

Prepared by HDR



Traffic Forecasting Methods and Assumptions

Contents

1. Distribution and Updates	1
2. Introduction Project Background Project Goals and Objectives	2
3. Project Study Limits Mesoscopic Simulation Analysis Microscopic Simulation Analysis and Alternative Development.	3
4. Technical Guidance and Analysis Tools	7
5. Travel Demand Model Refinement Socio-economic Forecasts Travel Demand Model Transportation Network	7
6. Macro-Modeling Approach	9
7. Modeling Scenario Descriptions 10 Base Year Model 11 2040 Baseline Model 11 2040 Build Model 11 2040 Alternatives Models 11 Eastern Bypass Macroscopic Model Run Sensitivity Test 11	1 1 5 7
8. Traffic Operations18	8

Appendices

Appendix A-1. SNTS Travel Demand Model Refinement Memorandum Appendix A-2. SNTS Roadway Network Adjustments



Traffic Forecasting Methods and Assumptions

Figures

Figure 1: Project Overview	4
Figure 2: Mesoscopic Simulation Analysis Corridors	5
Figure 3: Microscopic Simulation Analysis Corridors	6
Figure 4. SNTS Traffic Analysis Process Flow Chart	8
Figure 5. SNTS Macro Model Detail Process Flow Chart	.10
Figure 6. SNTS 2040 Baseline Freeway-Related Projects	.12
Figure 7. SNTS 2040 Baseline Freeway-Related Projects	.15
Figure 8. SNTS 2040 Build Freeway-Related Projects	

Tables

Table 1. Project Management Plan Distribution and Updates	1
Table 2. SNTS 2040 Baseline Freeway-Related Projects	14
Table 3. SNTS 2040 Build Freeway-Related Projects	16



Traffic Forecasting Methods and Assumptions

1. DISTRIBUTION AND UPDATES

This *Traffic Forecasting Methodology* is to be used by HDR and the subconsultants to facilitate a common understanding of the requirements of this project and act as a communication tool and team resource specifically for this project.

The *Traffic Forecasting Methodology* will be updated and distributed as decisions are agreed upon, as new information is available, and as results are ready. Distribution of the *Traffic Forecasting Methodology* and the updated versions will be sent via email with ProjectWise links to all internal team members. This project is an "electronic only" filing system.

This Traffic Forecasting Methodology guide will be updated if/when the following changes occur:

- Additional data collection is deemed necessary and identified
- Model run scenarios are identified and inputs outlined
- Modifications to the overall methods framework are identified

All comments, corrections, and requests for revisions should be directed to Laycee Kolkman, HDR Project Manager at:

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Table 1. Project Management Plan Distribution and Updates

Distribution List	(Date)	What was revised?		
Original—Team, DM, QRC (via email)	9/12/2016	N/A		



Traffic Forecasting Methods and Assumptions

2. INTRODUCTION

Project Background

There are three main freeways in the Las Vegas Valley: I-15, US 95 (US95/US-93/I-515), and I-215. Over the last decade, there have been major widening projects on US 95 from I-15 to the west; I-15 from the US 95/I-515 to the north; and on I-15 from Tropicana south to Blue Diamond. New interchanges have been constructed on I-15 at Silverado Ranch and at Cactus Avenue. Additionally, a new interchange is planned for I-15 at Starr Ave and construction of Project NEON recently began.

To evaluate and prepare for future capacity needs, the Southern Nevada Traffic Study will undertake a system wide evaluation of the existing and future freeway system in Clark County, with a focus on current and projected congestion and other operational deficiencies. The SNTS will develop alternatives to address the system-wide capacity and safety needs, and may employ a coordinated Planning and Environmental Linkage (PEL) approach to consider environmental, community, and economic impacts of the solution alternatives.

The intent of this project is to develop travel demand forecasts, perform meso- and microscopic simulation analyses of traffic operations, develop conceptual design of projects, and provide some of the initial documentation required to evaluate potential solutions under the PEL study. This will set the stage for project-level coordination and environmental analysis once funding becomes available for construction.

Project Goals and Objectives

The following are the project's goals and objectives:

- Conduct region-wide traffic forecasting and traffic analyses, and evaluate alternatives and Benefit-Cost Analyses (BCA) of selected urban southern Nevada freeways in coordination with ongoing projects and studies.
- 2) Provide a model of the freeway network under NDOT's jurisdiction and determine the impacts of freeway projects among the various freeway corridors.
- 3) Evaluate the needs of the select portions of the region's freeway system and develop improvement strategies to meet the short- and long-term transportation needs; conduct BCA to prioritize mitigation measures maximizing benefits based on investments.
- 4) Identify and evaluate performance measures for congestion mitigation on the urban freeway system.
- 5) Assessment and prioritization of future projects based upon updated analyses; to be evaluated using the NDOT-approved BCA.
- 6) Prepare traffic data for future projects and NEPA studies.
- 7) Prepare traffic data for future support of Change in Control of Access Reports (CCAR).



Traffic Forecasting Methods and Assumptions

3. PROJECT STUDY LIMITS

The study area includes the freeway corridors/segments in the Las Vegas Valley (the Valley) in Clark County, Nevada, identified in Figure 1. Macroscopic modeling with the RTC TransCAD model will be performed for the model's area within the Valley. The level of analysis, such as meso- or microscopic will vary depending on the corridor. Corridors with recent project development or lesser needs will receive a mesoscopic level of analysis utilizing the Aimsun traffic simulation software discussed in Section 3 for this report to document future congestion conditions.

Corridors with greater congestion needs or those slated for alternatives development as part of this project will receive a microscopic level of analysis utilizing the Aimsun traffic simulation software to document future congestion conditions and to identify and develop project alternatives.

In addition, the SNTS will evaluate a potential east side link for the Valley. The alignment for this east side link will be determined by the Steering Committee with respect to the north and south connection points. This link will be analyzed at the macroscopic level using only TransCAD to determine feasibility and will not be included in the meso- or microscopic analysis. The presence of this potential corridor in the future will be macro-modeled only to understand the potential effects on the metropolitan freeway system.

The SNTS corridors, tiered by mesoscopic and microscopic level of analysis and are listed below and shown on Figure 2 and Figure 3, respectively:

Mesoscopic Simulation Analysis

- 1) US 95 from CC 215 to I-15/I-515/US 95 System Interchange (Spaghetti Bowl)
- 2) CC 215 from US 95 to Russell Road
- 3) I-215 from I-15/I-215 System Interchange to Windmill Lane
- 4) I-15 from south of Spaghetti Bowl (I-15/I-515/US 95 System Interchange) to Russell Road

Microscopic Simulation Analysis and Alternative Development

- 1) I-15 from Russell Road to Sloan Road
- 2) I-15/I-215 System Interchange
- 3) I-515 from Spaghetti Bowl (I-15/I-515/US 95 System Interchange) to Eastern Avenue
- 4) I-515 from Eastern Avenue to I-215/I-515 System Interchange
- 5) I-215/I-515 System Interchange
- 6) CC 215 from Russell Road to I-15/I-215 System Interchange
- 7) I-215 from Windmill Lane to the I-215/I-515 System Interchange
- 8) Summerlin Parkway from CC 215 to US 95



Traffic Forecasting Methods and Assumptions

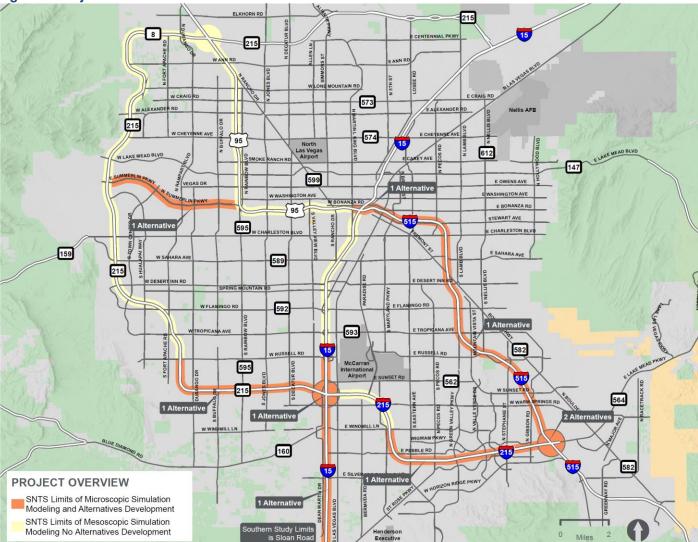


Figure 1: Project Overview



Traffic Forecasting Methods and Assumptions

Figure 2: Mesoscopic Simulation Analysis Corridors





Traffic Forecasting Methods and Assumptions

Figure 3: Microscopic Simulation Analysis Corridors





4. TECHNICAL GUIDANCE AND ANALYSIS TOOLS

Traffic forecasts for SNTS will be developed using the Regional Transportation Commission (RTC) of Southern Nevada's updated regional travel demand forecasting macro-model. A travel demand model is a planning tool for assessing alternative improvements to a transportation system and provides various transportation system outputs including estimated traffic volumes along roadways. The RTC macro-model is a trip-based model run on the TransCAD platform, version 6.0 that follows the traditional four-step macro-model procedure of trip generation, trip distribution, mode choice, and route assignment.¹

In March 2017, the RTC adopted the 2040 RTP and released a new series of the regional model, referred to as RTC 2014 Model. The series includes the horizon years 2015, 2020, 2030, and 2040. The new RTC 2014 Model was used for the SNTS study.

The 2015 model roadway network was adjusted to year 2017 to match the existing year of the study and the count data. The 2040 model was reviewed and adjusted to develop 2040 Baseline, Build and Alternative roadway networks.

The software Aimsun will be used for final development of traffic volumes and detailed operations analysis. Aimsun is a traffic modeling software with the ability to perform macro-, meso-, and micro-model analysis and simulation. Once the macro modeling has been performed in TransCAD, model networks and origin-destination trip demand tables will be exported to Aimsun. Details regarding the microsimulation methodology and analysis in Aimsun can be found in the *SNTS Traffic Operations Methodology and Assumptions* memorandum.

The overall traffic analysis process, including macro-, meso-, and micro-modeling, benefit-cost analysis, alternatives development, and conceptual design, is summarized in the flow chart illustrated in Figure 4.

5. TRAVEL DEMAND MODEL REFINEMENT

A review of the RTC 2014 Model was completed with the goal of improving the forecast accuracy for the study freeway corridors. The reviews and adjustments focused on the roadway networks.

Socio-economic Forecasts

The 2040 RTP socio-economic land use assumptions of population and employment, as provided by the RTC in March 2017, are assumed without change for the study.

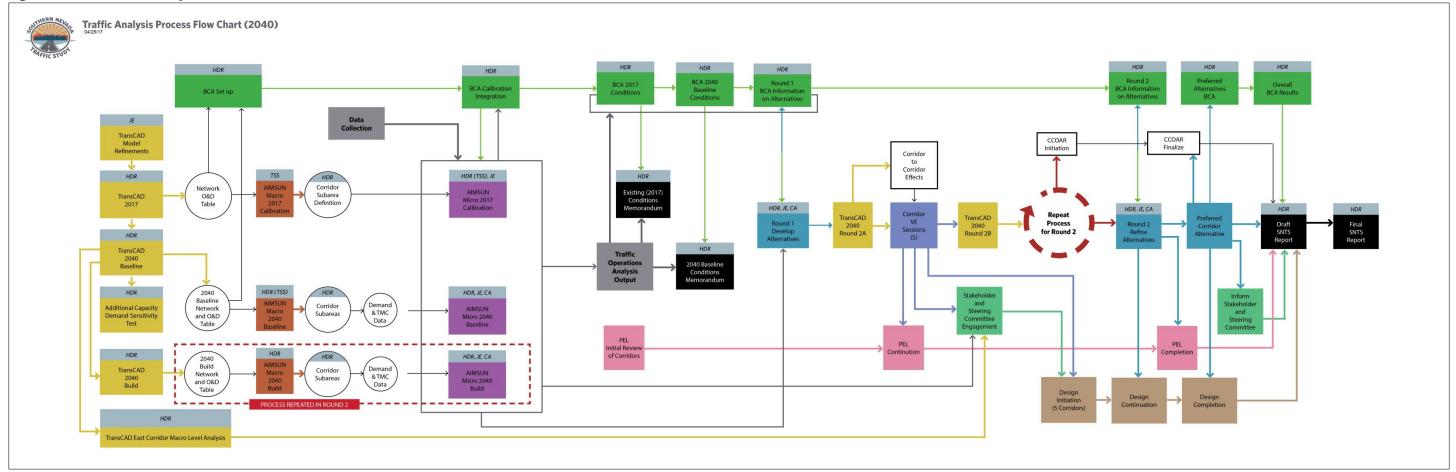
Travel Demand Model Transportation Network

The RTC 2014 Model roadway and transit network inputs were reviewed and adjustments made as necessary. All changes were thoroughly documented. No changes were deemed necessary to the transit system.

¹ For SNTS, the RTC macro-model was run on TransCAD, version 6.0, Build 9210



Figure 4. SNTS Traffic Analysis Process Flow Chart



NOTE: See revised flow chart in the Southern Nevada Traffic Study Final Report.



Traffic Forecasting Methods and Assumptions

Model Refinements

The RTC 2014 Model for year 2015 was reviewed and an assessment conducted to determine how well the model represents year 2015 traffic on the interstate and freeway systems. A *SNTS Travel Demand Model Refinement Memorandum* was developed to describe the refinements to the model in detail. This memorandum is attached in Appendix A-1. The model performance evaluation was conducted using 2015 observed daily traffic counts across the freeway system provided by NDOT (TRINA). Daily traffic counts collected for the project in 2017 along the project corridors CC 215 and Summerlin Parkway were used to supplement the very limited TRINA data for these two corridors. Factors were applied, where appropriate, to convert traffic counts to year 2015 estimates and to account for seasonality. The review and assessment of the 2015 model identified some updates to improve the performance along the interstate and freeway systems.

Enhancing the model performance will be an iterative testing process that may include updating the 2015 roadway network. Modifications may include:

- Adjusting HOV link capacity and speeds
- Adjusting freeway and interstate mainline and ramp speeds

To ensure the network reflects ground conditions for the year 2015 and incorporates roadway improvements constructed by the end of the year, the number of the lanes on the interstate and freeway corridors, including the ramps, system-to-system ramps and cross street facilities will be verified and updated using aerial photography. Improvements to site-specific locations within the network will generally be limited to adjustments to laneage, facility type, or area type. A comprehensive list of adjustments to the 2015 roadway network will be included in Appendix A-2.

Results of adjustments to the 2015 model will be documented to illustrate improvements to the absolute differences between model volumes and 2015 traffic counts along freeways, system-to-system ramps, interchange ramps, and HOV facilities.

Where appropriate, adjustments made to the 2015 model will be carried forward to the 2040 model in order to ensure that the future year model operates under the same assumptions. A list of the adjustments to the 2040 model roadway network will be included in Appendix A-2 once completed.

6. MACRO-MODELING APPROACH

A detailed flow chart of the macro-modeling process is illustrated in Figure 5. The following steps summarize the SNTS macro-modeling approach:

- 1) Code the network in TransCAD, as appropriate for the scenario
- 2) Perform the TransCAD model run
- 3) Export Networks and Demand Tables for Aimsun



Traffic Forecasting Methods and Assumptions

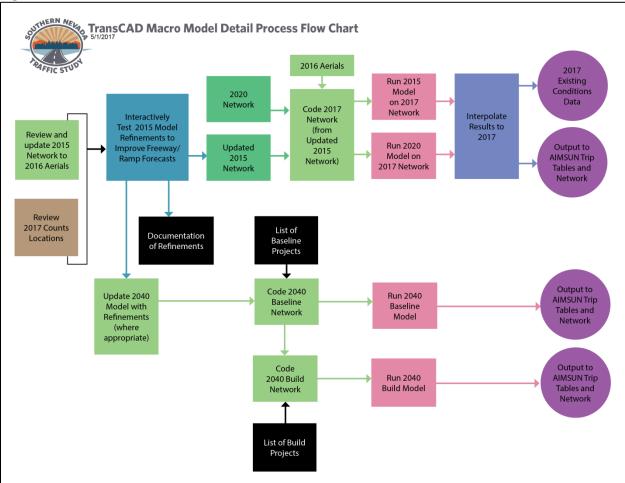


Figure 5. SNTS Macro Model Detail Process Flow Chart

7. MODELING SCENARIO DESCRIPTIONS

This section describes the anticipated scenarios of travel demand model runs as well as the assumptions of each model run. The nomenclature of the model scenarios is comprised of *base year network*, *baseline network*, the *build network*, and the *corridor alternatives*. Definitions of these scenarios are as follows:

- The *base year network* reflects existing conditions for the year 2017.
- The **2040 baseline network** includes projects that are either short term in the TIP/STIP or have funding and will be accelerated. Specifically, they are currently identified to be constructed before 2040.
- The **2040 build network** includes projects that are identified in the RTP but not in the STIP/TIP. These projects will be included in the SNTS study for analysis and will therefore have an impact on Benefit Cost Analysis.



Traffic Forecasting Methods and Assumptions

After the build projects have been incorporated into the analysis, additional or remaining traffic congestion (if any) on the freeway network will be identified. Then 2040 corridor alternatives will be developed for congestion mitigation. Alternatives will be part of the SNTS project and may/may not be in the current STIP/TIP/RTP.

Note, inclusion in the Baseline Network does not infer project readiness. Projects excluded from the baseline are likely to be included in the build project network. The Baseline Network provides a comparison against the build and corridor alternatives Benefit-Cost Analysis.

Details on these scenarios are provided below.

Base Year Model

An existing year 2017 (base year) model run will be developed for comparison to real world conditions. This comparison highlights the expected variation associated with the model's representation of travel conditions along roadways in the region.

The RTC does not have a year 2017 travel demand model to use for direct comparison to existing conditions. Consequently, two model runs with 2015 and 2020 socioeconomic datasets, respectively, will be performed on the roadway network representing year 2017 conditions. The base year (2017) origin-destination tables will be interpolated from these two 2015 and 2020 travel demand model runs to form a 2017 origin and destination table. From this, a base year 2017 model run will produce 2017 traffic volumes.

The 2017 roadway network will be developed based on the SNTS 2015 roadway network, including revisions made to the network during the review and assessment of the original RTC 2015 regional travel demand model. Adjustments to the 2015 model to develop the 2017 roadway network will be included in Appendix A-2.

The steps for developing SNTS 2017 results are summarized below:

- 8) Update the 2015 roadway network to SNTS 2017 by including improvements, identified from aerials, to the freeway systems, ramps, and cross streets that occurred from 2015 to 2017.
- 9) Run the SNTS 2017 roadway network with 2015 and 2020 socioeconomic datasets.
- 10) Interpolate the 2017 trip tables from the two model runs.
- 11) Perform traffic assignment using 2017 roadway network and 2017 interpolated trip tables.

The 2017 network and trip tables will be exported from TransCAD for import into Aimsun.

2040 Baseline Model

The SNTS 2040 Baseline Model will be developed based on the RTC's adopted 2040 RTP travel demand model. The SNTS 2040 Baseline model will be used to create a base set of results for comparison to 2040 "Build" model runs that will include various projects throughout the Las Vegas freeway system. Socioeconomic projections will remain the same for all future year models. The SNTS Steering Committee provided direction on Baseline project list. The SNTS 2040 Baseline Model roadway network



Traffic Forecasting Methods and Assumptions

will be based on the RTC's adopted 2040 RTP roadway network, with the exception that select freeway projects on SNTS study corridors will be removed. This provides a clean slate in order to compare alternatives.

In order to provide consistency in determining the appropriate set of freeway-related projects for the Baseline model, a decision-making structure, as shown in Figure 6, will be applied:

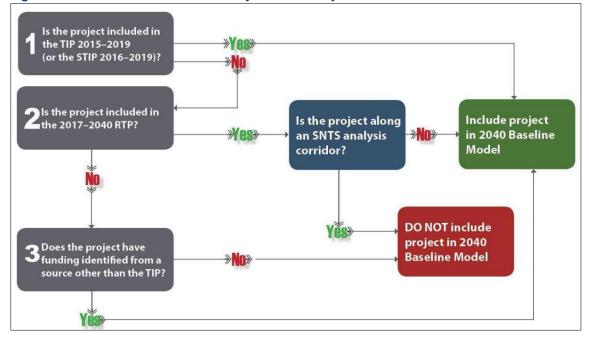


Figure 6. SNTS 2040 Baseline Freeway-Related Projects

SNTS 2040 Baseline Model Project Criteria

- 1. Is the project included in the TIP (2015-2019) or in the Nevada STIP (2016-2019)?
 - a. If YES, include the project.
 - b. If NO, proceed to next question.
- 2. Is the project included in the RTP (2017-2040)?
 - a. If YES, is the project along a SNTS analysis corridor freeway?
 - i. If YES, do not include the project.
 - ii. If NO, is the project only planning, preliminary engineering, or ROW acquisition?
 - 1. If YES, do not include the project.
 - 2. If NO, include the project.
 - b. If NO, proceed to next question.



Traffic Forecasting Methods and Assumptions

- 3. Does the project have funding identified from a source other than the TIP?
 - a. If YES, include the project.
 - b. If NO, do not include the project.

The project selection criteria outlined above serves as a guide for development of the SNTS 2040 Baseline Model roadway network. The SNTS Steering Committee reviewed the Baseline project list. The following summarizes the assumptions and model inputs:

SNTS 2040 Baseline Model Roadway Network (to be updated to 2040)

- Assumes the RTC's 2040 RTP model network
- Removed RTP projects along SNTS alternatives development corridors, including:
 - o CC 215/Summerlin Parkway interchange: Upgrade to system-to-system interchange
 - o Summerlin Parkway from CC 215 to US 95: Widen to 8 lanes
 - o I-15 at I-215: System to system direct connector HOV ramps
 - o I-15 from Sloan Road to Blue Diamond Road: Widen to 8 lanes (includes HOV)
 - I-515 from Charleston Boulevard to I-15/US 95 (Spaghetti Bowl): Widen to 10 lanes, including HOV lanes, and add new interchanges
 - o I-215 from Eastern Avenue to Windmill Lane: Widen to 8 lanes
- Removed additional projects along SNTS alternatives development corridors, including:
 - I-15 at Harmon Ave HOV ramps
 - I-15 at Hacienda Ave HOV ramps
- Added TIP/RTP projects that were not included in the original RTCSNV 2040 roadway network:
 - o I-15 from Blue Diamond Road to Tropicana Ave: Widen to 10 lanes (includes HOV)
 - o I-15 North (Phase 3) from Speedway Boulevard to Apex Interchange: Widen to 6 lanes

The list of freeway-related projects to be included in the SNTS 2040 Baseline roadway network is shown in Table 2 and illustrated on Figure 7.



