will publish notice of the vacancy and the application process in a newspaper of general circulation, the county web site, and county social media outlets, for a period of two weeks. The Planning Department will provide the applications of

the candidates to the Board of Commissioners and the appointment process will be followed as stated above.

c. Library Board of Trustees

Appointments to and removal from the Library Board of Trustees will be made by the Board of County Commissioners as required by NRS 379. A Trustee shall be appointed to serve a term of 4 years and may not serve more than two terms.

All persons interested in serving on the Library Board of Trustees must submit an application to the County Managers Office, a copy of the application(s) will be forwarded to the Library Director. The Library Board of Trustees may make a recommendation to the BOCC. Once recommendation has been made by the Library Board of Trustees, the application(s) and recommendations will be forwarded to the BOCC for appointment. If the Library Board of Trustees does not make a recommendation to the BOCC at the Library Board's next regular meeting following transmittal of the applications from the County Manager's Office, the BOCC may proceed with making an appointment at the BOCC's next meeting. If the Library Board requires additional time to make a recommendation they may request one additional month to make a recommendation by submitting a letter of transmittal to the BOCC.

Mid-term Vacancies. A vacancy occurring on the Library Board of Trustees shall be filled by the Board of County Commissioners for the remainder of the unexpired term. The Library Board of Trustees may make a recommendation to the BOCC. The Library Director will publish notice of the vacancy and the application process in a newspaper of general circulation, the county web site, and county social media outlets, for a period of two weeks. All persons interested in serving on the Library Board of Trustees must submit an application to the County Managers Office, a copy of the application(s) will be forwarded to the Library Director. Once recommendation has been made by the Library Board of Trustees, the application(s) and recommendations will be forwarded to the BOCC for appointment. If the Library Board of Trustees does not make a recommendation to the BOCC at the Library Board's next regular meeting following transmittal of the applications from the County Manager's Office, the BOCC may proceed with making an appointment at the BOCC's next meeting. If the Library Board requires additional time to make a recommendation they may request one additional month to make a recommendation by submitting a letter of transmittal to the BOCC.

d. Fair Board & Event Center Board

Appointments to and Removal from these Boards will be made by the Board of County Commissioners as outlined in County Code, Resolution and Bylaws creating these Boards.

Memberships on these boards are selected with the intent to provide representation from a broad cross-section of the represented community. The idea is to ensure that all major viewpoints are examined, and that any faction or special interest group does not dominate either of these boards.

The Board of County Commissioners appoints members for staggered terms beginning January 1 of each year. Each of these boards may make a recommendation to the Board of County Commissioners during their November meeting. All persons interested in serving on either of these boards must submit an application to the County Managers Office, a copy of the application(s) will be forwarded to the appropriate board Chairperson. Once recommendation has been made by these boards, the application(s) and recommendations will be forwarded to the BOC for appointment. If the Board has not made a recommendation at their November meeting, the BOCC may proceed with making an appointment at their next meeting in December.

Mid-term Vacancies. A vacancy occurring on these boards shall be filled by the Board of County Commissioners, for the remainder of the unexpired term. The board may make a recommendation to the BOCC. The County Manager's Office will publish notice of the vacancy and the application process in a newspaper of general circulation, the county web site, and county social media outlets, for a period of two weeks. All persons interested in serving on the board must submit an application to the County Manager's Office, a copy of the application(s) will be forwarded to the appropriate Chairperson. Once recommendation has been made by the appropriate board, the application(s) and recommendations will be forwarded to the BOCC for appointment. If the board does not make a recommendation to the BOCC at their next regular meeting following transmittal of the applications from the County Manager's Office, the BOCC may proceed with making an appointment at the BOCC's next meeting. If the board requires additional time to make a recommendation they may request one additional month to make a recommendation by submitting a letter of transmittal to the BOCC.