Traffic Forecasting Methods and Assumptions

ID	Freeway	Description	Source
1	CC 215 N / I-15	I-15 / CC 215 System-to-System Interchange; 4th Leg of Interchange	TIP/RTP
2	CC 215 N / US 95	US 95 / CC 215 Interchange - Complete System-to-System Interchange & Local Improvements	TIP/RTP
3	CC 215 Northern	CC 215 Northern Beltway - Widen to 6 lanes from Decatur to 5th	TIP
4	CC 215 Northern	CC 215 Northern Beltway - Widen to 6 lanes, Hualapai to Decatur	Under constr.
5	CC 215 Western	CC 215 Western Beltway - Widen to 6 lanes from Craig to Hualapai	TIP
6	CC 215 Western	Peace Way bridge over CC 215	RTP
7	Sheep Mtn Pkwy	Sheep Mountain Pkwy - Construct 4 lane highway and interchanges	TIP/RTP
8	US 95	US 95/Kyle Canyon - Design/Construct New Interchange	TIP
9	US 95	US 95 North Pkg 2B - Durango to Kyle Canyon: Widen to 6 lanes, add auxiliary lanes, HOV drop ramps at Durango, new service interchange.	TIP
10	US 95	Elkhorn Rd HOV Connection - US 95 HOV ramp direct connects	RTP
11	I-15	I-15 at Sloan Road interchange	RTP
12	I-15	I-15 at Starr Ave interchange	RTP
13	I-15	I-15 Express Lanes - Conversion to HOV/GP Lanes	NA
14	I-15	Tropicana from Polaris to I-15: widening and grade-separation over Dean Martin	RTP
15	I-15 / US 95	Project Neon - I-15 and US 95	RTP
16	I-15	I-15 North Part 2 Pkgs - Widen to 6 lanes, Craig to Speedway	TIP
17	I-15	I-15 North Pkg 3 - Widen to 6 lanes, Speedway Boulevard to Apex	RTP
18	I-215	I-215 Southern Beltway at Airport Connector: Interchange Upgrade	Under Constr.
19	I-15	I-15 HOV: Harmon & Haciena direct ramp connections	SN HOV Plan
20	Near I-15	Via Nobila from new I-15 interchange to Via Inspirada; Via Inspirada from I-15/Sloan to Via Inspirada/Bicentennial Pkwy	City of Hender- son

Table 2. SNTS 2040 Baseline Freeway-Related Projects

Source: RTCSNV RTP 2017-2040 (Feb. 2017), RTCSNV TIP 2015-2019 (Dec. 2016), RTCSNV, NDOT.



Traffic Forecasting Methods and Assumptions



Figure 7. SNTS 2040 Baseline Freeway-Related Projects

2040 Build Model

The SNTS 2040 Build travel demand model will be developed using the 2040 Baseline as a starting point. The Build model will include identified improvements from the RTP along SNTS corridors that were not included in the Baseline model as well as select projects under current study along the rest of the freeway system. The SNTS Steering Committee provided direction and reviewed the Build project list. The list of freeway-related projects to be included in the SNTS 2040 Build roadway network is shown in Table 3 and illustrated on Figure 8.



Traffic Forecasting Methods and Assumptions

Table 3. SNTS 2040 Build Freeway-Related Projects

ID	Freeway	Description			
A	Summerlin Parkway / CC 215	CC 215 / Summerlin Parkway – Add SB to EB flyover	Project Team		
в	Summerlin Parkway	Summerlin Parkway – Add 1 GP lane both directions (plus planned auxiliary lanes in select locations) from CC 215 to US 95	Project Team		
C1	I-15	I-15 South – Add 1 GP lane both directions, Sloan to Blue Diamond	RTP		
C2	I-15	I-15 South – Add 1 GP lane both directions, Blue Diamond to I-215	Project Team		
С3	I-15	I-15 Central Core – Add 1 GP lane both directions (SB: Sahara to I- 215 and NB: I-215 to north of Desert Inn)	Project Team		
D	I-515	I-515 –Add 1 or 2 GP lanes, both directions (no additional lanes or CD roads), from Charleston Boulevard to MLK (west of I-15 interchange)	RTP		
Е	I-515	I-515 – Add 1GP lane both directions, Charleston Boulevard to I-215	Project Team		
F	I-215	I-215 Southern Beltway – Add 1 GP lane in both directions, Windmill Lane to I-515 interchange	RTP/ Project Team		
G	CC 215 South	CC 215 Southern Beltway – Add 1 GP lane in both directions, Russell to I-15/I-215 interchange	Project Team		

Source: RTCSNV RTP 2017-2040 (Feb. 2017), NDOT



Traffic Forecasting Methods and Assumptions



Figure 8. SNTS 2040 Build Freeway-Related Projects

Results from this model will be used to inform the alternatives development.

2040 Alternatives Models

The SNTS 2040 Build travel demand model will be used as a starting point for analysis of projects along the SNTS alternatives development corridors. These alternatives will be individually analyzed in Aimsun micro-simulation. The recommended set of alternatives will then be added to the TransCAD SNTS 2040 Build roadway network in order to develop new trip tables, to account for shifting of travel patterns due to the combined effect of the roadway improvements, and then individually analyzed in Aimsun again.

Eastern Bypass Macroscopic Model Run Sensitivity Test

Sensitivity model runs will be performed with TransCAD that include an eastern bypass in order to gauge its effect on I-515 and the rest of the southern Nevada freeway system. Since the alignment and termini



Traffic Forecasting Methods and Assumptions

of the eastern bypass is unknown, two or three options will be run to establish a range of effect on the freeway system. Analysis will be summarized from the TransCAD macro-model.

Anticipated Sequence of Macro Modeling

- 1) <u>Develop and Perform SNTS Base Year (2017) Model</u>: The SNTS 2017 model network developed from the RTC 2015 model roadway network as a base and using 2015 and 2020 land use assumptions to develop 2017 trip tables and traffic volumes.
- 2) Develop and Perform SNTS Horizon Year (2040) Baseline Model: The SNTS 2040 Baseline model developed from the RTC 2040 model, reflecting the 2040 RTP. Includes a "Baseline" set of freeway projects generally from the TIP, Nevada STIP, and 2040 RTP. The Baseline model will be used to develop subsequent models and for results comparisons.
- Develop and Perform SNTS Horizon Year (2040) Build Model: The SNTS 2040 Build model developed from the SNTS 2040 Baseline model. Includes a "Build" set of freeway projects generally from the 2040 RTP.
- 4) <u>Provide Networks and Demand Tables to Aimsun</u>: Export 2017 and 2040 roadway networks and trip tables to Aimsun.
- 5) <u>Develop and Perform SNTS Horizon Year (2040) Alternatives Model:</u> Develop Alternatives model in TransCAD from the SNTS 2040 Build model based on the Aimsun micro-simulation analysis. Perform model runs and export to Aimsun for micro-simulation.
- 6) <u>Repeat Step 5 as Necessary:</u> Develop and run new alternatives models in TransCAD and macro- and micro-simulation in Aimsun as alternatives refinements warrant.

8. TRAFFIC OPERATIONS

Details regarding the final traffic forecasting methodology and microsimulation methodology and analysis in Aimsun can be found in the *SNTS Traffic Operations Methodology and Assumptions* memorandum.



SOUTHERN NEVADA TRAFFIC STUDY Traffic Forecasting Methods and Assumptions

Appendix A-1. SNTS Travel Demand Model Refinement Memorandum



TABLE OF CONTENT

1.0) INTRODUCTION	1
P	Project Description	1
Т	Task Purpose	1
S	Study Area	1
2.0	ORIGINAL 2013 RTCSNV MODEL	2
L	Link Results (Model Volumes Vs Counts)	2
S	Summary of Findings of the Original 2013 RTCSNV Model Performance	5
3.0) MODEL REFINEMENT STRATEGIES	5
4.0	ORIGINAL 2013 RTCSNV MODEL WITH REFINEMENTS	5
L	Link Comparison (Model Volumes Vs Counts)	6
S	Summary of findings of the SNTS Model Performance	8
C	Comparison of Models Results Summary	8
5.0	RECOMMENDED MODEL REFINEMENTS	9
APF	PENDICES	10
A.	. 2013 COUNT STATIONS GENERAL LOCATION MAP	
В.	8. 2013 COUNT DATA	
C.	2013 NETWORK CODING CHANGES – DETAILED LIST	



1.0 INTRODUCTION

Project Description

There are three main freeways in the Las Vegas Valley: I-15, US-95 (US95/US-93/I-515), and I-215/CC-215. Over the last decade, there have been major widening projects on US-95 from the Spaghetti Bowl to the west; I-15 from the Spaghetti bowl to the north; and on I-15 from Tropicana south to Silverado Ranch Boulevard. In addition, there have been new interchanges constructed on I-15 at Silverado Ranch and at Cactus Avenue. A new interchange is being planned for I-15 at Starr Ave and Project NEON recently began.

To plan and prepare for future freeway capacity needs, the Southern Nevada Traffic Study (SNTS) will conduct a system wide evaluation of the freeway system with a focus on existing and potential future congestion and other operation deficiencies while employing Planning and Environmental Linkage (PEL) approach to take into account environmental, community, and economic factors. The study includes the development of travel demand forecasts, performing operational analyses and providing some of the initial documentation required to evaluate potential solutions under PEL. This will set the stage for project-level coordination and environmental analysis once funding becomes available for construction.

The first element of the study is to determine the current and future travel demand using the regional travel demand model (TDM). A regional TDM main objective is to capture the existing travel patterns in a region and use these patterns to forecast future traffic conditions based on future land use, demographic and economic growth. A TDM is validated to establish it has captured the existing travel pattern. Validation is the exercise of comparing model results to existing traffic counts by calculating the percent error between them. The percent error has established industry standard margins of error by facility type. For the entire system the margin of error should be less than \pm 5% while for freeway/interstate mainline it should be \pm 7% and for arterial should be between 10% and 15%. There is not set margin of error for system-to-system ramps and ramps but it is much higher, sometime between 20% and 30%. Generally, TDMs replicate traffic on freeway/interstate mainlines much better than they do for system-to-system ramps.

The Regional Transportation Commission of Southern Nevada (RTCSNV), which oversees the regional travel demand model for the Las Vegas metro area, is in the process of updating the regional model and the Regional Transportation Plan (RTP). To meet NDOT's schedule for the SNTS, it was established that the original 2013 RTCSNV travel demand model would serve as the base to develop a refined model to be used in this study.

Task Purpose

The objective of this task was to review and identify potential minor updates to the travel demand model to improve the performance along the interstate and freeway systems for the validation year 2013. The model performance evaluation of the original 2013 RTCSNV model and the revised 2013 model, which includes enhancements discussed in the following sections, was conducted using 2013 observed traffic counts provided by NDOT. The base year model refinements will be utilized in the development and assessment of alternative improvements to meet the current (year 2016) and projected (year 2040) travel demand in the Las Vegas Valley.

Study Area

Model refinements and adjustments were focused on the interstate and freeway corridors including mainline, HOV, system ramps and ramps in the Las Vegas Valley.





2.0 ORIGINAL 2013 RTCSNV MODEL

Prior to making any enhancements, an assessment was conducted to determine how well the original 2013 RTCSNV regional travel demand model represented the year 2013 traffic counts on the interstate and freeway systems.

The RTCSNV travel demand model, reflective of the adopted 2013-2035 RTP, was obtained and utilized as the base for this task. The original 2013 model network includes approximately 153 miles of interstate and freeways consisting of I-15, US 95 (US 95/US 93/I 515), I-215, CC 215, and 10 miles of HOV lanes located on US 95 from Ann Rd to South Rancho Dr and Summerlin Pkwy from Buffalo Dr to US 95. Model results are reported as Annual Average Weekday Traffic (AAWDT). For analysis purposes, the interstate and freeway corridors in the model network were divided into 14 logical segments as shown in Figure 2.1. Traffic count data obtained from the NDOT Traffic Information Systems were adjusted to AAWDT using a weekday factor of 1.06736. Counts were incorporated into the RTCSNV model network based on station location and classified based on facility type.

Link Results (Model Volumes Vs Counts)

To ascertain the RTCSNV model performance, the original 2013 model volumes were compared to the 2013 AAWDT counts on the interstate and freeway system provided by NDOT. Appendix A displays the approximate location of

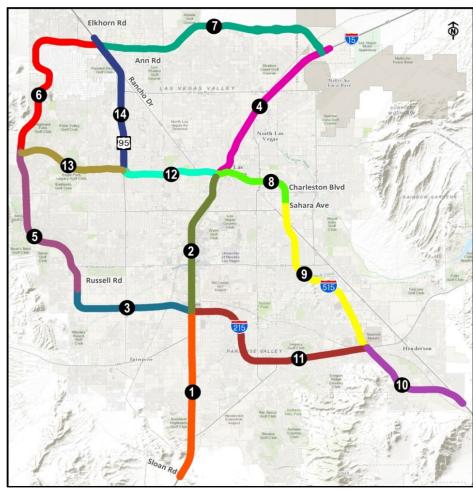


FIGURE 2.1: INTERSTATE/FREEWAY SEGMENTS

the count stations, while Appendix B contains the detailed directional count data for each location.

Traffic counts provided by NDOT were two-way counts (directional counts were not available). If HOV was present, HOV traffic was aggregated with mainline. Table 2.1 summarizes the aggregated original 2013 model volumes and aggregated 2013 AAWDTs by segment and facility type for the mainline, mainline and HOV, and ramps. The comparison between the model volume and the AAWDT traffic counts was reported as the actual and percent difference between the corridor total model volumes and total counts by facility type and also as the cumulative absolute difference (actual difference between model volumes and traffic counts at each count location) for each corridor by facility type.



Following are some of the comparison findings.

- The percent difference between model volumes and 2013 AAWDT on segments along the three major freeway corridors vary in range ; I-15 from -1% to -9%, I-515 from 14% to -20%, and US 95 from 2% to -2%.
- Segments 2 and 11 each have percent differences less than 10% however the cumulative absolute difference between the model volumes and the 2013 AADWTs on the segments were greater than 450,000. This could suggest that the model is over or under estimating at most locations along the corridor by a wide margin.
- Limited counts are located along CC 215; two counts are located on the mainline of Segment 5 between Sahara Ave and Far Hills Ave and variation on the segment is -43%. Similarly, Segment 7 has two counts that are located at the on and off ramps with I-15 in north Las Vegas and variation of the segment is -71%.
- With the exception of Segment 5, mainline variance on interstates and freeways ranges from 16% to -30%.
 Segment 12 has only one mainline count located between MLK Blvd and I-15, the variance at this location is -30%.
- Overall, ramps and system to system ramps in the majority of the segments have higher percent differences than the mainline.

					Cumulative
	Aggregate	Aggregate	Aggregate	Aggregate	Absolute
Segment	Model Volume	Year 2013 AADWT	Difference	%Difference	Difference
1) I-15: Sloan Rd to I-215/CC 215	535,667	589,183	-53,516	-9%	142,685
Interstate Mainline	353,796	393,854	-40,058	-10%	64,421
Ramp	157,307	176,863	-19,556	-11%	72,166
System to System Ramp	24,564	18,466	6,098	33%	6,098
2) I-15: I-215/CC 215 to I-515/US 95	2,331,557	2,409,673	-78,116	-3%	456,109
Interstate Mainline	1,837,896	1,865,746	-27,850	-1%	237,667
Ramp	435,341	443,061	-7,720	-2%	175,896
System to System Ramp	58,320	100,866	-42,546	-42%	42,546
3) I-215/CC 215: I-15 to Russell Rd	263,408	270,789	-7,381	-3%	54,476
Interstate Mainline	178,581	175,048	3,533	2%	3,533
Ramp	63,078	43,975	19,103	43%	20,926
System to System Ramp	21,749	51,766	-30,017	-58%	30,017
4) I-15: I-515/US 95 to CC 215	791,929	802,547	-10,618	-1%	193,910
Interstate Mainline	596,158	595,052	1,106	0%	84,617
Ramp	194,017	186,789	7,228	4%	90,342
System to System Ramp	1,755	20,706	-18,951	-92%	18,951
5) CC 215: Russell Rd to Summerlin Pkwy	95,021	167,256	-72,235	-43%	72,235
Freeway Mainline	95,021	167,256	-72,235	-43%	72,235
6) CC 215: Summerlin Pkwy to US 95					
No Counts Available					
7) CC 215: US 95 to I-15	1,395	4,803	-3,408	-71%	3,408
System to System Ramp	1,395	4,803	-3,408	-71%	3,408
8) I-515: I-15 to Sahara Ave	724,021	904,268	-180,247	-20%	191,556
Interstate Mainline	604,418	679,910	-75,492	-11%	75,492
Ramp	104,681	182,731	-78,050	-43%	89,359
System to System Ramp	14,922	41,627	-26,705	-64%	26,705
9) I-515: Sahara Ave to I-215	1,126,149	1,127,131	-982	0%	230,627
Interstate Mainline	875,686	841,078	34,608	4%	94,520

TABLE 2.1: ORIGINAL 2013 RTCSNV MODEL RESULTS BY SEGMENT



SNTS Travel Demand Model Refinement Memorandum



Segment	Aggregate Model Volume	Aggregate Year 2013 AADWT	Aggregate Difference	Aggregate %Difference	Cumulative Absolute Difference
Ramp	228,880	232,151	-3,271	-1%	103,788
System to System Ramp	21,583	53,902	-32,319	-60%	32,319
10) I-515: I-215 to Wagon Wheel Dr	420,667	368,289	52,378	14%	72,693
Interstate Mainline	302,190	260,434	41,756	16%	41,756
Ramp	71,379	77,435	-6,056	-8%	14,259
System to System Ramp	47,098	30,420	16,678	55%	16,678
11) I-215: I-515 to I-15	2,393,230	2,228,120	165,110	7%	610,102
Interstate Mainline	1,803,443	1,665,084	138,359	8%	383,273
Ramp	502,384	461,317	41,067	9%	188,919
System to System Ramp	87,404	101,719	-14,315	-14%	37,909
12) US 95: I-15 to Summerlin Pkwy	1,366,139	1,390,764	-24,625	-2%	332,342
Freeway Mainline	162,731	232,684	-69,953	-30%	69,953
Freeway Mainline and HOV	972,818	875,232	97,586	11%	107,167
Ramp	163,520	208,666	-45,146	-22%	132,113
System to System Ramp	67,070	74,182	-7,112	-10%	23,108
13) Summerlin Pkwy: US 95 to CC 215	420,099	418,728	1,371	0%	117,150
Freeway Mainline	259,748	282,852	-23,104	-8%	80,025
Freeway Mainline and HOV	132,200	101,400	30,800	30%	30,800
Ramp	931	2,989	-2,058	-69%	2,058
System to System Ramp	27,220	31,487	-4,267	-14%	4,267
14) US 95: Summerlin Pkwy to CC 215	933,875	913,448	20,427	2%	186,026
Freeway Mainline	86,764	90,192	-3,428	-4%	3,428
Freeway Mainline and HOV	613,531	555,030	58,501	11%	66,774
Ramp	218,235	257,019	-38,784	-15%	111,686
System to System Ramp	15,345	11,207	4,138	37%	4,138
Grand Total	11,403,159	11,594,999	-191,840	-2%	2,663,320

Note: The cumulative absolute difference is determined by calculating model vs traffic count difference for each link, then summing the differences.

Table 2.2 summarizes the aggregated original 2013 RTCSNV model volume and aggregated 2013 AAWDT by facility type for all count locations.

- With the exception of freeway mainlines, major roadway facilities such as the interstate systems in the study area have a difference of the less than 12%.
- The percent variation of the freeway mainline is roughly -22% which is caused by three segments (5, 12 and 13) having several locations where the difference between model volumes and traffic count is high. In addition, Segment 5 has only two counts while Segment 12 has one count on the mainline. The limited number of available counts for the corridors does not provide a good picture of how the model is performing along these two corridors.
- Percent difference for system to system ramps is roughly -28% while ramps have a difference of -6% but have an absolute difference of roughly 1M vehicles.
- The percent difference between the aggregated model volume and the aggregated 2013 AAWDT traffic counts for the RTC model is -2% (-191,840) however the absolute difference is approximately 2.66M.





TABLE 2.2: ORIGINAL 2013 RTCSNV MODEL RESULTS BY FACILITY TYPE

	Aggregate Model Volume	Aggregate Year 2013 AADWT	Aggregate Difference	Aggregate %Difference	Cumulative Absolute Difference
Interstate Mainline	6,552,168	6,476,206	75,962	1%	985,280
Freeway Mainline	604,264	772,984	-168,720	-22%	225,641
Freeway Mainline and HOV	1,718,548	1,531,662	186,886	12%	204,741
Ramp	2,139,754	2,272,996	-133,242	-6%	1,001,512
System to System Ramp	388,425	541,151	-152,726	-28%	246,145
Grand Total	11,403,159	11,594,999	-191,840	-2%	2,663,320

Summary of Findings of the Original 2013 RTCSNV Model Performance

Listed below are some key findings and observations of the 2013 RTCSNV travel demand model performance.

- The cumulative absolute difference of the original 2013 model volumes and 2013 AADWTs highlights the wide variation between the model volumes and traffic counts on facilities as well as segments.
- The number of count stations located on a segment may contribute to a higher variation between model volumes and count data as depicted on the Segment 5 and 7.
- Percent difference on interstate mainlines and ramps is less than ±6% from the ground counts, however the cumulative absolute difference on these facilities is in the range of 2M.
- Conversely, freeway mainlines and system-to-system ramps each have an absolute difference that is less than 250,000 vehicles but have a higher percent difference -22% and -28%, respectively.

3.0 MODEL REFINEMENT STRATEGIES

Enhancing model performance on interstates, freeways, and ramps was an iterative process that included updating the original 2013 RTCSNV network and incorporating improvements from previous studies such as the Southern Nevada HOV Plan Update. Modifications included reducing HOV ingress/egress link capacity from 2,000 to 1,500 vehicles per hour per lane (vphpl), increasing speed on HOV links to equal freeway speeds, and adjustments of time-of-day distribution.

To ensure the network reflected ground conditions for the year 2013 and incorporated roadway improvements constructed by the end of the year, the number of lanes on the interstate and freeway corridors including the ramps, system-to-system ramps and cross street facilities were verified and updated using March 2014 aerials.

Facility speeds reflective of area type for freeway mainlines and system-to-system ramps were reviewed and adjusted based on their functionality and the iterative model run results of the previous network modifications. The changes were applied to system-to-system ramps at I-15/US 95/I 515 traffic interchange(the spaghetti bowl); I-515 and I-215 traffic interchange; and I-15 and I-215 traffic interchange as well as the ramps at I-215 and Airport Connector.

Count station locations along the interstate, freeway, and ramps including system-to-system ramps were reviewed and adjusted based on station location description and NDOT 2015 Annual Traffic Report for Clark County.

4.0 ORIGINAL 2013 RTCSNV MODEL WITH REFINEMENTS

The revised 2013 RTCSNV network consists of the cumulative changes described in the previous section. All network modifications are documented in Appendix A. This network is identified from this point forward as the SNTS





network. Model results are reported as 2013 AAWDT and reflective of the SNTS network and the 2013 socioeconomic data from the RTCSNV model. This model is referred to as the SNTS model.

Link Comparison (Model Volumes Vs Counts)

Network modifications were incorporated to reduce the difference between the model volumes and the 2013 AAWDTs and thus improve model performance and decrease the overall cumulative absolute difference on the facilities. Table 4.1 presents the SNTS model resulting aggregated traffic volumes and aggregated year 2013 AAWDTs comparison by segment and facility type for the mainline, mainline and HOV, and ramps. Following are some of the comparison findings.

- Majority of the segment variance on the three major facilities are within the range of ± 15%; I-15 ranges from 4% to -8%, I-515 ranges from 15% to -14%, and US 95 ranges from 1% to -5%.
- While the percent difference on Segments 2 and 11 are less than 10%, the cumulative absolute difference on the segments are on the high side with 367,626 and 603,328 vehicles respectively.
- Segments 5 and 7 have only two count stations each which contributes to the higher percentage difference between the SNTS model volumes and the 2013 AAWDTs. In addition, there is only one count located on the freeway mainline of Segment 12 between MLK Blvd and the I-15 and US 95/I-515 traffic interchange.
- Excluding Segments 5 and 12, the percent difference on the interstate/freeway mainline ranges between -6% and 17%.
- In general, ramps and system to system ramps have a higher percent difference and higher absolute difference than the interstate/freeways mainlines.

Segment	Aggregate Model Volume	Aggregate Year 2013 AADWT	Aggregate Difference	Aggregate %Difference	Cumulative Absolute Difference
1) I-15: Sloan Rd to I-215/CC 215	542,324	589,183	-46,859	-8%	113,984
Interstate Mainline	376,444	393,854	-17,410	-4%	41,979
Ramp	143,872	176,863	-32,991	-19%	68,464
System to System Ramp	22,008	18,466	3,542	19%	3,542
2) I-15: I-215/CC 215 to I-515/US 95	2,516,534	2,409,669	106,865	4%	367,626
Interstate Mainline	1,962,450	1,865,742	96,708	5%	182,210
Ramp	457,256	443,061	14,195	3%	172,240
System to System Ramp	96,829	100,866	-4,037	-4%	13,176
3) I-215/CC 215: I-15 to Russell Rd	276,234	270,789	5,445	2%	60,552
Interstate Mainline	186,486	175,048	11,438	7%	11,438
Ramp	64,210	43,975	20,235	46%	22,887
System to System Ramp	25,538	51,766	-26,228	-51%	26,228
4) I-15: I-515/US 95 to CC 215	797,661	802,547	-4,886	-1%	186,303
Interstate Mainline	590,193	595,052	-4,859	-1%	74,089
Ramp	203,600	186,789	16,811	9%	95,377
System to System Ramp	3,868	20,706	-16,838	-81%	16,838
5) CC 215: Russell Rd to Summerlin Pkwy	107,655	167,256	-59,601	-36%	59,601
Freeway Mainline	107,655	167,256	-59,601	-36%	59,601
6) CC 215: Summerlin Pkwy to US 95					
No Counts Available					
7) CC 215: US 95 to I-15	1,356	4,803	-3,447	-72%	3,447

TABLE 4.1: SNTS MODEL RESULTS BY SEGMENT



SNTS Travel Demand Model Refinement Memorandum



Segment	Aggregate Model Volume	Aggregate Year 2013 AADWT	Aggregate Difference	Aggregate %Difference	Cumulative Absolute Difference
System to System Ramp	1,356	4,803	-3,447	-72%	3,447
8) I-515: I-15 to Sahara Ave	777,633	904,268	-126,635	-14%	145,014
Interstate Mainline	646,128	679,910	-33,782	-5%	43,539
Ramp	108,088	182,731	-74,643	-41%	83,265
System to System Ramp	23,417	41,627	-18,210	-44%	18,210
9) I-515: Sahara Ave to I-215	1,156,647	1,127,131	29,516	3%	223,211
Interstate Mainline	896,516	841,078	55,438	7%	92,884
Ramp	233,817	232,151	1,666	1%	102,740
System to System Ramp	26,314	53,902	-27,588	-51%	27,588
10) I-515: I-215 to Wagon Wheel Dr	424,416	368,289	56,127	15%	74,167
Interstate Mainline	305,665	260,434	45,231	17%	45,231
Ramp	72,202	77,435	-5,233	-7%	12,807
System to System Ramp	46,549	30,420	16,129	53%	16,129
11) I-215: I-515 to I-15	2,381,834	2,228,120	153,714	7%	603,328
Interstate Mainline	1,793,603	1,665,084	128,519	8%	367,687
Ramp	501,744	461,317	40,427	9%	198,646
System to System Ramp	86,487	101,719	-15,232	-15%	36,996
12) US 95: I-15 to Summerlin Pkwy	1,325,557	1,390,764	-65,207	-5%	283,531
Freeway Mainline	168,040	232,684	-64,644	-28%	64,644
Freeway Mainline and HOV	931,148	875,232	55,916	6%	62,226
Ramp	158,145	208,666	-50,521	-24%	129,784
System to System Ramp	68,225	74,182	-5,957	-8%	26,877
13) Summerlin Pkwy: US 95 to CC 215	410,323	418,728	-8,405	-2%	85,680
Freeway Mainline	280,968	282,852	-1,884	-1%	78,965
Freeway Mainline and HOV	101,498	101,400	98	0%	98
Ramp	1,252	2,989	-1,737	-58%	1,737
System to System Ramp	26,606	31,487	-4,881	-16%	4,881
14) US 95: Summerlin Pkwy to CC 215	923,896	913,448	10,448	1%	179,747
Freeway Mainline	85,126	90,192	-5,066	-6%	5,066
Freeway Mainline and HOV	604,661	555,030	49,631	9%	59,663
Ramp	218,391	257,019	-38,628	-15%	110,506
System to System Ramp	15,718	11,207	4,511	40%	4,511
Grand Total	11,642,070	11,594,999	47,075	0%	2,386,193

Note: The cumulative absolute difference is determined by calculating model vs traffic count difference for each link, then summing the differences

Table 4.2 summarizes the aggregated SNTS model volume and aggregated 2013 AAWDT by facility type for all count locations.

- Similar to the original 2013 RTCSNV model, major roadway facilities such as the interstate system have variance less than ± 15% with the exception of Freeway mainlines which has a percent difference of -17%.
- The percent difference between the aggregated SNTS model volumes and aggregated 2013 AAWDT is roughly ± 5 % for Interstate mainlines and Ramps while the absolute differences are roughly 859,000 and 998,000, respectively.
- Traffic circulation improved along several system-to-system ramps reducing the percent difference between the SNTS model volumes and the 2013 AAWDTs as well as the absolute difference.





• The percent difference between the aggregated SNTS model volumes and the aggregated 2013 AAWDT traffic counts is 0% (47,075) and the absolute difference is roughly 2.38M.

	Aggregate Model Volume	Aggregate Year 2013 AADWT	Aggregate Difference	Aggregate %Difference	Cumulative Absolute Difference
Interstate Mainline	6,757,484	6,476,202	281,282	4%	859,055
Freeway Mainline	641,788	772,984	-131,196	-17%	208,276
Freeway Mainline and HOV	1,637,306	1,531,662	105,644	7%	121,987
Ramp	2,162,577	2,272,996	-110,419	-5%	998,451
System to System Ramp	442,914	541,151	-98,237	-18%	198,423
Grand Total	11,642,070	11,594,999	47,071	0%	2,386,193

TABLE 4.2: SNTS MODEL RESULTS BY FACILITY TYPE

Summary of findings of the SNTS Model Performance

Listed below are some key findings and observations of SNTS travel demand model performance.

- Traffic flow and circulation improved; while the margin of difference was reduced on several segments, the absolute difference was improved for more than half of the segments.
- Modifications incorporated into the network provided a slight improvement to segments with limited count locations (5 and 7) as well as on Segment 12 primarily on the freeway mainline.
- Percent difference and absolute difference for ramps and system-to-system ramps improved.

Comparison of Models Results Summary

Table 4.3 displays the change in difference, percent difference and absolute difference between the original 2013 RTCSNV model and the SNTS model results. Following are some of the major findings.

- The revised network modifications improved the overall percent difference of the aggregated model volumes and aggregated year 2013 AADWTs by roughly 2% and reduced the absolute difference by 277,127 vehicles.
- Interstate mainlines decreased by -3% but the absolute difference was reduced by 126,225 vehicles.
- System-to-system ramps improved by 10% while the absolute difference was reduced by 47,722 vehicles.
- Freeway Mainline and HOV improved by 5% and the absolute difference was reduced by 82,754 vehicles.
- Ramps improved by 1% while the absolute difference was reduced by 3,061 vehicles.

TABLE 4.3: 2013 RTCSNV BASE MODEL AND SNTS MODEL COMPARISON RESULTS

Facility Type	Change in Difference	Change in %Difference	Change in Absolute Difference		
Interstate Mainline	-205,320	-3%	126,225		
Freeway Mainline	37,524	5%	17,365		
Freeway Mainline and HOV	81,242	5%	82,754		
Ramp	22,823	1%	3,061		
System to System Ramp	54,489	10%	47,722		
Grand Total	144,769	2%	277,127		





5.0 RECOMMENDED MODEL REFINEMENTS

The following list contains some of the model refinements implemented in the original 2013 RTCSNV regional model to enhance traffic flow performance on the interstate and freeway facilities in the Las Vegas Valley. A detailed list of all modifications is found in Appendix C.

- Lane changes on selected interstates, freeways, ramps and cross streets.
- Incorporated Express lanes on I-15 from I-215 to Silverado Ranch Blvd (1-lane in each direction) and from Desert Inn Rd to I-215 (2-lanes in each direction).
- Included southbound US 95 on ramp at Durango Dr southbound.
- Reconfigured southbound US 95 off ramp at Rancho Drive south of Ann Rd.
- Revised area type and functional classification of several links including ramps and system to system ramps at Spaghetti Bowl (I-515 and I-215 System Traffic Interchange), I-15 and I-215 System Traffic Interchange, and I-215 and Airport Connector.
- The final year 2013 SNTS network also includes improvements from the HOV Plan Update:
 - Reduce HOV Link Capacity from 1950 volume per hour per lane (vphpl) to 1500 vphpl
 - Reduce HOV Ingress/Egress Capacity from 2000 vphpl to 1500 vphpl
 - HOV link speed equal to the freeway speed





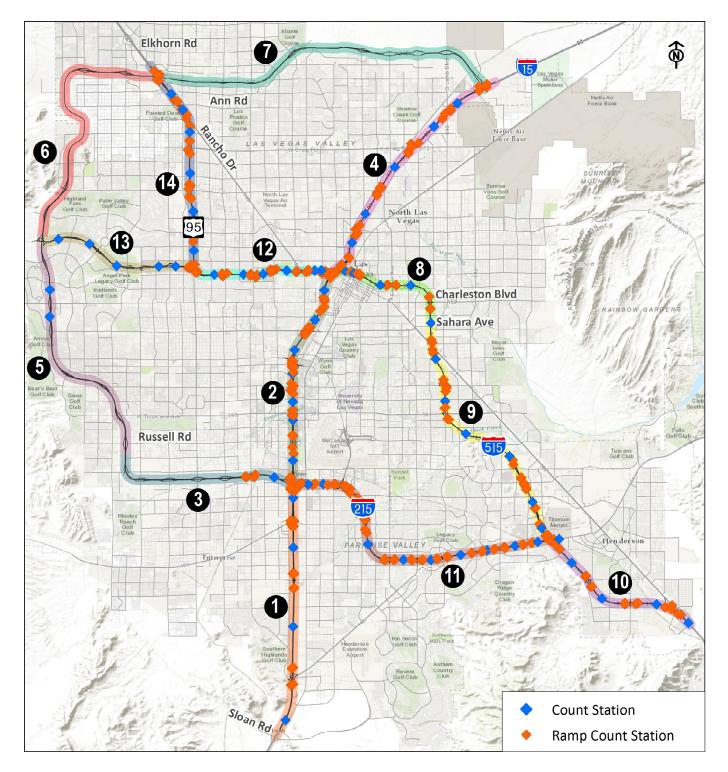
APPENDIX A

2013 COUNT STATIONS GENERAL LOCATION MAP





2013 COUNT STATION GENERAL LOCATION MAP





APPENDIX B

2013 COUNT DATA



RANSCAD_ID	STNAME	STATION_NU	TRINA_STAM	-			_	AADT_2014 ATR	LOCATION	CNT_TYPE	SEGNUM		_ · ·	AAWDT_2014
23438	RAMP 115 N 1215 E	0030056	03-0056	003		R15N	8,400	9,900	N/B off-ramp of IR-215 Intch to IR-215 E/B	System to System Ramp	1	8,966	8,966	10,567
5681	US 95	0030322	03-0322	003	F U	S95N	208,000	214,000	500ft S of the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12	83,254	83,254	85,656
5703	RAMP VAL VIEW US95 S	0030703	03-0703	003		S95N	4,000	4,000	S/B on-ramp of the Valley View Intch 'Exit 77'	Ramp	12	4,269	4,269	4,269
18467	RAMP US95 N I15 N	0030097	03-0097	003		R15N	14,000	14,500	from N/B US-95 to N/B I-15	System to System Ramp	8	14,943	14,943	15,477
5545	RAMP VAL VIEW US95 N	0030701	03-0701	003	T U	S95N	5,300	6,300	N/B on-ramp of the Valley View Intch 'Exit 77'	Ramp	12	5,657	5,657	6,724
20861	CLARK COUNTY 215	0035270	0035270	003	F IF	R215E	77,200	80,500 ATR	CL-215 0.8 mi S of Far Hills Ave Intch	Freeway Mainline	5	41,200	41,200	42,961
21756	US 95	0030322	03-0322	003	F U	S95N	208,000	214,000	500ft S of the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12	83,254	83,254	85,656
7658	RAMP FLAM US95 N	0030811	03-0811	003	T IF	R515N	5,200	5,100	N/B on-ramp of the Flamingo Intch 'Exit 38' from E/B Flamingo Rd	Ramp	9	5,550	5,550	5,444
7933	RAMP TROP US95 N	0030807	03-0807	003	T IF	R515N	17,500	18,000	N/B on-ramp of the Tropicana Intch 'Exit 37'	Ramp	9	18,679	18,679	19,212
15459	RAMP FLAM US95 S	0030812	03-0812	003	T IF	R515N	6,100	6,200	S/B on-ramp of the Flamingo Intch 'Exit 38' from E/B Flamingo	Ramp	9	6,511	6,511	6,618
8122	RAMP TROP US95 S	0030818	03-0818	003	T IF	R515N	6,700	6,400	S/B on-ramp of the Tropicana Intch 'Exit 68'	Ramp	9	7,151	7,151	6,831
7728	RAMP US95 N FLAM	0030813	03-0813	003	T IF	R515N	8,800	8,900	N/B off-ramp of the Flamingo Intch 'Exit 38'	Ramp	9	9,393	9,393	9,500
18781	RAMP I215 W GV PKWY	0030949	03-0949	003	T IF	R215E	13,000	12,500	W/B off-ramp of the Green Valley Intch 'Exit 5'	Ramp	11	13,876	13,876	13,342
	RAMP GV PKWY I215 E	0030950	03-0950	003		R215E	12,500	12,000	E/B on-ramp of the Green Valley Intch 'Exit 5'	Ramp	11	13,342	13,342	12,808
	RAMP I215 E WIND	0030048	03-0048	003		R215E	8,900	13,000	E/B off ramp of the Windmill Intch 'Exit 8'	Ramp	11	9,500	9,500	13,876
	RAMP WIND I215 W	0030071	03-0071	003		R215E	11,000	12,500	W/B on-ramp of the Windmill Intch 'Exit 8'	Ramp	11	11,741	11,741	13,342
	CLARK COUNTY 215	0031421	03-1421	003		R215E	79,500	85,000	btwn the Sahara Av Intch and Charleston Bl Intch	Freeway Mainline	5	42,428	42,428	45,363
	CLARK COUNTY 215	0031421	03-1421	003		R215E	79,500	85,000	btwn the Sahara Av Intch and Charleston BI Intch	Freeway Mainline	5	42,428	42,428	45,363
	US 95	0030719	03-0719	003		S95N	198,000	214,000	300ft S of Summerlin/Rainbow Intch 'Exit 81'	Freeway Mainline and HOV	12		79,251	45,505
	US 95	0030719	03-0719	003		S95N	198,000	214,000	300ft S of Summerlin/Rainbow Intch Exit 81	Freeway Mainline and HOV	12		79,251	85,656
	RAMP JONES US95 N	0030719	03-0719	003		S95N	6,500	7,100	N/B on-ramp of the Jones Intch 'Exit 79'	Ramp	12		6,938	85,050 7,578
			03-0708			S95N			S/B off-ramp of the Jones Intch 'Exit 79'		12			
	RAMP US95 S JONES	0030709		003			6,900	7,600		Ramp		1,000	7,365	8,112
	RAMP RAIN US95 S	0030864	03-0864	003		S95N	11,000	11,000	S/B on-ramp from Rainbow BI	Ramp	12	,	11,741	11,741
	RAMP US95 N JONES	0030707	03-0707	003		S95N	11,000	11,500	N/B off-ramp of the Jones Intch 'Exit 79'	Ramp	12	11,741	11,741	12,275
	RAMP JONES US95 S	0030710	03-0710	003		S95N	9,300	9,600	S/B on-ramp of the Jones Intch 'Exit 79'	Ramp	12	9,926	9,926	10,247
	RAMP ST ROSE W 115 N	0030032	03-0032	003		R15N	11,500	11,000	N/B on-ramp of the Saint Rose Intch 'Exit 27'	Ramp	1	12,275	12,275	11,741
9478		0035340	0035340	003		R15N	109,000	114,000 ATR	IR-15 1.0 mi S of SR 160 (Blue Diamond Rd Intch)	Interstate Mainline	1	43,628	43,628	45,630
	RAMP I215 W EASTERN	0030086	03-0086	003		R215E	13,500	12,500	W/B off-ramp of the Eastern Intch 'Exit 7'	Ramp	11	14,409	14,409	13,342
15608		0031250	0031250	003		R215E	122,000	128,000 ATR	IR-215 0.2 mi E of Eastern Ave Intch	Interstate Mainline	11	65,109	65,109	68,311
15605	I 215	0030078	03-0078	003		R215E	126,000	135,000	btwn Windmill Intch 'Exit 8' and the Eastern Intch 'Exit 7'	Interstate Mainline	11	67,244	67,244	72,047
15606	I 215	0030078	03-0078	003		R215E	126,000	135,000	btwn Windmill Intch 'Exit 8' and the Eastern Intch 'Exit 7'	Interstate Mainline	11	67,244	67,244	72,047
20097	RAMP I215 W WIND	0030042	03-0042	003	T IF	R215E	5,400	5,700	W/B off-ramp of the Windmill Intch 'Exit 8'	Ramp	11	5,764	5,764	6,084
20100	RAMP WIND I215 E	0030034	03-0034	003	T IF	R215E	6,500	5,900	E/B on-ramp of the Windmill Intch 'Exit 8'	Ramp	11	6,938	6,938	6,297
20201	RAMP I215 E EASTERN	0030047	03-0047	003	T IF	R215E	17,500	17,000	E/B off-ramp of the Eastern Intch 'Exit 7'	Ramp	11	18,679	18,679	18,145
20206	RAMP EAST I215 W	0030090	03-0090	003	T IF	R215E	14,500	16,500	W/B on-ramp of the Eastern Intch 'Exit 7'	Ramp	11	15,477	15,477	17,611
20204	RAMP EAST I215 E	0030082	03-0082	003	T IF	R215E	14,000	14,000	E/B on-ramp of the Eastern Intch 'Exit 7'	Ramp	11	14,943	14,943	14,943
18759	RAMP I215 W PECOS	0030216	03-0216	003	T IF	R215E	17,500	17,500	W/B off-ramp of the Pecos Intch 'Exit 6'	Ramp	11	18,679	18,679	18,679
18760	RAMP ROSE I215 E	0030869	03-0869	003	T IF	R215E	16,500	16,500	E/B on-ramp of the Pecos Intch 'Exit 6'	Ramp	11	17,611	17,611	17,611
20092	RAMP PECOS I215 W	0030109	03-0109	003	T IF	R215E	8,100	9,100	W/B on-ramp of the Pecos Intch 'Exit 6'	Ramp	11	8,646	8,646	9,713
20089	RAMP I215 E ROSE	0030121	03-0121	003	T IF	R215E	7,600	8,500	E/B off-ramp of the Pecos Intch 'Exit 6'	Ramp	11	8,112	8,112	9,073
15607	I 215	0031250	0031250	003	F IF	R215E	122,000	128,000 ATR	IR-215 0.2 mi E of Eastern Ave Intch	Interstate Mainline	11	65,109	65,109	68,311
	RAMP I215 E GV PKWY	0030948	03-0948	003		R215E	11,500	12,000	E/B off-ramp of the Green Valley Intch 'Exit 5'	Ramp	11	12,275	12,275	12,808
	RAMP GV PKWY I215 W	0030938	03-0938	003		R215E	11,000	11,500	W/B on-ramp of the Green Valley Intch 'Exit 5'	Ramp	11	11,741	11,741	12,275
18765		0030933	03-0933	003		R215E	138,000	144,000	btwn the Pecos Intch 'Exit 6' and the Green Valley Intch 'Exit 5'	Interstate Mainline	11	73,648	73,648	76,850
18769		0030933	03-0933	003		R215E	138,000	144,000	btwn the Pecos Intch 'Exit 6' and the Green Valley Intch 'Exit 6'	Interstate Mainline	11	73,648	73,648	76,850
	RAMP WRM SPR I215 W	0030704	03-0704	003		R215E	7,100	7,300	W/B on-ramp of the Warm Springs Intch 'Exit 9' from W/B Warm Springs Rd	Ramp	11	7,578	7,578	7,792
	1215	0030131	03-0131	003		R215E	136,000	145,000	btwn the Sunset/McCarran Intch 'Exit 10' and the Warm Springs Intch 'Exit 9'	Interstate Mainline	11	72,580	72,580	77,384
	1215	0030131	03-0131	003		R215E	136,000	145,000	btwn the Sunset/McCarran Intch Exit 10 and the Warm Springs Intch Exit 9	Interstate Mainline	11	72,580	72,580	77,384
	RAMP I215 W AIR CONN	0031004	03-1004	003		R215E	13,000	13,000	W/B off-ramp of the Sunset/McCarran Intch 'Exit 10' to the Airport	Ramp	11	13,876	13,876	13,876
	RAMP WM SPG AIR CONN	0030697	03-0697	003		R171N	1,900	1,900	Warm Springs W/B on-ramp to N/B Connector	Ramp	14	2,028	2,028	2,028
8459		0031021	03-0697	003		R17 IN R15N	239,000	225,000	.2 mi S of mp 36 S of the Russell Intch 'Exit 36'	Interstate Mainline		95,662	2,028 95,662	2,028
	RAMP I15 N I215 W		03-1021	003		R15N	239,000	9,300				95,662	95,662 9,500	90,059 9,926
		0031232				R215E			N/B off-ramp to W/B I-215	System to System Ramp				
	RAMP I215E I15N CD	0031229	03-1229	003			21,500	23,000	E/B off-ramp to N/B IR-15	System to System Ramp	3	22,948	22,948	24,549
	RAMP 115 S LV BLVD	0030003	03-0003	003		R15N	6,400	6,500	S/B off-ramp of the IR-215 Intch to Las Vegas BI	Ramp	2	6,831	6,831	6,938
	RAMP 1215 E 115 S	0031234	03-1234	003		R215E	9,000	10,000	E/B off-ramp to S/B IR-15	System to System Ramp	3	9,606	9,606	10,674
	RAMP I215 E LV BLVD	0031233	03-1233	003		R215E	7,200	7,100	E/B off-ramp to SR-604 (Las Vegas BI)	Ramp	3	7,685	7,685	7,578
18717		0030152	03-0152	003		R215E	164,000	171,000	btwn the Decatur Intch 'Exit 13' and the I-15 Intch 'Exit 12'	Interstate Mainline	3	8 87,524	87,524	91,259
18722		0030152	03-0152	003		R215E	164,000	171,000	btwn the Decatur Intch 'Exit 13' and the I-15 Intch 'Exit 12'	Interstate Mainline	3	87,524	87,524	91,259
	RAMP W I215 DECATUR	0031444	03-1444	003		R215E	10,500	11,000	W/B off-ramp of the Decatur Intch 'Exit 13'	Ramp	3	11,207	11,207	11,741
40700	RAMP DECATUR E I215	0031445	03-1445	003	IT IF	R215E	9,500	9,600	E/B on-ramp of the Decatur Intch 'Exit 13'	Ramp	3	10,140	10,140	10,247

TRANSCAD_ID	STNAME	STATION_NU	TRINA_STA	N FIPS	RAMP	TIS_FULL_N A	ADT_2013	AADT_2014	ATR	LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT_2013	AAWDT_2014
8930 I 15		0030453	03-0453	003	F	IR15N	146,000	138,000		1.3 mi S of the IR-215 Intch 'Exit 34'	Interstate Mainline	1	58,438	58,438	55,236
18502 RAMP I15 S I215W		0031428	03-1428	003	Т	IR15N	18,000	21,000		S/B off-ramp to W/B IR-215	System to System Ramp	3	19,212	19,212	22,415
18507 RAMP I215W I15S (D	0030155	03-0155	003	Т	IR215E	7,300	8,900		W/B off-ramp to S/B IR-15	System to System Ramp	11	7,792	7,792	9,500
7950 I 15		0030052	03-0052	003	F	IR15N	228,000	225,000		S of the Tropicana Intch 'Exit 37'	Interstate Mainline	2	91,259	91,259	90,059
7976 RAMP I15 S TROP	N	0030057	03-0057	003	Т	IR15N	9,900	10,500		S/B off-ramp of the Tropicana Intch 'Exit 37'	Ramp	2	10,567	10,567	11,207
8035 RAMP TROP 115S C	D	0030060	03-0060	003	Т	IR15N	16,000	17,000		S/B on-ramp of the Tropicana Intch 'Exit 37'	Ramp	2	17,078	17,078	18,145
8089 I 15		0030052	03-0052	003	F	IR15N	228,000	225,000		S of the Tropicana Intch 'Exit 37'	Interstate Mainline	2	91,259	91,259	90,059
15324 RAMP 115N CD TRO)P	0030053	03-0053	003	Т	IR15N	19,000	19,000		N/B off-ramp of the Tropicana Intch 'Exit 37'	Ramp	2	20,280	20,280	20,280
7940 RAMP TROP 115 N		0030055	03-0055	003	Т	IR15N	24,000	24,000		N/B on-ramp of the Tropicana Intch 'Exit 37'	Ramp	2	25,617	25,617	25,617
8717 215		0030129	03-0129	003	F	IR215E	182,000	199,000		btwn Las Vegas BI Intch 'Exit 11' and the Sunset/McCarran Intch 'Exit 10'	Interstate Mainline	11	97,130	97,130	106,202
8819 AIRPORT CONN N		0030126	03-0126	003	т	IR215E	28,000	28,500		E/B off-ramp of the Sunset/McCarran Intch 'Exit 10'	Ramp	11	29,886	29,886	30,420
8724 215		0030162	03-0162	003	F	IR215E	171,000	178,000		E of SR-604 (Las Vegas BI)	Interstate Mainline	11	91,260	91,260	94,995
8748 215		0030162	03-0162	003	F	IR215E	171,000	178,000		E of SR-604 (Las Vegas BI)	Interstate Mainline	11	91,260	91,260	94,995
8691 RAMP LV BLVD 115	W	0030879	03-0879	003	т	IR215E	8,200	9,200		W/B on-ramp to N/B IR-15 from Las Vegas Bl	Ramp	11	8,752	8,752	9,820
8698 RAMP I215W I15N (0030118	03-0118	003	т	IR215E	37,500	40,000		W/B on-ramp of IR-215 Intch to N/B IR-15	System to System Ramp	11	40,026	40,026	42,694
18504 RAMP LV BLVD I21		0031420	03-1420	003	Т	IR215E	7,600	7,300		W/B on-ramp from SR-604 (Las Vegas BI)	Ramp	11	8,112	8,112	7,792
8759 RAMP LV BLVD I21		0030190	03-0190	003	т	IR215E	7,600	8,300		E/B on-ramp to IR-215 from SR-604 (Las Vegas BI)	Ramp	11	8,112	8,112	8,859
8715 RAMP 1215 W LV BI		0030309	03-0309	003	т	IR215E	7,200	8,200		W/B off-ramp of IR-215 to Las Vegas BI	Ramp	11	7,685	7,685	8,752
8738 215		0030129	03-0129	003	F	IR215E	182,000	199,000		btwn Las Vegas Bl Intch 'Exit 11' and the Sunset/McCarran Intch 'Exit 10'	Interstate Mainline	11	97,130	97,130	106,202
8718 RAMP CONNCT S I	215 W	0030129	03-0308	003	Γ T	IR215E	32,500	33,500		W/B on-ramp of the Sunset/McCarran Intch 'Exit 10'	Ramp	11	34,689	34,689	35,757
15554 RAMP CONNECT I		0030308	03-0308	003	т	IR215E	16,000	16,500		E/B on-ramp of the Sunset/McCarran Intch Exit 10	Ramp	11	17,078	34,009 17,078	17,611
					T	IR215E	1,200			S/B off-ramp of the Sahara Av Intch 'Exit 40' to Highland Dr				1,281	
24721 RAMP 115 S SAHAF		0031439	03-1439	003	T T	IR15N		1,100		· ·	Ramp	2	1,281		1,174
24722 RAMP 115 S SAHAF		0030079	03-0079 03-0075	003	T	IR ISN IR15N	6,400	6,200		S/B off-ramp of the Sahara Intch 'Exit 40'	Ramp	2	6,831	6,831	6,618
6983 RAMP 115 N SAHAF		0030075		003	1 -		20,000	22,500		N/B off-ramp of the Sahara Intch 'Exit 40'	Ramp	2	21,347	21,347	24,016
18468 RAMP SPG MNT W		0030070	03-0070	003	1	IR15N	16,500	17,000		N/B on-ramp of the Spring Mountain Intch 'Exit 39'	Ramp	2	17,611	17,611	18,145
18479 RAMP I15 S SPG M		0030952	03-0952	003	1	IR15N	17,000	17,000		Spring Mountain Rd S/B Fly-Over	Ramp	2	18,145	18,145	18,145
18476 RAMP I15 S SPG M	NIW	0030072	03-0072	003	T	IR15N	8,000	7,900		S/B off-ramp of the Spring Mountain Intch 'Exit 39'	Ramp	2	8,539	8,539	8,432
7568 l 15		0030067	03-0067	003	F	IR15N	259,000	236,000		.3 mi S of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	103,667	103,667	94,461
15339 RAMP I15 S FLAM \		0030065	03-0065	003	Т	IR15N	10,500	9,000		S/B off-ramp of the Flamingo Intch 'Exit 38' to W/B Flamingo Rd	Ramp	2	11,207	11,207	9,606
18472 RAMP I15 N SPG M		0030229	03-0229	003	Т	IR15N	25,000	24,500		N/B off-ramp of the Spring Mountain Intch 'Exit 39'	Ramp	2	26,684	26,684	26,150
15329 RAMP 115 S FLAM E	1	0030792	03-0792	003	Т	IR15N	13,000	14,000		S/B off-ramp of the Flamingo Intch 'Exit 38' to E/B Flamingo Rd	Ramp	2	13,876	13,876	14,943
7719 RAMP FLAM I15 S		0030066	03-0066	003	Т	IR15N	16,500	15,000		S/B on-ramp of the Flamingo Rd Intch Exit 38 200ft W of the N/B on-ramp	Ramp	2	17,611	17,611	16,010
7745 RAMP I15 N FLAM		0030062	03-0062	003	Т	IR15N	17,500	19,500		N/B off-ramp of the Flamingo Intch 'Exit 38'	Ramp	2	18,679	18,679	20,814
15341 RAMP FLAM E 115 1	J	0030064	03-0064	003	Т	IR15N	20,500	20,500		N/B on-ramp of the Flamingo Intch 'Exit 38'	Ramp	2	21,881	21,881	21,881
18484 RAMP SPR MNT I1	5 S	0030174	03-0174	003	Т	IR15N	17,500	17,500		S/B on-ramp of the Spring Mountain Intch 'Exit 39'	Ramp	2	18,679	18,679	18,679
5878 RAMP US95 N DEC	ATUR	0030451	03-0451	003	Т	US95N	11,000	10,500		N/B off-ramp of the Decatur Intch 'Exit 79'	Ramp	12	11,741	11,741	11,207
5902 US 95		0032220	0032220	003	F	US95N	205,000	211,000	ATR	US-95 0.2 mi S of SR-596 (Jones BI)	Freeway Mainline and HOV	12	82,053	82,053	84,455
5978 RAMP DECATUR U	S95 S	0030450	03-0450	003	Т	US95N	11,000	11,000		S/B on-ramp of the Decatur Intch 'Exit 79'	Ramp	12	11,741	11,741	11,741
15224 US 95		0032220	0032220	003	F	US95N	205,000	211,000	ATR	US-95 0.2 mi S of SR-596 (Jones BI)	Freeway Mainline and HOV	12	82,053	82,053	84,455
5863 RAMP DECATUR U	S95 N	0030452	03-0452	003	Т	US95N	9,800	10,000		N/B on-ramp of the Decatur Intch 'Exit 79'	Ramp	12	10,460	10,460	10,674
35018 RAMP US95 S DEC	ATUR	0031461	03-1461	003	Т	US95N	6,100	6,100		S/B off-ramp of the Decatur Intch 'Exit 79' to S/B Decatur BI	Ramp	12	6,511	6,511	6,511
5781 US 95		0030323	03-0323	003	F	US95N	209,000	215,000		btwn the Decatur Intch 'Exit 79' and the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12	83,654	83,654	86,056
5852 US 95		0030323	03-0323	003	F	US95N	209,000	215,000		btwn the Decatur Intch 'Exit 79' and the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12		83,654	86,056
21476 RAMP SAHARA I15	S	0030081	03-0081	003	Т	IR15N	19,500	22,500		S/B on-ramp of the Sahara Intch 'Exit 40'	Ramp	2	20,814	20,814	24,016
18454 RAMP 115 N US95 N		0030094	03-0094	003	Т	US95N	42,500	44,000		from I-15 N/B off-ramp to US-95 N/B	System to System Ramp	2	45,363	45,363	46,964
6861 RAMP SAHARA I15		0030077	03-0077	003	Т	IR15N	17,500	18,000		N/B on-ramp of the Sahara Intch 'Exit 40'	Ramp	2	18,679	18,679	19,212
20197 RAMP 115 S SAHAF		0031136	03-1136	003	Т	IR15N	12,000	12,000		SR-589 (Sahara Av Fly Over) at 'Exit 40'	Ramp	2	12,808	12,808	12,808
5610 RAMP RANCHO US		0030396	03-0396	003	т	US95N	6,900	6,800		S/B on-ramp of the Rancho Intch 'Exit 77'	Ramp	12	7,365	7,365	7,258
15203 RAMP US95 S RAN		0030399	03-0399	003	т	US95N	8,400	8,100		S/B off-ramp of the Rancho Intch 'Exit 77'	Ramp	12		8,966	8,646
5630 RAMP RANCHO US		0030398	03-0398	003	т	US95N	8,200	8,400		N/B on-ramp of the Rancho Intch 'Exit 77'	Ramp	12	8,752	8,752	8,966
21750 US 95		0030289	03-0289	003	F	US95N	218,000	212,000		btwn the Rancho Intch Exit 77 & MLK Bl	Freeway Mainline	12		116,342	113,140
21730 US 95		0030289	03-0289	003	F	US95N	218,000	212,000		btwn the Rancho Intch Exit 77 & MLK Bl	Freeway Mainline	12	116,342	116,342	113,140
18466 RP I15N US95S		0030289	03-0289	003	' Т	US95N	22,000	212,000		S/B on-ramp of the Downtown Ex Intch Exit 42 from N/B IR-15	System to System Ramp	12	23,482	23,482	24,54
			03-0095	003	C						Interstate Mainline	2			
6056 15		0030092			r T	IR15N	249,000	267,000		btwn the Charleston Intch 'Exit 41' and the Downtown Ex Intch 'Exit 42'		2	132,886	132,886	142,49
18461 RAMP 115 S US95 S		0030105	03-0105	003	1	US95N	15,000	15,500		S/B on-ramp loop of the Downtown Ex Intch Exit 42 from S/B IR-15	System to System Ramp	4	16,010	16,010	16,54
18462 RAMP US95 N 115 S)	0030103	03-0103	003		IR15N	25,000	28,500		from US-95 N/B off-ramp to I-15 S/B	System to System Ramp	8	26,684	26,684	30,42
18456 RAMP 115 N MLK		0030100	03-0100	003	1	IR15N	5,600	6,200		from I-15 N/B to MLK	Ramp	2	5,977	5,977	6,61
15377 RAMP 115 S CHAR		0030088	03-0088	003	T	IR15N	7,200	7,400		S/B off-ramp of the Charleston Intch 'Exit 41'	Ramp	2	7,685	7,685	7,898
18452 RAMP US95 S I15 S		0030102	03-0102	003	Т	IR-15	44,000	45,500		S/B on-ramp of the Downtown Ex Intch Exit 42 from S/B US-95	System to System Ramp	12		46,964	48,565
18451 RAMP I15 S US95 N		0030099	03-0099	003	IT	US95N	11,000	12,000		N/B on-ramp of the Downtown Ex Intch Exit 42 from S/B IR-15	System to System Ramp	12	11,741	11,741	12,808

TRANSCAD_ID	STNAME	STATION_NU	TRINA_STAN	FIPS	RAMP	TIS_FULL_N	AADT_2013 A/	ADT_2014 AT	R LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT_2013	AAWDT 2014
	RAMP I15/US95N MLK	0030408	03-0408	003	Т	US95N	8,700	8,800	N/B off-ramp of the Downtown Ex Intch to MLK BI	Ramp	12	_	9,286	9,393
	RAMP US95 S 115 N	0030106	03-0106	003	т	IR15N	14,500	14,500	from US-95 S/B to I-15 N/B	System to System Ramp	12	15,477	15,477	15,477
	RAMP MLK 115 S	0030093	03-0093	003	т	IR15N	5,900	7,400	On-ramp from S/B MLK to I-15 S/B	Ramp	12		6,297	7,898
	RAMP MLK I15 N	0030669	03-0669	003	T	IR15N	1,400	1,400	from MLK to IR-15 N/B	Ramp	12	1,494	1,494	1,494
	RAMP I215 E WARM SPG	0030400	03-0400	003	т	IR215E	11,500	12,000	E/B off-ramp of the Warm Springs Intch 'Exit 9' to Warm Springs Rd	Ramp	11	12,275	12,275	12,808
15577		0030959	03-0959	003	F	IR215E	134,000	150,000	btwn Warm Springs Intch 'Exit 9' and the Windmill Intch 'Exit 8'	Interstate Mainline	11	71,513	71,513	80,052
	RAMP WM SPG E I215 W	0030535	03-0535	003	Т	IR215E	2,700	3,000	W/B on-ramp of the Warm Springs Intch 'Exit 9' from E/B Warm Springs Rd	Ramp	11	2,882	2,882	3,202
10619		0030959	03-0959	003	F	IR215E	134,000	150,000	btwn Warm Springs Intch 'Exit 9' and the Windmill Intch 'Exit 8'	Interstate Mainline	11	71,513	71,513	80,052
	RAMP WARM SP I215 E	0030438	03-0438	003	т	IR215E	3,300	2,800	E/B on-ramp of the Warm Springs Intch 'Exit 9' from Warm Springs Rd	Ramp	11	3,522	3,522	2,989
	RAMP I215 W WARM SPG	0030445	03-0445	003	т	IR215E	3,500	3,500	W/B off-ramp of the Warm Springs Intch 'Exit 9' to Warm Springs Rd	Ramp	11	3,736	3,736	3,736
	RAMP US95 S TROP	0030815	03-0815	003	т	IR515N	15,000	15,000	S/B off-ramp of the Tropicana Intch 'Exit 37'	Ramp	9	16,010	16,010	16,010
	US 95	0030814	03-0814	003	F	IR515N	128,000	133,000	btwn the Flamingo Intch 'Exit 38' and the Tropicana Intch 'Exit 37'	Interstate Mainline	0	68,311	68,311	70,979
	US 95	0030814	03-0814	003	F	IR515N	128,000	133,000	btwn the Flamingo Intch 'Exit 38' and the Tropicana Intch 'Exit 37'	Interstate Mainline	0	68,311	68,311	70,979
	RAMP EASTERN US95 S	0030787	03-0787	003	, т	IR515N	4,800	4,900	S/B on-ramp of the Eastern Av Intch Exit 73	Ramp	8	5,123	5,123	5,230
	RAMP US95 N EASTERN	0030788	03-0788	003	т	IR515N	4,800	4,900 5,700	N/B off-ramp of the Eastern AV Intch Exit 73	Ramp	0	5,977	5,977	6,084
	RAMP LV BLVD US95 N	0030780	03-0780	003	т т	IR515N IR515N	5,000 8,400	10,000	N/B on-ramp of the Las Vegas BI Intch Exit 75-B	Ramp	0	8,966	5,977 8,966	10,674
	RAMP US95 S CASINO S	0030107	03-0107	003	і т	IR515N	12,500	12,500	S/B off-ramp of the Casino Center Dr Intch Exit 75-A	Ramp	0	13,342	13,342	13,342
	RAMP US95 S CASINO S RAMP CASINO US95 N		03-0107	003	т т	IR515N IR515N	12,500	13,500	N/B on-ramp of the Casino Center Dr Intch Exit 75-A		0	13,342	13,342	13,342
		0030112		003	ו ר				· ·	Ramp	0			
	US 95	0030113	03-0113		F	IR515N	160,000	159,000	btwn Las Vegas BI Exit 74-A and Casino Center Dr Exit 75-B	Interstate Mainline	8	85,389	85,389	84,855
20759		0030113	03-0113	003	F T	IR515N	160,000	159,000	btwn Las Vegas BI Exit 74-A and Casino Center Dr Exit 75-B	Interstate Mainline	8	85,389	85,389	84,855
	RAMP US95 N LV BLVD	0030783	03-0783	003	1 -	IR515N	7,900	8,100	N/B off-ramp of the Las Vegas BI Intch Exit 75-BI	Ramp	8	8,432	8,432	8,646
	RAMP LV BLVD US95 S	0030782	03-0782	003	 _	IR515N	7,500	7,400	S/B on-ramp of the Las Vegas BI Intch Exit 75-B	Ramp	8	8,005	8,005	7,898
	US 95	0030784	03-0784	003	F -	IR515N	158,000	156,000	btwn the Las Vegas BI Intch Exit 75-B and the Eastern Intch Av Exit 73	Interstate Mainline	8	84,322	84,322	83,254
	US 95	0030784	03-0784	003	F 	IR515N	158,000	156,000	btwn the Las Vegas BI Intch Exit 75-B and the Eastern Intch Av Exit 73	Interstate Mainline	8	84,322	84,322	83,254
	RAMP US95 S EASTERN	0030786	03-0786	003	T	IR515N	17,000	16,500	S/B off-ramp of the Eastern Av Intch Exit 73	Ramp	8	18,145	18,145	17,611
	RAMP EASTERN US95 N	0030785	03-0785	003	T	IR515N	17,500	17,500	N/B on-ramp of the Eastern Av Intch Exit 73	Ramp	8	18,679	18,679	18,679
	RAMP US95 S FLAM	0030809	03-0809	003	Т	IR515N	8,400	8,600	S/B off-ramp of the Flamingo Intch 'Exit 38'	Ramp	9	8,966	8,966	9,179
	RAMP FLAM W US95 N	0030808	03-0808	003	Т	IR515N	2,900	3,000	N/B on-ramp of the Flamingo Intch 'Exit 38' from W/B Flamingo Rd	Ramp	9	3,095	3,095	3,202
	RAMP FLAM W US95 S	0030810	03-0810	003	Т	IR515N	2,700	2,600	S/B on-ramp of the Flamingo Intch 'Exit 38' from W/B Flamingo Rd	Ramp	9	2,882	2,882	2,775
	RAMP US95 N BOULDER	0030804	03-0804	003	Т	IR515N	7,800	8,100	N/B off-ramp of the Boulder Highway Intch 'Exit 69'	Ramp	9	8,325	8,325	8,646
	RAMP US95 S BLOUDER	0030806	03-0806	003	Т	IR515N	9,400	9,200	S/B off-ramp of the Boulder Highway Intch 'Exit 69'	Ramp	9	10,033	10,033	9,820
	RAMP BOUL US95 S	0030805	03-0805	003	Т	IR515N	7,800	8,100	S/B on-ramp of the Boulder Highway Intch 'Exit 69'	Ramp	9	8,325	8,325	8,646
	US 95	0030798	03-0798	003	F	IR515N	127,000	127,000	btwn the Boulder Highway Intch 'Exit 69' and the Flamingo Intch 'Exit 68'	Interstate Mainline	9	67,778	67,778	67,777
7245	US 95	0030798	03-0798	003	F	IR515N	127,000	127,000	btwn the Boulder Highway Intch 'Exit 69' and the Flamingo Intch 'Exit 68'	Interstate Mainline	9	67,778	67,778	67,777
6332	RAMP US95 S CHAR	0030791	03-0791	003	Т	IR515N	15,500	15,500	S/B off-ramp of the Charleston BI Intch Exit 72	Ramp	8	16,544	16,544	16,544
15477	RAMP CHAR US95 S	0030801	03-0801	003	Т	IR515N	16,000	17,000	S/B on-ramp of the Charleston BI Intch Exit 72	Ramp	8	17,078	17,078	18,145
6676	RAMP US95 N CHAR	0030800	03-0800	003	Т	IR515N	14,000	14,500	N/B off-ramp of the Charleston BI Intch Exit 72	Ramp	8	14,943	14,943	15,477
9913	US 95	0030909	03-0909	003	F	IR515N	51,500	50,000	btwn the College Intch 'Exit 57' and Wagon Wheel Intch 'Exit 56'	Interstate Mainline	10	27,484	27,484	26,684
9002	US 95	0031422	03-1422	003	F	IR515N	79,000	77,000	South of the Auto Show Mall Intch 'Exit 62'	Interstate Mainline	9	42,160	42,160	41,093
24919	RAMP I215 W US95 S	0030894	03-0894	003	Т	US95N	1,500	1,500	S/B on-ramp of the 215/Henderson Intch 'Exit 61'	System to System Ramp	11	1,601	1,601	1,601
24917	I 215	0030834	03-0834	003	F	SR564	51,000	52,000	.2 mi E of the 215/Henderson Intch 'Exit 61'	Interstate Mainline	11	27,218	27,218	27,751
20212	RAMP I215 E STEPHANI	0031236	03-1236	003	Т	IR215E	14,500	15,000	E/B off-ramp of the Stephanie Intch 'Exit 3A'	Ramp	11	15,477	15,477	16,010
20215	RAMP STEPHANI I215 W	0030861	03-0861	003	Т	IR215E	14,000	14,500	W/B on-ramp of the Stephanie Intch 'Exit 3A'	Ramp	11	14,943	14,943	15,477
20216	1 215	0031239	03-1239	003	F	IR215E	132,000	140,000	btwn the Valle Verde Intch 'Exit 3B' and the Stephanie Intch 'Exit 3A'	Interstate Mainline	11	70,446	70,446	74,715
18789	RAMP I215 E VA VERDE	0030974	03-0974	003	Т	IR215E	8,500	8,800	E/B off-ramp of the Valle Verde Intch 'Exit 3B'	Ramp	11	9,073	9,073	9,393
18796	RAMP VA VERDE I215 W	0031237	03-1237	003	Т	IR215E	7,800	8,200	W/B on-ramp of the Valle Verde Intch 'Exit 3B'	Ramp	11	8,325	8,325	8,752
20221	I 215	0031239	03-1239	003	F	IR215E	132,000	140,000	btwn the Valle Verde Intch 'Exit 3B' and the Stephanie Intch 'Exit 3A'	Interstate Mainline	11	70,446	70,446	74,715
18786		0031238	03-1238	003	F	IR215E	140,000	147,000	btwn the Green Valley Intch 'Exit 5' and the Valle Verde Intch 'Exit 3B'	Interstate Mainline	11	74,715	74,715	78,451
18790		0031238	03-1238	003	F	IR215E	140,000	147,000	btwn the Green Valley Intch 'Exit 5' and the Valle Verde Intch 'Exit 3B'	Interstate Mainline	11	74,715	74,715	78,451
	RAMP I215 W VA VERDE	0031427	03-1427	003	Т	IR215E	5,300	5,200	W/B off-ramp of the Valle Verde Intch 'Exit 3B'	Ramp	11	5,657	5,657	5,550
	RAMP VA VERDE I215 E	0030965	03-0965	003	Т	IR215E	4,700	4,600	E/B on-ramp of the Valle Verde Intch 'Exit 3B'	Ramp	11	5,017	5,017	4,910
	RAMP STEPHANI I215 E	0030108	03-0108	003	Т	IR215E	6,500	6,600	E/B on-ramp of the Stephanie Intch 'Exit 3A'	Ramp	11	6,938	6,938	7,045
	RAMP I125 W STEPHANI	0030750	03-0750	003	т	IR215E	6,200	6,400	W/B off-ramp of the Stephanie Intch 'Exit 3A'	Ramp	11	6,618	6,618	6,831
22255		0030246	03-0246	003	F	IR215E	112,000	115,000	btwn the Gibson Intch Exit 2 and the US-95 Henderson Intch Exit 1	Interstate Mainline	11	59,772	59,772	61,373
	RAMP US95 N HORIZON	0030899	03-0899	003	Т	IR515N	1,900	1,700	N/B off-ramp of the Horizon Intch 'Exit 59'	Ramp	10		2,028	1,815
	RAMP HORZON US95 S	0030898	03-0898	003	Т	IR515N	2,200	2,100	S/B on-ramp of the Horizon Intch 'Exit 59'	Ramp	10	2,020	2,020	2,241
	RAMP HORZON 0393 3 RAMP LK MEAD W US95	0030832	03-0832	003	Т	US95N	9,000	8,700	N/B on-ramp of the 215/Henderson Intch 'Exit 61'	System to System Ramp	10	9,606	2,348 9,606	9,286
	RAMP US95 E I 215	0030852	03-0895	003	T	US95N	9,000	17,000	N/B off-ramp of the 215/Henderson Intch 'Exit 61'	System to System Ramp	10		9,000 17,078	9,200
	RAMP US95 E 1215 RAMP US95 N 1215 W	0030895		003	Т	US95N	12,500	14,500	N/B off-ramp of the 215/Henderson Intch 'Exit 61' to W/B 215	System to System Ramp	10		13,342	15,477
	RAMP 0393 N 1213 W RAMP E I 215 US95 S	0031264	03-1264	003	т	IR215E	40,000	41,500	E/B off-ramp of the 215/Henderson Intch to US-95 N & S	System to System Ramp	10	42,694	42,694	44,295
52540		0001417	00-1417	000			-+0,000	טטט, ו ד		Cystem to Cystem Ramp	1 11	42,034	42,034	77,233

TRANSCAD_ID	STNAME	STATION_NU	J TRINA_STAN	FIPS			AADT_2013	AADT_2014	ATR	LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT_2013	AAWDT_2014
9774	RAMP HORIZON US95 N	0030900	03-0900	003		IR515N	18,500	17,000		N/B on-ramp of the Horizon Intch 'Exit 59'	Ramp	10	,	19,746	18,145
9771	RAMP US95 S HORIZON	0030897	03-0897	003	Т	IR515N	16,000	15,000		S/B off-ramp of the Horizon Intch 'Exit 59'	Ramp	10	17,078	17,078	16,010
9906	RAMP COLLEGE US95 W	0030905	03-0905	003	Т	IR515N	5,500	5,600		N/B on-ramp of the College Intch 'Exit 57'	Ramp	10	5,870	5,870	5,977
9925	RAMP US95 E COLLEGE	0030903	03-0903	003	Т	IR515N	6,400	5,700		S/B off-ramp of the College Intch 'Exit 57'	Ramp	10	6,831	6,831	6,084
9914	RAMP US95 W COLLEGE	0030906	03-0906	003	Т	IR515N	1,800	1,600		N/B off-ramp of the College Intch 'Exit 57'	Ramp	10	1,921	1,921	1,708
9929	RAMP COLLEGE US95 E	0030904	03-0904	003	т	IR515N	2,000	1,700		S/B on-ramp of the College Intch 'Exit 57'	Ramp	10	2,135	2,135	1,815
15444	RAMP RUSSELL US95 S	0030822	03-0822	003	Т	IR515N	6,900	7,200		S/B on-ramp of the Russell Intch 'Exit 65'	Ramp	g	7,365	7,365	7,685
8562	US 95	0032230	0032230	003	F	IR515N	109,000	112,000	ATR	US-95 0.3 mi S of Russel Rd	Interstate Mainline	9	58,171	58,171	59,772
8131	US 95	0030819	03-0819	003	F	IR515N	109,000	110,000		btwn the Tropicana Intch 'Exit 68' and the Russell Intch 'Exit 65'	Interstate Mainline	g	58,171	58,171	58,705
	RAMP US95 N TROP	0030817	03-0817	003		IR515N	6,500	6,200		N/B off-ramp of the Tropicana Intch 'Exit 68'	Ramp	g	6,938	6,938	6,618
8302	RAMP US95 S RUSSELL	0030823	03-0823	003		IR515N	7,600	7,800		S/B off-ramp of the Russell Intch 'Exit 65'	Ramp	g	8,112	8,112	8,325
	RAMP RUSS US95 N	0030820	03-0820	003		IR515N	7,600	7,600		N/B on-ramp of the Russell Intch 'Exit 65'	Ramp	g	8,112	8,112	8,112
	RAMP US95 N SUNSET	0030827	03-0827	003		IR515N	9,200	8,900		N/B off-ramp of the Sunset Intch 'Exit 64A'	Ramp	g	9,820	9,820	9,500
	RAMP SUNSET US95 S	0030829	03-0829	003		IR515N	10,000	9,700		S/B on-ramp of the Sunset Intch 'Exit 64A'	Ramp	0	10,674	10,674	10,353
	RAMP SUNSET US95 N	0030826	03-0826	003		IR515N	9,500	9,000		N/B on-ramp of the Sunset Intch 'Exit 64A'	Ramp	0	10,140	10,140	9,606
	RAMP US95 S SUNSET	0030828	03-0828	003		IR515N	8,700	8,700		S/B off-ramp of the Sunset Intch 'Exit 64A'	Ramp	0	9,286	9,286	9,286
	US 95	0030831	03-0831	003		IR515N	106,000	103,000		btwn the Sunset Intch 'Exit 64A' and the Auto Show Mall Intch 'Exit 62'	Interstate Mainline	0	56,570	56,570	54,969
	RAMP S US95 AUTO SHO	0030031	03-1424	003		IR515N	4,900	4,800		S/B off-ramp of the Auto Show Mall Intch 'Exit 62'		3	5,230	5,230	5,123
	RAMP US95 N RUSSEL		03-1424			IR515N IR515N	4,900 6,700	4,800		N/B off-ramp of the Russell Intch 'Exit 65'	Ramp	9	5,230 7,151	5,230 7,151	
		0030821		003	т	US95N				IN/B off-ramp of the Russell Intch 'Exit 65' S/B on-ramp of the Wagon Wheel Intch 'Exit 56'	Ramp	40		7,151 640	7,258
	RAMP WAGO US95 S	0030881 0030882	03-0881	003		US95N US95N	600 2,500	600 2,300			Ramp	10	640	640 2,668	640 2.455
	RAMP US95 N BOUL		03-0882	003						N/B off-ramp of the Wagon Wheel Intch 'Exit 56' to the Boulder Hw	Ramp	10	_,		2,455
	RAMP US95 S WAGO	0030884	03-0884	003		IR515N	6,800	6,700		S/B off-ramp of the Wagon Wheel Intch 'Exit 56'	Ramp	10	7,258	7,258	7,151
	RAMP WAGO US95 N	0030885	03-0885	003	1	IR515N	7,500	7,200		N/B on-ramp of the Wagon Wheel Intch 'Exit 56' to US-95	Ramp	10	0,000	8,005	7,685
	RAMP US95 N WAGO	0030880	03-0880	003	I	US95N	850	800		N/B off-ramp of the Wagon Wheel Intch 'Exit 56' to Wagon Wheel Dr	Ramp	10	907	907	854
	RAMP I15 N LAMB S	0031414	03-1414	003	Т	IR15N	7,800	8,300		N/B off-ramp of the Lamb Intch 'Exit 50'	Ramp	4	8,325	8,325	8,859
	RAMP US95 S CRAIG	0030875	03-0875	003	Т	US95N	4,500	4,600		S/B off-ramp of the Craig Intch 'Exit 85'	Ramp	14	4,803	4,803	4,910
	RAMP CRAIG US95 N	0030878	03-0878	003		US95N	4,500	4,600		N/B on-ramp of the Craig Intch 'Exit 85'	Ramp	14	4,803	4,803	4,910
	SUMMERLIN	0031122	03-1122	003		Summerlin Pk	74,500	76,500		.6 mi W of Buffalo Dr	Freeway Mainline	13	00,100	39,759	40,827
	SUMMERLIN	0031453	03-1453	003	F	Summerlin Pk	29,500	30,500		btwn N Anasazi Dr and Towncenter Dr.	Freeway Mainline	13	- /	15,744	16,277
20888	SUMMERLIN	0031294	03-1294	003	F	Summerlin Pk	40,500	42,000		btwn I-215 and N Anasazi Dr	Freeway Mainline	13		21,614	22,415
20895	SUMMERLIN	0031453	03-1453	003	F	Summerlin Pk	29,500	30,500		btwn N Anasazi Dr and Towncenter Dr.	Freeway Mainline	13	,.	15,744	16,277
5433	SUMMERLIN	0030866	03-0866	003	F	Summerlin Pk	51,000	52,500		.1 mi W of Rampart Bl	Freeway Mainline	13	3 27,218	27,218	28,018
5446	SUMMERLIN	0030866	03-0866	003	F	Summerlin Pk	51,000	52,500		.1 mi W of Rampart Bl	Freeway Mainline	13		27,218	28,018
5453	SUMMERLIN	0030865	03-0865	003	Т	US95N	32,000	32,500		N/B off-ramp of the Rainbow-Summerlin Intch Exit 81-A to Summerlin Pk	Freeway Mainline	13	34,156	34,156	34,689
4908	RAMP US95 S ROCK	0030922	03-0922	003	Т	US95N	7,400	7,800		S/B off-ramp of the Lake Mead Intch 'Exit 82B' to Rock Springs Dr	Ramp	14	7,898	7,898	8,325
5016	RAMP L MEAD E US95 S	0030918	03-0918	003	Т	US95N	9,700	10,000		S/B on-ramp of the Lake Mead Intch 'Exit 82A' from E/B Lake Mead BI	Ramp	14	10,353	10,353	10,674
4711	US 95	0030716	03-0716	003	F	US95N	138,000	142,000		100ft S of the Cheyenne Intch 'Exit 83'	Freeway Mainline and HOV	14	55,236	55,236	56,837
18446	RAMP L MEAD W US95 S	0030919	03-0919	003	Т	US95N	6,100	6,300		S/B loop on-ramp of the Lake Mead Intch 'Exit 82A' from W/B Lake Mead BI	Ramp	14	6,511	6,511	6,724
21854	US 95	0030716	03-0716	003	F	US95N	138,000	142,000		100ft S of the Cheyenne Intch 'Exit 83'	Freeway Mainline and HOV	14	55,236	55,236	56,837
5440	SUMMERLIN	0031123	03-1123	003	F	Summerlin Pk	95,000	98,000		.2 mi E of Buffalo Dr	Freeway Mainline and HOV	13	38,025	38,025	39,225
5426	SUMMERLIN	0031123	03-1123	003	F	Summerlin Pk	95,000	98,000		.2 mi E of Buffalo Dr	Freeway Mainline and HOV	13	38,025	38,025	39,225
5422	RAMP US95 S SUM W	0030855	03-0855	003	т	US95N	15,000	16,500		S/B off-ramp of the Rainbow BI-Summerlin Pk Intch Exit 81-A to W/B Summerlin Pk	System to System Ramp	13		16,010	17,611
	RAMP US95 S RAIN	0030856	03-0856	003	Т	US95N	9,600	9,800		S/B off-ramp of the Rainbow BI-Summerlin Pk Intch Exit 81-A to Rainbow BI	Ramp	14	10,247	10,247	10,460
	US 95	0030715	03-0715	003	F	US95N	121,000	124,000		.1 mi S of the Craig Intch 'Exit 85'	Freeway Mainline and HOV	14	48,432	48,432	49,632
21865		0030715	03-0715	003	F	US95N	121,000	124,000		.1 mi S of the Craig Intch 'Exit 85'	Freeway Mainline and HOV	14	48,432	48,432	49,632
	RAMP US95 N CHEY	0030872	03-0872	003	т	US95N	16,000	16,500		N/B off-ramp of the Cheyenne Intch 'Exit 83'	Ramp	14	17,078	17,078	17,611
	RAMP US95 S CHEY	0030874	03-0874	003	Т	US95N	7,400	7,600		S/B off-ramp of the Cheyenne Intch 'Exit 83'	Ramp	14	7,898	7,898	8,112
	RAMP CRAIG US95 S	0030876	03-0876	003	т	US95N	14,000	14,000		S/B on-ramp of the Craig Intch 'Exit 85'	Ramp	14	14,943	14,943	14,943
	RAMP US95 N CRAIG	0030877	03-0877	003	T	US95N	12,000	12,500		N/B off-ramp of the Craig Intel Exit 05	Ramp	14	12,808	12,808	13,342
	RAMP US95 N L MEAD E	0030917	03-0917	003	т	US95N	3,700	3,900		N/B off-ramp of the Lake Mead Intch 'Exit 82A' to E/B Lake Mead BI	Ramp	1/	3,949	3,949	4,163
21837		0030718	03-0718	003	F	US95N	157,000	165,000		.3 mi S of the Lake Mead Intch 'Exit 82A'	Freeway Mainline and HOV	14	62,841	62,841	66,043
	SUMMERLIN	0030857	03-0718	003	Т	US95N	37,500	38,000		S/B on-ramp of the Rainbow-Summerlin Intch Exit 81-A from E/B Summerlin Pk	Freeway Mainline	14	40,026	40,026	40,560
21904		0030718	03-0718	003	F	US95N	157,000	165,000		3 mi S of the Lake Mead Intch 'Exit 82A'	Freeway Mainline and HOV	1.1	62,841	62,841	66,043
					т	US95N US95N						14			
	RAMP RAIN US95 N	0030921	03-0921	003			7,400	7,800		N/B on-ramp of the Lake Mead Intch 'Exit 82B' from Rainbow BI	Ramp	14	7,898	7,898	8,325
	RAMP US95 N RAIN	0030920	03-0920	003		US95N	11,500	11,000		N/B loop off-ramp of the Lake Mead Intch 'Exit 82A' to W/B Lake Mead BI	Ramp	14	12,275	12,275	11,741
	RAMP US95 N RANCHO	0030177	03-0177	003		US95N	3,000	3,100		N/B off-ramp of the Rancho/Ann Intch 'Exit 90A' to S/B Rancho Dr	Ramp	14	3,202	3,202	3,309
	US 95	0030713	03-0713	003		US95N	104,000	107,000		.5 mi S of Lone Mountain Rd	Freeway Mainline and HOV	14	41,627	41,627	42,828
21875		0030713	03-0713	003		US95N	104,000	107,000		.5 mi S of Lone Mountain Rd	Freeway Mainline and HOV	14	41,627	41,627	42,828
25574		0030713	03-0713	003		US95N	104,000	107,000		.5 mi S of Lone Mountain Rd	Freeway Mainline and HOV	14	13,876	13,876	14,276
15040	RAMP US95 S ANN RD	0030196	03-0196	003	Т	US95N	4,300	4,400		S/B off-ramp of the Rancho/Ann Intch 'Exit 90B' to Ann Rd	Ramp	14	4,590	4,590	4,696

TRANSCAD_ID	STNAME	STATION_NU	J TRINA_STAN	FIPS	RAMP	TIS_FULL_N AA	DT_2013	AADT_2014	ATR	LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT 2013	AAWDT_2014
15041 RAMP	P ANN US95 N	0030184	03-0184	003	Т	US95N	3,300	3,400		N/B on-ramp of the Rancho/Ann Intch 'Exit 90B' from Ann Rd	Ramp	14		3,522	3,629
	P ANN US95S	0030183	03-0183	003	Т	US95N	17,500	18,000		S/B on-ramp of the Rancho/Ann Intch 'Exit 90B' from Ann Rd	Ramp	14	18,679	18,679	19,212
12167 RAMF	P US95 N ANN	0030179	03-0179	003	т	US95N	18,500	19,000		N/B off-ramp of the Rancho/Ann Intch 'Exit 90A' to Ann Rd	Ramp	14	19,746	19,746	20,280
21626 RAMF	P US95S CENT CEN	0031403	03-1403	003	т	US95N	2,100	2,200		S/B off-ramp of the Centennial Intch 'Exit 91' to Centennial Pk	Ramp	14	2,241	2,241	2,348
21628 RAMP	P CENT CEN US95S	0031404	03-1404	003	Т	US95N	3,400	3,500		S/B on-ramp of the Centennial Intch 'Exit 91'	Ramp	14	3,629	3,629	3,736
21636 RAMF	P N US95 E SKY PT	0031400	03-1400	003	т	US95N	12,000	12,000		N/B off-ramp of the Centennial Intch 'Exit 91' to E/B 215	Ramp	14	12,808	12,808	12,808
5232 15		0030098	03-0098	003	F	IR15N	117,000	160,000		.1 mi S of the D St/Washington Intch 'Exit 43'	Interstate Mainline	4	62,440	62,440	85,389
15404 RAMF	P CRAIG 115 N	0030383	03-0383	003	т	IR15N	2,300	2,200		N/B on-ramp of the Craig Intch 'Exit 48'	Ramp	4	2,455	2,455	2,348
15405 RAMF	P 115 S CRAIG	0030379	03-0379	003	Т	IR15N	1,900	1,900		S/B off-ramp of the Craig Intch 'Exit 48'	Ramp	4	2,028	2,028	2,028
5560 RAMF	P US95N VAL VIEW	0030700	03-0700	003	т	US95N	5,300	5,600		N/B off-ramp of the Valley View Intch 'Exit 77'	Ramp	12	5,657	5,657	5,977
5576 RAMF	P US95 N RANCHO	0030397	03-0397	003	т	US95N	13,500	13,500		N/B off-ramp of the Rancho Intch 'Exit 77'	Ramp	12	14,409	14,409	14,409
5357 RAMF	P D 115 S	0030423	03-0423	003	т	IR15N	4,200	4,200		S/B on-ramp of the D St/ Washington Intch 'Exit 44'	Ramp	4	4,483	4,483	4,483
5475 RAMF	P I15N D ST/WASH	0030412	03-0412	003	Т	IR15N	5,600	5,600		N/B off-ramp of the D St/ Washington Intch 'Exit 44'	Ramp	4	5,977	5,977	5,977
4631 15		0031230	0031230	003	F	IR15N	125,000	132,000	ATR	IR-15 0.7 mi N of SR-147 (Lake Mead Intch)	Interstate Mainline	4	66,710	66,710	70,446
4821 15		0031230	0031230	003	F	IR15N	125,000	132,000	ATR	IR-15 0.7 mi N of SR-147 (Lake Mead Intch)	Interstate Mainline	4	66,710	66,710	70,446
4380 15		0030387	03-0387	003	F	IR15N	88,000	87,500		.6 mi N of the Cheyenne Intch 'Exit 46'	Interstate Mainline	4	46,964	46,964	46,697
4373 I 15		0030387	03-0387	003	F	IR15N	88,000	87,500		.6 mi N of the Cheyenne Intch 'Exit 46'	Interstate Mainline	4	46,964	46,964	46,697
5237 RAMP	P I15 S WASH	0030419	03-0419	003	Т	IR15N	2,400	2,600		S/B off-ramp of the D St/ Washington Intch 'Exit 44'	Ramp	4	2,562	2,562	2,775
15389 RAMF	P WASH I15 N	0030417	03-0417	003	т	IR15N	2,900	2,500		N/B on-ramp of D St/Washington Intch 'Exit 44'	Ramp	4	3,095	3,095	2,668
5199 15		0030424	03-0424	003	F	IR15N	156,000	153,000		N of the D St/Washington Intch 'Exit 44'	Interstate Mainline	4	83,254	83,254	81,653
5083 15		0030424	03-0424	003	F	IR15N	156,000	153,000		N of the D St/Washington Intch 'Exit 44'	Interstate Mainline	4	83,254	83,254	81,653
23648 RAMF	P SPR MNT E I15 N	0030984	03-0984	003	т	IR15N	6,700	6,500		N/B loop on-ramp of the Spring Mountain Intch 'Exit 39' from E/B Spring Mountain Rd	Ramp	2	7,151	7,151	6,938
4484 RAMF	P I15 S CHEY	0030388	03-0388	003	т	IR15N	2,600	2,700		S/B off-ramp of the Cheyenne Intch 'Exit 46'	Ramp	4	2,775	2,775	2,882
4499 RAMF	P CHEY I15 N	0030394	03-0394	003	т	IR15N	3,500	3,600		N/B on-ramp of the Cheyenne Intch 'Exit 46'	Ramp	4	3,736	3,736	3,842
4617 RAMF	P CHEY I15 S	0030390	03-0390	003	т	IR15N	22,500	23,000		S/B on-ramp of the Cheyenne Intch 'Exit 46'	Ramp	4	24,016	24,016	24,549
4634 RAMP	P 115 N CHEY	0030391	03-0391	003	Т	IR15N	22,500	21,500		N/B off-ramp of the Cheyenne Intch 'Exit 46'	Ramp	4	24,016	24,016	22,948
4281 RAMF	P I15 N CRAIG	0030382	03-0382	003	Т	IR15N	24,500	25,500		N/B off-ramp of the Craig Intch 'Exit 48'	Ramp	4	26,150	26,150	27,218
4196 RAMF	P CRAIG E I15 S	0030381	03-0381	003	Т	IR15N	15,500	16,500		S/B on-ramp of the Craig Intch 'Exit 48' from E/B Craig Rd	Ramp	4	16,544	16,544	17,611
4016 15		0030378	03-0378	003	F	IR15N	43,500	43,500		1 mi N of the Craig Intch 'Exit 48'	Interstate Mainline	4	23,215	23,215	23,215
4129 15		0030378	03-0378	003	F	IR15N	43,500	43,500		1 mi N of the Craig Intch 'Exit 48'	Interstate Mainline	4	23,215	23,215	23,215
23400 RAMF	P S CC 215 S I 15	0031450	03-1450	003	Т	IR15N	2,700	2,900		S/B on-ramp of the CL-215 Intch (North)	System to System Ramp	7	2,882	2,882	3,095
3906 15		0031451	03-1451	003	F	IR15N	28,000	32,000		btwn the Lamb Intch 'Exit 50' and the CL-215 Intch	Interstate Mainline	4	14,943	14,943	17,078
3912 15		0031451	03-1451	003	F	IR15N	28,000	32,000		btwn the Lamb Intch 'Exit 50' and the CL-215 Intch	Interstate Mainline	4	14,943	14,943	17,078
3994 RAMF	P I15 S LAMB	0031244	03-1244	003	Т	IR15N	900	950		S/B off-ramp of the Lamb Intch 'Exit 50'	Ramp	4	961	961	1,014
21032 RAMF	P N I 15 CC 215	0031443	03-1443	003	Т	IR15N	2,500	2,800		N/B off-ramp of the CL-215 Intch (North)	System to System Ramp	4	2,668	2,668	2,989
21037 RAMF	P S I 15 CC 215 N	0031449	03-1449	003	Т	IR15N	1,800	2,000		S/B off-ramp of the CL-215 Intch (North)	System to System Ramp	7	1,921	1,921	2,135
21040 RAMF	P N CC 215 N I 15	0031448	03-1448	003	Т	IR15N	1,900	2,200		N/B on-ramp of the CL-215 Intch (North)	System to System Ramp	4	2,028	2,028	2,348
24958 RAMF	P I15 N SILVERADO	0031463	03-1463	003	Т	IR15N	1,700	1,300		N/B off-ramp of the Silverado Ranch/Gomer Intch 'Exit 31'	Ramp	1	1,815	1,815	1,388
25133 RAMF	P BLUE DIA E I15N	0031540	03-1540	003		IR-15	11,000	12,000		N/B on-ramp from E/B Blue Diamond fly over. 'Exit 33'	Ramp	1	11,741	11,741	12,808
25143 RAMP	P BLU DIA I15 S	0030045	03-0045	003	Т	IR15N	5,200	5,500		S/B on-ramp of the Blue Diamond Intch 'Exit 33'	Ramp	1	5,550	5,550	5,870
22230 RAMF	P SUM E US95 N	0030854	03-0854	003	Т	US95N	14,500	16,000		US95 N/B on-ramp of the Rainbow BI-Summerlin Pk Intch (EB Fly-Over)	System to System Ramp	13	15,477	15,477	17,078
22232 RAMF	P RAIN US95 N	0030722	03-0722	003	Т	US95N	10,500	10,500		N/B on-ramp from Rainbow Bl	System to System Ramp	14	11,207	11,207	11,207
22242 RAMF	P US95 N RAIN	0030853	03-0853	003	Т	US95N	10,500	11,000		N/B off-ramp to Rainbow Bl	Ramp	12	11,207	11,207	11,741
22244 I 215		0035370	0035370	003		IR215E	116,000	120,000		IR-215 0.5 mi W of Gibson Intch	Interstate Mainline	11	61,907	61,907	64,042
22253 I 215		0035370	0035370	003		IR215E	116,000	120,000		IR-215 0.5 mi W of Gibson Intch	Interstate Mainline	11	61,907	61,907	64,042
22272 CLAR	RK COUNTY 215	0035270	0035270	003		IR215E	77,200	80,500	ATR	CL-215 0.8 mi S of Far Hills Ave Intch	Freeway Mainline	5	41,200	41,200	42,961
23139 RAMF	P CRAIG I15 S	0030802	03-0802	003		IR15N	7,700	8,300		S/B on-ramp of the Craig Intch 'Exit 48' from W/B Craig Rd	Ramp	4	8,219	8,219	8,859
23331 RAMF	P I15 N LV BLVD E	0030046	03-0046	003		IR15N	1,300	1,600		N/B off-ramp of the IR-215 Intch to SR-604 (Las Vegas BI)	Ramp	1	1,388	1,388	1,708
	P I215 E GIBSON	0031258	03-1258	003		IR215E	7,600	8,300		E/B off-ramp of the Gibson Intch 'Exit 2'	Ramp	11	8,112	8,112	8,859
24488 RAMF	P E I215 FRONTAG	0030132	03-0132	003		IR215E	6,800	7,900		E/B off-ramp of the Decatur Intch 'Exit 13'	Ramp	3	7,258	7,258	8,432
	P FRONTAGE W I215	0030140	03-0140	003		IR215E	7,200	8,700		W/B on-ramp of the Decatur Intch 'Exit 13'	Ramp	3	7,685	7,685	9,286
25072 SUMN		0031294	03-1294	003		Summerlin Pk	40,500	42,000		btwn I-215 and N Anasazi Dr	Freeway Mainline	13	21,614	21,614	22,415
	P LAMB I15 N	0031245	03-1245	003		IR15N	1,000	1,000		N/B on-ramp of the Lamb Intch 'Exit 50'	Ramp	4	. 1,067	1,067	1,067
	P LAMB N I15 S	0031415	03-1415	003		IR15N	8,700	9,300		S/B on-ramp of the Lamb Intch 'Exit 50'	Ramp	4	9,286	9,286	9,926
24863 SUMN		0031122	03-1122	003		Summerlin Pk	74,500	76,500		.6 mi W of Buffalo Dr	Freeway Mainline	13	,	39,759	40,827
24913 RAMP	P I215 W GIBSON	0031260	03-1260	003		IR215E	5,800	5,900		W/B off-ramp of the Gibson Intch 'Exit 2'	Ramp	11	6,191	6,191	6,297
	P I215 W GIBSON	0031261	03-1261	003		IR215E	6,900	7,700		W/B on-ramp of the Gibson Intch 'Exit 2'	Ramp	11	7,365	7,365	8,219
24920 I 215		0030246	03-0246	003		IR215E	112,000	115,000		btwn the Gibson Intch Exit 2 and the US-95 Henderson Intch Exit 1	Interstate Mainline	11	59,772	59,772	61,373
24924 RAMP	P US95 S I215 E	0031425	03-1425	003		US95N	9,500	9,200		S/B off-ramp of the 215/Henderson Intch to E/B Lake Mead BI	System to System Ramp	9	10,140	10,140	9,820
	P US95 S I215 W	0030833	03-0833	003	Т	US95N	21,000	23,000		S/B off-ramp of the 215/Henderson Intch 'Exit 61'	System to System Ramp	1 0	22,415	22,415	24,549

TRANSCAD_ID	STNAME	STATION_NU	TRINA_STAM	N FIPS	RAMP	TIS_FULL_N	AADT_2013	ADT_2014 ATR	LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT_2013	AAWDT_2014
24961	RAMP I15 S SILVERADO	0031465	03-1465	003	Т	IR15N	25,500	26,500	S/B off-ramp of the Silverado Ranch/Gomer Intch 'Exit 31'	Ramp	1	27,218	27,218	
24987	RAMP US95 N E GALLER	0031457	03-1457	003	Т	IR515N	3,900	4,100	N/B off-ramp of the Galleria Intch 'Exit 64B'	Ramp	ç	4,163	4,163	4,376
24988	RAMP E GALLER US95 N	0031456	03-1456	003	Т	IR515N	5,000	6,200	N/B on-ramp of the Galleria Intch 'Exit 64B'	Ramp	g	5,337	5,337	6,618
24990	RAMP US95 S W GALLER	0031459	03-1459	003	Т	IR515N	5,800	7,100	S/B off-ramp of the Galleria Intch 'Exit 64B'	Ramp	ç	6,191	6,191	7,578
24991	RAMP W GALLER US95 S	0031458	03-1458	003	Т	IR515N	4,400	4,900	S/B on-ramp of the Galleria Intch 'Exit 64B'	Ramp	g	4,696	4,696	5,230
24994	RAMP AUTO SHO US95 N	0031441	03-1441	003	Т	IR515N	3,800	3,800	N/B on-ramp of the Auto Show Mall Intch 'Exit 62'	Ramp	g	4,056	4,056	4,056
	RAMP US95 N AUTO SHO	0031423	03-1423	003	Т	IR515N	2,200	2,300	N/B off-ramp of the Auto Show Mall Intch 'Exit 62'	Ramp	ç	2,348	2,348	2,455
	RAMP AUTO SHO US95 S	0031411	03-1411	003	т	IR515N	3,500	3,500	S/B on-ramp of the Auto Show Mall Intch 'Exit 62'	Ramp	ç	3,736	3,736	3,736
	RAMP 115 S ST ROSE	0030035	03-0035	003	т	IR15N	11,500	10,000	S/B off-ramp of the Saint Rose Intch 'Exit 27'	Ramp	1	12,275	12,275	10,674
	RAMP 115 N ROSE	0030028	03-0028	003	Т	IR15N	2,700	2,200	N/B off-ramp of the Saint Rose Intch 'Exit 27'	Ramp	1	2,882	2,882	2,348
25132	RAMP ST ROSE W 115 S	0030036	03-0036	003	Т	IR15N	2,800	2,600	S/B on-ramp of the Saint Rose Intch 'Exit 27'	Ramp	1	2,989	2,989	2,775
25163		0030322	03-0322	003	F	US95N	208,000	214,000	500ft S of the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12		27,751	28,552
25164		0030322	03-0322	003	F	US95N	208,000	214,000	500ft S of the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12		27,751	28,552
25182		0030323	03-0323	003	F	US95N	209,000	215,000	btwn the Decatur Intch 'Exit 79' and the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12	27,885	27,885	28,685
25184		0030323	03-0323	003	L L	US95N	209,000	215,000	btwn the Decatur Intch 'Exit 79' and the Valley View Intch 'Exit 78'	Freeway Mainline and HOV	12		27,885	28,685
25188		0030323	0032220	003	r E	US95N	205,000	213,000 211,000 ATR	US-95 0.2 mi S of SR-596 (Jones BI)	Freeway Mainline and HOV	12		27,003	28,003
25189			0032220		F	US95N US95N	205,000		US-95 0.2 mi S of SR-596 (Jones Bl)	,	12			28,152
		0032220 0030719		003	F	US95N US95N	205,000	211,000 ATR	300ft S of Summerlin/Rainbow Intch 'Exit 81'	Freeway Mainline and HOV	12		27,351	
25202			03-0719	003	F			214,000		Freeway Mainline and HOV		20,111	26,417	28,552
25206		0030719	03-0719	003	F	US95N	198,000	214,000	300ft S of Summerlin/Rainbow Intch 'Exit 81'	Freeway Mainline and HOV	12		26,417	28,552
25319		0030728	03-0728	003	F	IR15N	66,000	59,000	btwn the St Rose Intch 'Exit 27' and the Blue Diamond Intch 'Exit 33'	Interstate Mainline	1	35,223	35,223	31,487
25353		0030789	03-0789	003	F	IR515N	135,000	133,000	500ft S of Mojave Rd btwn Eastern Av Intch Exit 73 and Charleston BI Intch Exit 72	Interstate Mainline	8	8 72,047	72,047	70,979
	SUMMERLIN	0031123	03-1123	003	F	Summerlin Pk	95,000	98,000	.2 mi E of Buffalo Dr	Freeway Mainline and HOV	13	12,675	12,675	13,075
	SUMMERLIN	0031123	03-1123	003	F	Summerlin Pk	95,000	98,000	.2 mi E of Buffalo Dr	Freeway Mainline and HOV	13	<i>'</i>	12,675	13,075
25524		0030718	03-0718	003	F	US95N	157,000	165,000	.3 mi S of the Lake Mead Intch 'Exit 82A'	Freeway Mainline and HOV	14	20,947	20,947	22,014
25523		0030718	03-0718	003	F	US95N	157,000	165,000	.3 mi S of the Lake Mead Intch 'Exit 82A'	Freeway Mainline and HOV	14	,	20,947	22,014
25539		0030716	03-0716	003	F	US95N	138,000	142,000	100ft S of the Cheyenne Intch 'Exit 83'	Freeway Mainline and HOV	14	18,412	18,412	18,946
25540	US 95	0030716	03-0716	003	F	US95N	138,000	142,000	100ft S of the Cheyenne Intch 'Exit 83'	Freeway Mainline and HOV	14	18,412	18,412	18,946
25555	US 95	0030715	03-0715	003	F	US95N	121,000	124,000	.1 mi S of the Craig Intch 'Exit 85'	Freeway Mainline and HOV	14	16,144	16,144	16,544
25556	US 95	0030715	03-0715	003	F	US95N	121,000	124,000	.1 mi S of the Craig Intch 'Exit 85'	Freeway Mainline and HOV	14	16,144	16,144	16,544
25575	US 95	0030713	03-0713	003	F	US95N	104,000	107,000	.5 mi S of Lone Mountain Rd	Freeway Mainline and HOV	14	13,876	13,876	14,276
25588	US 95	0030720	03-0720	003	F	US95N	84,500	87,000	.4 mi N of the Rancho/Ann Intch 'Exit 86'	Freeway Mainline	14	45,096	45,096	46,430
25601	US 95	0030720	03-0720	003	F	US95N	84,500	87,000	.4 mi N of the Rancho/Ann Intch 'Exit 86'	Freeway Mainline	14	45,096	45,096	46,430
25857	RAMP RANCHO US95N	0032285	03-2285	003	F	US95N	5,300	5,500	N/B on-ramp from N/B Rancho Dr.	Ramp	14		5,657	5,870
	RAMP ANN RD RANCHO S	0030018	03-0018	003	т	US95N	8,100	8,300	S/B Fly-over of the Rancho/Ann Intch 'Exit 90A/B' from Ann Rd to Rancho Rd	Ramp	14	8,646	8,646	8,859
	115	0031210	0031210	003	F	IR15N	261,000	260,000 ATR	IR-15 0.2 mi N of SR-589 (Sahara Ave Intch)	Interstate Mainline	2	139,290	139,290	138,757
25988	US 95	0030799	03-0799	003	F	IR515N	130,000	131,000	btwn the Boulder Highway Intch 'Exit 69' and the Charleston Intch 'Exit 71'	Interstate Mainline	ç	69,378	69,378	
	US 95	0030230	03-0230	003	F	US95N	45,000	44,000	2.5 mi N of the Railroad Pass Intch.	Interstate Mainline	10		24,016	
	RAMP 115 N CHAR W	0030085	03-0085	003	т	IR15N	6,500	7,100	N/B off-ramp of the Charleston Intch 'Exit 41B'	Ramp	2	6,938	6,938	7,578
	RAMP GRAN CEN 115 N	0030731	03-0731	003	т	IR15N	7,100	7,100	N/B on-ramp of the Charleston Intch 'Exit 41'	Ramp	2	2 7,578	7,578	7,578
	RAMP 115 N CHAR E	0030083	03-0083	003	т	IR15N	7,100	7,200	N/B off-ramp of the Charleston Intch 'Exit 41A'	Ramp		2 7,578	7,578	7,685
	RAMP MLK I15 S	0030091	03-0091	003	т	IR15N	14,000	15,000	S/B on-ramp of the Charleston Intch 'Exit 41'	Ramp	2	2 14,943	14,943	
31740		0030834		003		SR564	51,000	52,000	.2 mi E of the 215/Henderson Intch 'Exit 61'	Interstate Mainline	11	27,218	27,218	
	RAMP US95 W CENT PK	0030834	03-0834 03-1401	003	г	US95N	7,300	52,000				7,792	27,218 7,792	27,751 8,005
	RAMP GIBSON 1215 E				T	IR215E			N/B off-ramp of the Centennial Intch 'Exit 91'	Ramp	14			
		0031259	03-1259	003 003		IR215E IR215E	5,300 20,000	5,500	E/B on-ramp of the Gibson Intch 'Exit 2'	Ramp	11	5,657	5,657	5,870
	RAMP 1215 E US 95	0031440	03-1440					20,000	E/B off-ramp of the 215/Henderson Intch to US-95 N/B.	System to System Ramp		21,347	21,347	21,347
	RAMP SILVERADO 115 S	0031462	03-1462	003	1	IR15N	1,400	1,270	S/B on-ramp of the Silverado Ranch/Gomer Intch 'Exit 31'	Ramp	1	1,494	1,494	1,356
	RAMP SILVERADO 115 N	0031464	03-1464	003	T	IR15N	23,500	25,000	N/B on-ramp of the Silverado Ranch/Gomer Intch 'Exit 31'	Ramp	1	25,083	25,083	26,684
34955		0030061	03-0061	003	F	IR15N	248,000	245,000	.4 mi S of the Flamingo Intch 'Exit 38'	Interstate Mainline	2	99,264	99,264	98,064
34969		0030453	03-0453	003	F	IR15N	146,000	138,000	1.3 mi S of the IR-215 Intch 'Exit 34'	Interstate Mainline	1	58,438	58,438	
	I 15	0031021	03-1021	003	F	IR15N	239,000	225,000	.2 mi S of mp 36 S of the Russell Intch 'Exit 36'	Interstate Mainline	2	95,662	95,662	
	RAMP CHEY US95 S	0030871	03-0871	003	Т	US95N	11,000	11,500	S/B on-ramp of the Cheyenne Intch 'Exit 83'	Ramp	14	11,741	11,741	12,275
	RAMP CHEY US95 N	0030873	03-0873	003	Т	US95N	7,000	7,200	N/B on-ramp of the Cheyenne Intch 'Exit 83'	Ramp	14	7,472	7,472	
35014	RAMP W CHEY US95 S	0031576	03-1576	003	Т	US95N	5,400	5,500	S/B on-ramp from W/B Cheyenne	Ramp	14	5,764	5,764	
35021	RAMP US95 S VAL VIEW	0030702	03-0702	003	Т	US95N	5,900	6,800	S/B off-ramp of the Valley View Intch 'Exit 77'	Ramp	12	6,297	6,297	7,25
35024	RAMP US95 S DECATUR	0030449	03-0449	003	Т	US95N	6,100	6,000	S/B off-ramp of the Decatur Intch 'Exit 79' to N/B Decatur BI	Ramp	12	6,511	6,511	6,40
35039	RAMP I15N CD RUSS\FRANK SIN	0031017	03-1017	003	Т	IR15N	12,500	12,000	N/B off-ramp of the Russell Intch 'Exit 36'	Ramp	2	13,342	13,342	12,80
35060	RAMP I15S CD RUS	0031015	03-1015	003	Т	IR15N	13,000	14,000	S/B off-ramp of the Russell Intch 'Exit 36'	Ramp	2	13,876	13,876	14,943
	RAMP RUS I15N CD	0031018	03-1018	003	Т	IR15N	11,000	12,000	N/B on-ramp of the Russell Intch 'Exit 36'	Ramp	2	11,741	11,741	12,808
		0031016	03-1016	003	т	IR15N	10,500	12,000	S/B on-ramp of the Russell Intch 'Exit 36'	Ramp	2	11,207	11,207	
35068	RAMP CD RD SB I15 S	10031010	03-1010											,

TRANSCAD_ID	STNAME	STATION_NU	TRINA_STAN	N FIPS	RAMP	TIS_FULL_N	AADT_2013	AADT_2014	ATR	LOCATION	CNT_TYPE	SEGNUM	TOT_AAWDT	AAWDT_2013	AAWDT_2014
35322	l 15	0030061	03-0061	003	F	IR15N	248,000	245,000		.4 mi S of the Flamingo Intch 'Exit 38'	Interstate Mainline	2	99,264	99,264	98,064
35324	I 15	0030067	03-0067	003	F	IR15N	259,000	236,000		.3 mi S of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	103,667	103,667	94,461
35326	I 15	0030074	03-0074	003	F	IR15N	264,000	260,000		.5 mi N of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	140,892	140,892	138,757
35332	I 15	0030074	03-0074	003	F	IR15N	264,000	260,000		.5 mi N of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	140,892	140,892	138,757
35334	I 15	0031210	0031210	003	F	IR15N	261,000	260,000	ATR	IR-15 0.2 mi N of SR-589 (Sahara Ave Intch)	Interstate Mainline	2	139,290	139,290	138,757
35364	US 95	0030230	03-0230	003	F	US95N	45,000	44,000		2.5 mi N of the Railroad Pass Intch.	Interstate Mainline	10	24,016	24,016	23,482
35372		0030909	03-0909	003	F	IR515N	51,500	50,000		btwn the College Intch 'Exit 57' and Wagon Wheel Intch 'Exit 56'	Interstate Mainline	10		27,484	26,684
35374	US 95	0030912	03-0912	003	F	IR515N	59,000	58,000		btwn the College Intch 'Exit 57' and the Horizon Intch 'Exit 59'	Interstate Mainline	10	31,487	31,487	30,953
35380		0030912	03-0912	003	F	IR515N	59,000	58,000		btwn the College Intch 'Exit 57' and the Horizon Intch 'Exit 59'	Interstate Mainline	10	31,487	31,487	30,953
	US 95	0030896	03-0896	003	F	IR515N	88,500	87,000		btwn the 215/Henderson Intch 'Exit 61' and the Horizon Intch 'Exit 59'	Interstate Mainline	10	47,230	47,230	46,430
35384		0030896	03-0896	003	F	IR515N	88,500	87,000		btwn the 215/Henderson Intch 'Exit 61' and the Horizon Intch 'Exit 59'	Interstate Mainline	10	47,230	47,230	46,430
	US 95	0031422	03-1422	003	F	IR515N	79,000	77,000		South of the Auto Show Mall Intch 'Exit 62'	Interstate Mainline	9	42,160	42,160	41,093
35419		0032230	0032230	003	F	IR515N	109,000	112,000	ATR	US-95 0.3 mi S of Russel Rd	Interstate Mainline	9	58,171	58,171	59,772
35435		0030819	03-0819	003	F	IR515N	109,000	110,000		btwn the Tropicana Intch 'Exit 68' and the Russell Intch 'Exit 65'	Interstate Mainline	9	58,171	58,171	58,705
35471			03-0789	003	F	IR515N	135,000	133,000		500ft S of Mojave Rd btwn Eastern Av Intch Exit 73 and Charleston BI Intch Exit 72	Interstate Mainline	8	72,047	72,047	70,979
	US 95	0030096	03-0096	003	F	IR515N	184,000	185,000		btwn Downtown Ex Intch and Casino Center Intch	Interstate Mainline	8	98,197	98,197	98,731
	RAMP MLK US95 N		03-1001	003	, C	US95N	4,900	5,600		N/B on-ramp from MLK Blv		12	5,230	5,230	5,977
	RAMP RANCHO I15 S	0031460	03-1460	003	Г T	US95N US95N	4,900 5,900	5,800			Ramp	12	6,297	6,297	6,297
					1 T					S/B on-ramp of the Rancho Intch 'Exit 77'	Ramp	12			
	RAMP US95 S MLK		03-1048	003	1 -	US95N	5,500	5,800		S/B off-ramp to MLK Blv	Ramp	12	- ,	5,870	6,191
		0030858	03-0858	003		Summerlin Pk	2,800	2,800		E/B off-ramp to Rainbow BI	Ramp	13	2,989	2,989	2,989
	RAMP BOULDER US95 N		03-0803	003		IR515N	13,000	10,000		N/B on-ramp of the Boulder Highway Intch 'Exit 69'	Ramp	9	13,876	13,876	10,674
	US 95	0030799	03-0799	003		IR515N	130,000	131,000		btwn the Boulder Highway Intch 'Exit 69' and the Charleston Intch 'Exit 71'	Interstate Mainline	9	69,378	69,378	69,912
	RAMP CHAR US95 N		03-0779	003	T	IR515N	18,500	17,500		N/B on-ramp of the Charleston BI Intch Exit 72	Ramp	8	19,746	19,746	18,679
	FRONTAGE 4TH TO LV	0030781	03-0781	003	Т	IR515N	8,400	8,900		S/B off-ramp of the Las Vegas BI Intch Exit 75-B	Ramp	8	8,966	8,966	9,500
35916			03-0096	003	F	IR515N	184,000	185,000		btwn Downtown Ex Intch and Casino Center Intch	Interstate Mainline	8	98,197	98,197	98,731
	RAMP MLK US95S	0030409	03-0409	003	Т	US95N	6,500	7,000		from MLK to SB US-95	Ramp	12	6,938	6,938	7,472
	RAMP I15S L MEAD		03-0432	003	Т	IR15N	1,900	2,600		S/B off-ramp of the Lake Mead Intch 'Exit 45'	Ramp	4	2,028	2,028	2,775
35935	RAMP L MEAD E I15 S	0030433	03-0433	003	Т	IR15N	5,200	5,500		S/B on-ramp of the Lake Mead Intch 'Exit 45'	Ramp	4	5,550	5,550	5,870
35938	RAMP I15N L MEAD		03-0425	003	Т	IR15N	16,000	16,500		N/B off-ramp of the Lake Mead Intch 'Exit 45' to E/B Lake Mead BI	Ramp	4	17,078	17,078	17,611
35945	RAMP L MEAD N I15S	0030431	03-0431	003	Т	IR15N	13,000	13,000		S/B on-ramp from Lola Av of the Lake Mead Intch 'Exit 45'	Ramp	4	13,876	13,876	13,876
35948	RAMP L MEAD I 15 N	0030430	03-0430	003	Т	IR15N	2,400	3,100		N/B on-ramp of the Lake Mead Intch 'Exit 45'	Ramp	4	2,562	2,562	3,309
35972	RAMP US95 N MLK	0030104	03-0104	003	Т	US95N	5,600	5,600		from US-95 N/B off-ramp to MLK.	Ramp	8	5,977	5,977	5,977
36011	RAMP CC215 US95S	0030536	03-0536	003	Т	US95N	17,000	17,500		S/B on-ramp of the Cenntennial Intch 'Exit 91' from CL-215	Ramp	14	18,145	18,145	18,679
36019	RAMP I15N BLU DIA	0030037	03-0037	003	Т	IR15N	4,100	4,200		N/B off-ramp of the Blue Diamond Intch 'Exit 33'	Ramp	1	4,376	4,376	4,483
36020	RAMP BLU DIA 115N	0030040	03-0040	003	Т	IR15N	23,000	16,000		N/B on-ramp of the Blue Diamond Intch 'Exit 33'	Ramp	1	24,549	24,549	17,078
36032	RP 115S CD BLU DIA W	0031618	03-1618	003	Т	IR15N	0	17,500		S/B off-ramp of the Blue Diamond Intch 'Exit 33' to WB Blue Diamond.	Ramp	1	18,679	0	18,679
36033	RP I15S CD BLU DIA E	0030043	03-0043	003	Т	IR15N	23,000	23,000		S/B off-ramp of the Blue Diamond Intch 'Exit 33' to EB Blue Diamond	Ramp	1	24,549	24,549	24,549
36045	RP 115S & CD 1215 E	0030033	03-0033	003	Т	IR15N	30,000	33,000		S/B off-ramp of the IR-215 Intch to IR-215 E/B	System to System Ramp	2	32,021	32,021	35,223
36293	RAMP CC215E/US95N/OB/SKY POINTE US95N	0031402	03-1402	003	Т	US95N	1,800	1,800		N/B on-ramp of the Centennial Intch 'Exit 91'	Ramp	14	1,921	1,921	1,921
36359	I 15	0030092	03-0092	003	F	IR15N	249,000	267,000		btwn the Charleston Intch 'Exit 41' and the Downtown Ex Intch 'Exit 42'	Interstate Mainline	2	132,886	132,886	142,493
36400			03-0842	003	F	IR15N	48,000	43,000		.9 mi S of the St Rose Intch 'Exit 27'	Interstate Mainline	1	25,616	25,616	22,948
36403		0030842	03-0842	003	F	IR15N	48,000	43,000		.9 mi S of the St Rose Intch 'Exit 27'	Interstate Mainline	1	25,616	25,616	22,948
36425			03-0728	003	F	IR15N	66,000	59,000		btwn the St Rose Intch 'Exit 27' and the Blue Diamond Intch 'Exit 33'	Interstate Mainline	1	35,223	35,223	31,487
36449		0035340	0035340	003	F	IR15N	109,000	114,000		IR-15 1.0 mi S of SR 160 (Blue Diamond Rd Intch)	Interstate Mainline	1	43,628	43,628	45,630
	US 95		03-0831	003	F	IR515N	106,000	103,000		btwn the Sunset Intch 'Exit 64A' and the Auto Show Mall Intch 'Exit 62'	Interstate Mainline	9	56,570	56,570	54,969
	115S Exp	0030067	03-0067	003		IR15N	259,000	236,000		.3 mi S of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	34,556	34,556	31,487
	I15S Exp		03-0061	003		IR15N	248,000	245,000		.4 mi S of the Flamingo Intch 'Exit 38'	Interstate Mainline	2	33,088	33,088	32,688
	1155 Exp	0030052	03-0052	003		IR15N	248,000	245,000		S of the Tropicana Intch 'Exit 37'	Interstate Mainline	2	30,420	30,420	30,020
	1155 Exp		03-0052	003		IR15N	239,000	225,000		.2 mi S of mp 36 S of the Russell Intch 'Exit 36'	Interstate Mainline	2	30,420	31,887	30,020
		0030453	03-0453	003		IR15N	239,000 146,000	138,000		1.3 mi S of the IR-215 Intch 'Exit 34'	Interstate Mainline	4	19,479	31,007 19,479	18,412
	115S Exp														,
	I15S Exp		0035340	003		IR15N	109,000	114,000	AIK	IR-15 1.0 mi S of SR 160 (Blue Diamond Rd Intch)	Interstate Mainline	1	14,543	14,543	15,210
	I15N Exp	0030067	03-0067	003		IR15N	259,000	236,000		.3 mi S of the Spring Mountain Intch 'Exit 39'	Interstate Mainline	2	34,556	34,556	31,487
	I15N Exp		03-0061	003		IR15N	248,000	245,000		.4 mi S of the Flamingo Intch 'Exit 38'	Interstate Mainline	2	33,088	33,088	32,688
	I15N Exp	0030052	03-0052	003		IR15N	228,000	225,000		S of the Tropicana Intch 'Exit 37'	Interstate Mainline	2	30,420	30,420	30,020
	I15N Exp		03-1021	003		IR15N	239,000	225,000		.2 mi S of mp 36 S of the Russell Intch 'Exit 36'	Interstate Mainline	2	31,887	31,887	30,020
	I15N Exp	0030453	03-0453	003		IR15N	146,000	138,000		1.3 mi S of the IR-215 Intch 'Exit 34'	Interstate Mainline	1	19,479	19,479	18,412
36906	115N Exp	0035340	0035340	003	F	IR15N	109,000	114,000	ATR	IR-15 1.0 mi S of SR 160 (Blue Diamond Rd Intch)	Interstate Mainline	1	14,543	14,543	15,210



APPENDIX C

2013 NETWORK CODING CHANGES – DETAILED LIST



Onroad	Beginning	Ending	Condition in the Model	Proposed Changes
I-15 NB/SB mainline	California/Nevada Border	I-15 NB On Ramp/SB Off Ramp at Primm Blvd	3 lanes in each direction	2 lanes in each direction
I-15 NB Off Ramp at St. Rose Pkwy	I-15 NB mainline	St. Rose Pkwy	2 lanes	1 lane
St. Rose Pkwy	Southern Highlands Pkwy	East of I-15 NB Off/On Ramps	8 lanes	5 lanes
I-15 NB Off Ramp at Silverado Ranch Blvd	I-15 NB mainline	Silverado Ranch Blvd	2 lanes	1 lane
Silverado Ranch Blvd	Dean Martin Dr	East of I-15 NB On/Off Ramps	6 lanes	5 lanes
I-15/I-215 NB Ramp	North of Blue Diamond Rd	I-15 NB Slip Ramp	2 lanes	3 lanes
I-215 EB Off Ramp at I-15	I-215 EB Off Ramp/Las Vegas Blvd Ramp	I-15 SB CD Road	2 lanes	1 lane
I-15 SB Off Ramp at I-215	South of I-15 SB mainline	I-15 SB CD Off Ramp/I-215 EB	3 lanes	2 lanes
I-15 SB CD Off Ramp at I-215	I-15 SB CD Off Ramp/I-215 WB	I-15 SB Off Ramp/I-215 EB	2 lanes	1 lane
I-15 SB CD Road	I-215 WB Off Ramp/I-15 SB CD	I-215 EB Off Ramp/I-15 SB	2 lanes	1 lane
I-15 NB/SB Express Lanes with Egress/Ingress	I-15 NB On Ramp/SB Off Ramp at Silverado Ranch Blvd	South of Sunset Rd	Does not Exist	Express lanes - coded as Interstate and 1-lane in each direction Egress/Ingress - coded as System to System ramps and 1 lane in each direction, locations were based on aerial review
I-15 NB/SB Express Lanes with Egress/Ingress	South of Sunset Rd	North of Desert Inn Rd	Does not Exist	Express lanes - coded as Interstate and 2-lane in each direction Egress/Ingress - coded as System to System ramps, 2 lanes in each direction for links north of Desert Inn Rd and 1 lane in each direction for all other links. Locations were based on aerial review
I-15 NB/SB mainline	I-15 NB CD On Ramp/I-15 SB CD Off Ramp at I-215	I-15 NB On Ramp/SB Off Ramp at Tropicana Ave	4/5 lanes in each direction	3 lanes in each direction
I-15 NB mainline	I-15 NB On Ramp at Tropicana Ave	I-15 NB Off Ramp at Flamingo Rd	5.5 lanes	4.5 lanes
I-15 SB mainline	I-15 SB Off Ramp at Tropicana Ave	I-15 SB On Ramp at Flamingo Rd	5.5 lanes	3 lanes
I-15 NB/SB mainline	I-15 NB Off Ramp/SB On Ramp at Flamingo Rd	I-15 NB On Ramp/SB Off Ramp at Flamingo Rd	5/5.5 lanes in each direction	3 lanes in each direction
I-15 NB/SB mainline	I-15 NB On Ramp/SB Off Ramp at Flamingo Rd	I-15 NB Off Ramp at Spring Mountain Rd EB/ I-15 SB On Ramp at Spring Mountain Rd	5.5 lanes in each direction	4 lanes in each direction
I-15 SB mainline	South of Desert Inn Rd	I-15 SB On Ramp at Spring Mountain Rd	5 lanes	3 lanes
I-15 NB CD Off Ramp/SB CD On Ramp at Russell Rd	I-15 NB/SB CD Road	Russell Rd	1 lane in each direction	2 lanes in each direction
I-15 SB CD Road	I-15 SB CD On Ramp at Tropicana Ave	Mandalay Bay Rd/Hacienda Ave	2 lanes	1 lane
I-15 SB CD On Ramp at Tropicana Ave	Tropicana Ave	I-15 SB CD Road	1 lane	2 lanes
Flamingo Rd	West of I-15 SB Off/On Ramps	East of I-15 NB On/Off Ramps	7 lanes	6 lanes
I-15 NB On Ramp at Flamingo Rd	North of Flamingo Rd	I-15 NB mainline	1 lane	2 lanes
I-15 SB Off Ramp at Spring Mountain Rd	I-15 SB mainline	I-15 SB Off Ramp to Spring Mountain Rd WB/EB	1 lane	2 lanes
I-15 NB Off Ramp at Sahara Ave	I-15 NB mainline	Sahara Ave	1 lane	2 lanes
I-15 SB On Ramp at Sahara Ave	Rancho Dr	I-15 SB mainline	1 lane	2 lanes
Sahara Ave	Rancho Dr	East of I-15 NB Off/On Ramps	7 lanes	6 lanes
I-15 NB On Ramp at Sahara Ave	Sahara Ave	I-15 NB mainline	3 lanes	1 lane
I-15 NB mainline	I-15 NB On Ramp at Sahara Ave	I-15 NB Off Ramp at Grand Central	4/5.5 lanes	4.5 lanes
I-15 NB On Ramp at Grand Central Pkwy	Grand Central Pkwy	I-15 NB mainline	2 lanes	1 lane
I-15 NB mainline	I-15 NB On Ramp at Grand Central Pkwy	I-15 NB Off Ramp at US 95 WB/MLK	4 lanes	5 lanes
I-15 NB mainline	I-15 NB Off Ramp at US-95 WB/MLK	I-15 NB Off Ramp at I-515 EB	3 lanes	4 lanes
I-15 NB Off Ramp at I-515 EB	I-15 NB mainline	I-515 EB mainline	1 lane	2 lanes
I-15 SB mainline	I-15 SB On Ramp at I-515/US 95 WB	I-15 SB On Ramp at I-515/US 95 EB	3/3.5 lanes	4 lanes
D St	Washington Ave	I-15 NB Off Ramp at D St SB	2 lanes	4 lanes
I-15 NB mainline	I-15 NB On Ramp at I-515/US-95 WB	I-15 NB On Ramp at Washington	3.5 lanes	5 lanes
I-15 NB On Ramp/SB Off Ramp at Washington Ave	Washington Ave	I-15 NB/SB mainline	2 lanes	1 lane
I-15 NB On Ramp at Lake Mead Blvd	Lake Mead Blvd North	I-15 NB mainline	2 lanes	1 lane
I-15 NB On Ramp at Cheyenne Ave	Cheyenne Ave	I-15 mainline	2 lanes	1 lane
I-15 NB mainline	I-15 NB On Ramp at Cheyenne Ave	South of I-15 NB Off Ramp at Craig Rd	3.5 lanes	4 lanes
I-15 SB mainline	I-15 SB On Ramp at Craig Rd	I-15 SB Off Ramp at Cheyenne Ave	3.5 lanes	4 lanes
I-15 SB mainline	I-15 SB On Ramp at Craig Rd WB	I-15 SB Off Ramp at Craig EB	2 lanes	3 lanes
I-15 NB Off Ramp at Craig Rd	I-15 NB mainline	Craig Rd	1 lane	2 lanes
I-15 NB Off Ramp/SB On Ramp at Lamb Blvd	Lamb Blvd	I-15 NB/SB mainline	2 lanes in each direction	1 lane in direction
Lamb Blvd	I-15 SB Off/On Ramps	South of I-15 NB Off/On Ramps	4 lanes	6 lanes
I-15 NB On Ramp/SB Off Ramp at Lamb Blvd	Lamb Blvd	I-15 NB/SB mainline	2 lanes in each direction	1 lane in direction
I-515 SB Off Ramp at Horizon Dr	I-515 SB mainline	Horizon Dr	2 lanes	1 lane
I-515 NB On Ramp at Lake Mead Pkwy WB/I-215 WB	North of Lake Mead Pkwy	I-515 NB mainline	2 lanes	1 lane
Flamingo Rd	I-515 SB On Ramp at Flamingo Rd WB	I-515 NB Off Ramp at Flamingo Rd EB	6 lanes	5 lanes
I-515 SB Off Ramp at Boulder Hwy	I-515 SB mainline	Boulder Hwy	1 lane	2 lanes
US 95 EB mainline	East of US 95 EB On Ramp at Decatur Blvd	West of US 95 EB Off Ramp at Valley View Blvd	4.5 lanes	4 lanes

Onroad	Beginning	Ending	Condition in the Model
US 95 EB Off Ramp at Jones Blvd	US 95 EB mainline	Jones Blvd	2 lanes
US 95 NB Off Ramp at Rainbow Blvd	US 95 NB mainline	Rainbow Blvd/Lake Mead Blvd WB	2 lanes
US 95 NB On Ramp at Cheyenne Ave EB	Cheyenne Ave	US 95 NB mainline	1 lane
US 95 NB mainline	US 95 NB On Ramp at Cheyenne Ave	US 95 NB Off Ramp at Craig Rd	3.5 lanes
US 95 NB mainline	US 95 NB On Ramp at Rancho Dr	US 95 NB On Ramp at Ann Rd	2 lanes
US 95 SB Off ramp at Rancho/ SB On Ramp at Ann Rd	US 95 SB mainline/ SB On Ramp at Ann Rd	US 95 SB Off Ramp at Rancho Dr	Does not Exist
US 95 SB mainline	US 95 SB On Ramp at Centennial Center Blvd	US 95 SB On Ramp at Ann Rd	2 lanes
US 95 SB mainline	US 95 SB Off Ramp at Durango Dr	South of Elkhorn Rd	2 lanes
US 95 SB On Ramp at Durango Dr NB	Durango Dr NB	US 95 SB mainline	2 lanes
US 95 SB On ramp at Durango Dr SB	Durango Dr SB	US 95 SB mainline	Does not Exist
Summerlin Pkwy WB Off Ramp at Durango Dr	Summerlin Pkwy WB mainline	Durango Dr	1 lane
Summerlin Pkwy WB Off Ramp/EB On Ramp Ramp at Anasazi Dr	Summerlin Pkwy WB/EB mainline	Anasazi Dr	2 lanes in each direction
Summerlin Pkwy WB On Ramp/EB Off Ramp Ramp at Anasazi Dr	Anasazi Dr	Summerlin Pkwy WB/EB mainline	2 lanes in each direction
I-215 WB Off Ramp at Gibson Rd	I-215 WB mainline	Gibson Rd	1 lane
I-215 EB Off Ramp at Gibson Rd	I-215 EB mainline	Gibson Rd	1 lane
Stephanie St	I-215 WB On/Off ramps	I-215 EB On/Off ramps	4 lanes
I-215 EB Off Ramp at Eastern Ave	I-215 EB mainline	Eastern Ave	2 lanes
I-215 EB Off Ramp at Windmill Ln	I-215 EB mainline	Windmill Ln	
I-215 EB Off Ramp at Warm Springs Rd	I-215 EB mainline	Warm Springs Rd	1 lane
I-215 WB On Ramp at I-15	I-15 NB Off Ramp/I-15 SB CD Off Ramp	I-215 WB mainline	1 lane
CC 215 WB On Ramp at Decatur Blvd	Decatur Blvd	Rafael Rivera Way	1 lane
CC 215 WB Off Ramp/EB On ramp at Jones Blvd	CC 215 WB/EB mainline	Rafael Rivera Way/Roy Horn Way	2 lanes in each direction
CC 215 WB On Ramp/EB Off Ramp at Jones Blvd	Rafael Rivera Way/Roy Horn Way	CC 215 WB/EB mainline	2 lanes in each direction
CC 215 EB On Ramp at Rainbow Blvd	Ron Horn Way	CC 215 EB mainline	2 lanes
CC 215 WB On Ramp/EB Off Ramp at Rainbow Blvd	Rafael Rivera Way/Roy Horn Way	CC 215 WB/EB mainline	2 lanes in each direction
CC 215 WB Off Ramp/EB On Ramp at Buffalo Dr	CC 215 WB/EB mainline	Rafael Rivera Way/Roy Horn Way	2 lanes in each direction
Buffalo Dr	Sunset Rd	Badura Ave	2 lanes
CC 215 WB On Ramp/EB Off Ramp at Buffalo Dr	Rafael Rivera Way/Roy Horn Way	CC 215 WB/EB mainline	2 lanes in each direction
CC 215 EB On Ramp at Durango Dr	Ron Horn Way	CC 215 WB/EB mainline	2 lanes
	CC 215 WB Off/On Ramps	South of CC 215 EB Off/On Ramp	6 lanes
Durango Dr Sunset Rd	Quarterhorse Ln	CC 215 EB On/Off Ramps	2 Janes
	CC 215 SB/NB mainline	Jerry Tarkanian Way/Brent Thurman Way	2 lanes in each direction
CC 215 SB Off Ramp/NB On Ramp at Sunset Rd Jerry Tarkanian Way	Patrick Ln	CC 215 SB Off Ramp at Sunset Rd	1 lane
CC 215 SB On Ramp/NB Off Ramp at Russell Rd		CC 215 SB OIL Rainip at Sunset Rd	2 lanes in each direction
· · ·	Jerry Tarkanian Way/Brent Thurman Way	West of Bonita Vista St	
Russell Rd Russell Rd	CC 215 NB Off/On Ramps	CC 215 SB Off/On Ramps	6 lanes
	East of Fort Apache Rd CC 215 SB/NB mainline		2 lanes
CC 215 SB Off Ramp/NB On Ramp at Russell Rd		Jerry Tarkanian Way/Brent Thurman Way	2 lanes in each direction
CC 215 SB On Ramp/NB Off Ramp at Tropicana Ave	Jerry Tarkanian Way/Brent Thurman Way	CC 215 SB/NB mainline	2 lanes in each direction
Tropicana Ave	Fort Apache Rd	CC 215 NB Off/On Ramps	5 lanes
CC 215 NB On Ramp at Tropicana Ave	Tropicana Ave	CC 215 NB mainline	2 lanes
Flamingo Rd	West of CC 215 SB Off/On Ramps	East of CC 215 NB Off/On Ramps	6 lanes
CC 215 SB On Ramp/NB Off Ramp at Charleston Blvd	Charleston Blvd	Hughes Park Dr WB/EB	1 lane in each direction
CC 215 SB Off Ramp at Charleston Blvd	CC 215 SB mainline	Charleston Blvd	1 lane
CC 215 SB On Ramp/NB Off Ramp at Far Hills Ave	Far Hills Ave	CC 215 SB/NB mainline	2 lanes in each direction
CC 215 NB On Ramp at Far Hills Ave	Far Hills Ave	CC 215 NB Off Ramp at Summerlin Pkwy	2 lanes
CC 215 NB Off Ramp at Summerlin Pkwy	CC 215 NB mainline	CC 215 NB On Ramp at Far Hills Ave	1 lane
CC 215 SB On Ramp at Summerlin Pkwy	Summerlin Pkwy Off Ramp WB/EB	CC 215 SB mainline	1 lane
CC 215 SB Off Ramp at Summerlin Pkwy	CC 215 SB mainline	Summerlin Pkwy WB/EB mainline	1 lane
CC 215 NB Off Ramp at Lake Mead Blvd	CC 215 NB mainline	Lake Mead Blvd	1 lane
CC 215 SB Off Ramp at Lake Mead Blvd	CC 215 SB mainline	Lake Mead Blvd	1 lane
Cliff Shadows Pkwy/Cheyenne Ave	East of Novat St	East of CC 215 NB Off/On ramps	2/4 lanes
Hualapai Way	Deer Springs Way	Centennial Pkwy	2 lanes
CC 215 WB/EB mainline	West of Tenaya Way	CC 215 WB Off Ramp/EB On Ramp at Decatur Blvd	3 lanes in each direction
CC 215 WB/EB mainline	North of Aviary Way	CC 215 WB Off Ramp/EB On Ramp at Aliante Pkwy	3 lanes in each direction
CC 215 WB On Ramp/EB Off Ramp at 5th Street	CC 215 WB/EB mainline	5th Street	2 lanes in each direction
5th Street	CC 215 WB Off/On Ramps	Dorrell Ln	2 lanes
CC 215 WB Off Ramp/EB On Ramp at 5th Street	5th Street	CC 215 WB/EB mainline	2 lanes in each direction

Proposed Changes
1 lane
1 lane
Remove
4.5 lanes
3 lanes
1 lane
3 lanes
3 lanes
1 lane
1 lane
2 lanes
1 lane in each direction
1 lane in each direction
2 lanes
2 lanes
5 lanes
1 lane
2 lanes
2 lanes
2 lanes
3 lanes
1 lane in each direction
1 lane in each direction
1 lane
1 lane in each direction
1 lane in each direction
4/5 lanes
1 lane in each direction
1 lane
5 lanes
5 lanes
1 lane in each direction
2 lanes
1 lane in each direction
4 lanes
4 lanes
1 lane in each direction
1 lane in each direction
6 lanes
1 lane
5 lanes
2 lanes in each direction
2 lanes
1 lane in each direction
1 lane
2 lanes
5/6 lanes
4 lanes
2 lanes in each direction
2 lanes in each direction
1 lane in each direction
4/5 lanes
1 lane in each direction

Onroad	Beginning	Ending	Condition in the Model	
Losee Rd	CC 215 WB Off/On Ramps	South of CC 215 EB Off/On Ramps	2 lanes	
Pecos Rd	CC 215 WB Off/On Ramps	South of CC 215 EB Off/On Ramps	2 lanes	
Lamb Blvd	CC 215 WB Off/On Ramps	South of CC 215 EB Off/On Ramps	8 lanes	
CC 215 SB Off Ramp at I-15 NB	CC 215 SB Off Ramp at I-15 SB	CC 215 NB On Ramp at I-15 NB	2 lanes	
CC 215 SB/NB mainline	CC 215 SB Off Ramp/NB On Ramp at I-15	I-15 NB Off/On Ramps	4 lanes	
US 95 HOV Egress/Ingress	Ann Rd	East of Valley View	2 lanes in each direction	
I-215 EB Off Ramp at I-15 NB CD	I-215 EB mainline	I-15 NB CD Road	Urban	
I-15 SB CD Off Ramp at I-215/I-215 On Ramp at I-15	I-15 SB CD Road	I-215 WB mainline	Urban	
I-15 SB Off Ramp at I-515 EB	South of Bonanza Rd	I-15 NB Off Ramp at I-515 EB	CBD	
I-515 EB Off Ramp at I-15 SB	I-515 WB mainline	I-15 SB mainline	CBD	
I-515 WB Off Ramp at I-515 NB	I-515 WB mainline	North of Bonanza Rd	CBD	
US 95 WB mainline	East of I-15 SB Off Ramp at US 95 WB	West of MLK Blvd	CBD	
US 95 EB mainline	West of MLK Blvd	US 95 EB Off Ramp at I-15 SB	CBD	
Summerlin Pkwy EB Off Ramp at Rainbow Blvd	Summerlin Pkwy EB mainline	Rainbow Blvd	Urban	
CC 215 SB/NB mainline	CC 215 SB Off Ramp/NB On Ramp at Summerlin Pkwy	CC 215 SB Off Ramp/NB On Ramp at Tropicana Ave	Urban in each direction	
I-215 EB Off Ramp at Airport Connector	I-215 EB mainline	I-215 WB Off Ramp at Airport Connector	Freeway	
I-215 EB Off Ramp at I-15 NB CD	South of I-215 EB mainline	I-15 NB CD Road	Ramp	
I-15 SB Off Ramp at I-515 EB	I-15 SB mainline	I-15 NB Off Ramp at I-515 EB	System to System Ramp	
I-515 EB Off Ramp at I-15 SB	I-515 WB mainline	I-15 SB mainline	System to System Ramp	
I-515 WB Off Ramp at I-515 NB	I-515 WB mainline	I-15 NB mainline	System to System Ramp	
I-515 SB Off Ramp at I-215 WB	I-515 SB mainline	I-215 WB mainline	System to System Ramp	
I-215 EB Off Ramp at I-515 NB	I-215 EB mainline	I-515 NB mainline	System to System Ramp	
I-15 NB Off Ramp at I-515 EB	I-15 NB mainline	I-515 EB mainline	CBD	

Proposed Changes	
4 lanes	
4 lanes	
4 lanes	
1 lane	
2 lanes	
0.75 lanes in each direction	
Suburban	
Suburban	
Urban	
Suburban	
Suburban in each direction	
Ramp	
System to System Ramp	
Interstate	
Urban	



SOUTHERN NEVADA TRAFFIC STUDY Traffic Forecasting Methods and Assumptions

Appendix A-2. SNTS Roadway Network Adjustments

Source of Record C	Corridor ID	Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?		2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Updated
HDR	1	St Rose at I-15	SB ramps	NB to EB off-ramp	4 lanes in each direction	2 WB/3 EB lanes	Yes					4 lanes each	2 WB/3 EB lanes	Yes
HDR	1	St Rose at I-15	NB to EB off-ramp	WB to NB on-ramp	4 lanes in each direction	2 WB/4 EB lanes	Yes					direction 4 lanes each	2 WB/4 EB lanes	Yes
HDR	1	I-15 NB off ramp at St. Rose			2 lanes	1 lane	Yes					direction 2 lanes	1 lane	Yes
HDR	1	I-15 NB off ramp at Silverado Ranch			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	1	Silverado Ranch WB at I-15	Dean Martin	1 link E of NB ramps	3 lanes	2 lanes	Yes	Added express lanes, 1 or 2				3 lanes	2 lanes	Yes
HDR	1	I-15 Express Lanes	Silverado Ranch IC	N of Desert Inn	0 lanes	1/2 lanes in each direction	Yes	lanes. Removed lanes from GP links.				N/A	N/A	No
HDR	1	I-15 Exp Lane ramps. SB = S of Tropicana NB = S of Russell			0 lanes	1 lane in each direction	Yes	Added express lane ramps				N/A	N/A	No
HDR	1	I-15 SB mainline	I-215 interchange	Blue Diamond off ramp	3.5 lanes	3.5 lanes	No	Copied from old spreadsheet. No change needed.				3.5 lanes	3.5 lanes	No
HDR	1	I-15 SB mainline	C/D SB on ramp	Blue Diamond on ramp	3.5 lanes	4 lanes	Yes	needed.				3.5 lanes	4 lanes	Yes
HDR	1	I-15 SB mainline	Blue Diamond on ramp	1 link N of Silverado Ranch	3.5 lanes	4 lanes	Yes					4 lanes	4 lanes	No
HDR	1	I-15 NB mainline	Silverado Ranch on ramp	off ramp 1 link N of Silverado Ranch	4.5 lanes	3.5 lanes	Yes					3.5 lanes	3.5 Janes	No
HDR	1	I-15 NB mainline	1 link N of Silverado Ranch	on ramp Blue Diamond off ramp	4.5 lanes	3.5 lanes	Yes					3.5 lanes	3.5 lanes	No
			on ramp											
HDR	1	I-15 NB mainline	Blue Diamond off ramp	Blue Diamond on ramp	4 lanes	3 lanes	Yes					3 lanes	3 lanes	No
HDR	1	I-15 NB mainline	Blue Diamond EB flyover on ramp C/D road on ramp N of	C/D road on ramp C/D road off ramp under I-	5 lanes	4 lanes	Yes					4 lanes	4 lanes	No
HDR	1	I-15 NB mainline	C/D road on ramp N of Blue Diamond	C/D road off ramp under I- 215	5.5 lanes	4.5 lanes	Yes					4.5 lanes	4.5 lanes	No
HDR	1	I-15 NB C/D road	1 link N of Blue Diamond	S of C/D road on ramp	2 lanes	3 lanes	Yes					3 lanes	3 lanes	No
HDR	1	I-15 SB on ramp at Blue Diamond			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	1	Blue Diamond at I-15	SB ramps	1 link W of SB ramps	3 lanes in each direction	4 lanes in each direction	Yes					3 lanes in each	4 lanes in each	Yes
HDR	1	I-215 WB to I-15 SB			2 lanes	1 lane	Yes					direction 2 lanes	direction 1 lane	Yes
HDR	1				2 10/103	Thine	163						I- Direct connects as	
HDR	1	I-15 HOV Ingress/Egress north of Sloan										15 to HOV	in 2015	Yes
HDR	1	Via Inspirada	I-15/Sloan IC	Via Inspirada/Exec Airport Dr	NA	NA	NA		NA	NA	NA	NA	2 / 2 lane minor arterials	Yes
HDR	1	Via Nobila	I-15	Via Inspirada/Exec Airport Dr	NA	NA	NA		NA	NA	NA	NA	2 / 2 lane minor arterials	Yes
HDR	1	Via Nobila / I-15 Interchange										NA	1 lane ramps	Yes
Jacobs	1	I-15 NB Express Lane Egress/Ingress	North of Silverado Ranch Blvd	North of Silverado Ranch Blvd	Does not exist	Coded as System to System Ramp (FT = 82), 1-lane in each direction	Yes		Coded as System to System Ramp (FT = 82), 1-lane in each direction	Yes	Confirmed that express lane markings are dashed north of Silverado (dashed for approx. 1/2 mile)			Yes
Jacobs	1	I-15 NB/SB mainline	I-15 NB On Ramp/SB Off Ramp at Cactus Ave	I-15 NB Off Ramp/SB On Ramp at Silverado Ranch Blvd	3-lanes in each direction Auxiliary lanes does not exist	3.5-lanes in each direction Coded auxiliary lanes (AuxLn = 1)	Yes		3.5-lanes in each direction Coded auxiliary lanes (AuxLn = 1)	Yes	Change made.			No
Jacobs	1	I-15 SB mainline	North of I-15 SB Off Ramp at Silverado Ranch Blvd	North of Pebble Rd	4-lanes	3.5-lanes	Yes		3.5-lanes	Yes	Change made.			No
Jacobs	1	I-15 SB mainline	North of Pebble Rd	South of I-15 SB On Ramp at Blue Diamond Rd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
HDR	2	I-15 NB HOV Direct Connect Ramp from CC-215 EB	CC215 EB Off Ramp to I-15 SB	CC215 WB HOV Ramp to I- 15 HOV NB	NA	NA	NA	NA	NA	NA	NA	NA	Add HOV direct connect	Yes
HDR	2	I-15 SB HOV Direct Connect Ramp to CC215 WB	I-15 SB HOV Direct Ramp to I-215 EB	CC215 WB HOV Ramp to I- 15 HOV NB	NA	NA	NA	NA	NA	NA	NA	NA	Add HOV direct connect	Yes
HDR	2	I-15 NB mainline	I-15 NB CD road off ramp	I-215 WB on ramp	4 lanes	3 lanes	Yes					4 lanes	3 lanes	Yes
HDR	2	1 15 Everence	1 215 10	N of Spring Mountain WB	1	2 lange in gash disset	Vac					1	1 /	Ne
אטא	2	I-15 Express	I-215 IC	on ramp	1 lanes	2 lanes in each direction	Yes					1 lane	1 lane	No

Source of Record C	Corridor ID	Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?	Notes 2015 Model	2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Updated
HDR	2	I-15 NB mainline	I-215 WB on ramp	C/D road off ramp S of Russell	5.5 lanes	3.5 lanes	Yes					4.5 lanes	4.5 lanes	No
HDR	2	I-15 NB off ramp to C/D road S of Russell	I-15 NB	C/D road	2 lanes	1 lane	Yes					1 lane	1 lane	No
HDR	2	I-15 NB off ramp immediately S of Russell			1 lane	2 lanes	Yes					2 lanes	2 lanes	No
HDR	2	I-15 NB mainline	C/D road off ramp S of Russell	Tropicana NB on ramp	5 lanes	3 lanes	Yes					4 lanes	4 lanes	No
HDR	2	I-15 NB C/D road	1 link N of Russell	S of Russell on ramp	2 lanes	3 lanes	Yes					3 lanes	3 lanes	No
HDR HDR	2	I-15 NB on ramp from Russell I-15 NB mainline	Tropicana NB on ramp	Flamingo off ramp	2 lanes 6 lanes	1 lane 4.5 lanes	Yes Yes					1 lane 5.5 lanes	1 lane 5.5 lanes	No No
HDR	2	I-15 NB mainline	Flamingo off ramp	Spring Mountain off ramp	5.5 lanes	3.5 lanes	Yes					4.5 lanes	4.5 lanes	No
HDR	2	I-15 NB mainline	Spring Mountain off ramp	Flamingo on ramp	5 lanes	3 lanes	Yes					4 lanes	4 lanes	No
HDR	2	I-15 NB on ramp from Flamingo			1/2 lanes	2 lanes	Yes					2 lanes	2 lanes	No
HDR	2	I-15 NB mainline	N of Flamingo on ramp	Spring Mountain EB loop on ramp	5 lanes	4/3 lanes	Yes					4 / 4 lanes	5 / 5 lanes	Yes
HDR	2	I-15 SB off ramp at Spring Mountain			1 lane	2 lanes	Yes					3 lanes	2 lanes	Yes
HDR	2	I-15 SB off ramp at WB Spring Mountain										3 lanes	1 lane	Yes
HDR	2	I-15 NB on ramp at Spring Mountain										2 lanes	2 / 1 lane	Yes
HDR	2	I-15 NB mainline	Spring Mountain EB loop on ramp	end of express lanes	6 lanes	4 lanes	Yes					4 lanes	5 / 4 lanes	Yes
HDR	2	I-15 NB HOV	S of Spring Mtn	N of Desert Inn								2 lanes	1/2 lanes	Yes
HDR	2	I-15 NB HOV Ramp	N of Spring Mtn	S of Desert Inn								NA	1 lane	Yes
HDR	2	I-15 NB on ramp at Sahara	1 link S of Charleston FB of	f	3 lanes	1 lane	Yes					NA	NA	NA
HDR	2		1 link S of Charleston EB of ramp	Charleston EB off ramp Charleston WB loop off	4 lanes	4.5 lanes	Yes							No
HDR	2	I-15 NB mainline I-15 NB on ramp at Grand	Charleston EB off ramp	ramp	4 lanes	4.5 lanes	Yes							No
HDR HDR	2	Central/Charleston		110.05 - 56	2 lanes	1 lane	Yes							No
	2	I-15 NB mainline I-15 NB & SB HOV connectors at Desert	1 link S of US 95 off ramp	US 95 off ramp	4 lanes	4.5 lanes	Yes							No
HDR	2	Inn			N/A	2/2 lanes	Yes					NA	NA	No
HDR HDR	2	I-15 SB mainline I-15 SB mainline	I-515 NB on ramp US 95 EB/MLK on ramp	US 95 EB/MLK on ramp Sahara off ramp	3/3.5 lanes 4 lanes	4 lanes 4.5 lanes	Yes Yes					4.5 lanes 4.5 lanes	4.5 lanes 4.5 lanes	No No
HDR	2	I-15 SB mainline	MLK on ramp	Sahara off ramp	4 lanes	4.5 lanes	Yes					4.5 lanes	5.5 lanes	Yes
HDR	2	I-15 SB HOV On-ramp at Alta	S of Spaghetti Bowl	Just S of Alta Overpass								2 lanes	1 lane	Yes
HDR	2	I-15 SB C/D road	1 link S of Alta overpass	Diverge CD Road (north of								2.5 lanes	2 lanes	Yes
HDR	2	MLK SB ramp to I-15 SB C/D road	1 link S of MLK	Charleston)								2 lanes	2 / 1 lanes	Yes
HDR	2	I-15 SB on ramp at Charleston	1 link N of I-15	I-15 SB								2 lanes	2 / 1 lanes	Yes
HDR	2	I-15 SB mainline	N of Sahara overpass	S of Sahara overpass								4.5 lanes	5 lanes	Yes
HDR HDR	2	I-15 SB off ramp to CD/Sahara I-15 SB off ramp to EB Sahara	I-15 SB I-15 SB off diverge	CD Road 1 link south								2 lanes 2 lanes	2 / 1 lanes 1 lanes	Yes Yes
HDR	2	Sahara at I-15	Rancho	Highland	3/4 lanes in each direction	3 lanes in each direction	on Yes					3/4 lanes in each direction	3 lanes in each direction	Yes
HDR	2	EB Sahara east of I-15	Highland	SB I-15 off-ramp	direction							4 lanes	3 lanes	Yes
HDR	2	Sahara east of I-15	SB I-15 off-ramp	Las Vegas Blvd								4 WB / 3 EB	3 WB / 4 EB	Yes
HDR	2	I-15 SB on ramp from Sahara	1 link N or I-15	I-15 SB								2 lanes	1 lane	Yes
HDR	2	I-15 SB mainline	1 link S of Sahara on ramp	2 links to south								5 lanes	4.5 lanes	Yes
HDR HDR	2	I-15 SB HOV I-15 SB HOV Direct Exit	N of Desert Inn S of Desert Inn	S of Spring Mtn N of Spring Mtn								2 lanes NA	2 / 1 lane 1 lane	Yes Yes
HDR	2	I-15 SB mainline	beginning of express lane		5 lanes	3 lanes	Yes					4 lanes	4 lanes	No
HDR	2	I-15 SB mainline	Spring Mounain on ramp	Flamingo EB loop off ramp	5.5 lanes	4 lanes	Yes					4.5 lanes	4.5 lanes	No
HDR	2	I-15 SB mainline	Flamingo EB loop off ramp	Flamingo on ramp	5 lanes	3 lanes	Yes					4 lanes	4 lanes	No
HDR	2	Flamingo EB at I-15	2 links W of SB on ramp	1 link E of NB on ramp	4 lanes	3 lanes	Yes					4 lanes	3 lanes	Yes
HDR	2	Flamingo SB on & NB off ramps										2 lanes	1 lanes	Yes
HDR	2	I-15 SB mainline	Flamingo on ramp	Tropicana off ramp	5.5 lanes	3.5 lanes	Yes					4.5 lanes	4.5 lanes	No
HDR	2	I-15 SB mainline	Tropicana off ramp	C/D road slip ramp at Hacienda overpass	5 lanes	3/3.5 lanes	Yes					4 / 4.5 lanes	4 / 4.5 lanes	No

Source of Record	Corridor ID	Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?	Notes 2015 Model	2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Update
HDR	2	I-15 SB on ramp to C/D road from			1/2 lanes	2 lanes	Yes					3 lanes	2 lanes	Yes
IDR	2	Tropicana I-15 SB C/D road	slip ramp S of Tropicana	1 link N	2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
DR	2		off ramp to CD road S of	I-215 EB off ramp										
		I-15 SB mainline	Tropicana	I-215 EB off ramp	5 lanes	3 lanes	Yes					4 / 4.5 lanes	4 / 4.5 lanes	No
DR	2	I-15 SB on ramp from Russell I-15 SB CD road from EB US 95 and			3 lanes	1 lane	Yes					3 lanes	1 lane	Yes
DR	2	MLK on-ramp										FT=53	FT=80	Yes
DR	2	I-15 SB on-ramp from MLK at Spaghett	i									1 lane	1/2 lanes	Yes
IDK	2	Bowl										Tiglie	1/2 lalles	ies
acobs	2	I-15 SB mainline	I-15 SB CD Off Ramp/I-15 SB	Sunset Rd	4-lanes	3-lanes	Yes		3-lanes	Yes	Change made.			No
			50		3-lanes	3.5-lanes			3.5-lanes					
acobs	2	I-15 SB mainline	Sunset Rd	South of Ponderosa Way	Auxiliary lane does not	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	4 lanes	4.5 lanes	Yes
			I-15 SB Off Ramp at		exist	(AuxLn = 1)			(AuxLn = 1)					
acobs	2	I-15 SB mainline	Hacienda Ave/Mandalay	North of Reno Ave	Auxiliary lane does not	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	4 lanes	4.5 lanes	Yes
	-	115 55 Hamme	Bay Rd	north of helio five	exist	(AuxLn = 1)	105		(AuxLn = 1)	105	change made.	4 lunes	4.5 Miles	105
					3-lanes	3.5-lanes			3.5-lanes					
cobs	2	I-15 SB mainline	North of Reno Ave	South of Tropicana Ave		Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	4 lanes	4.5 lanes	Yes
			I-15 NB On Ramp at	I-15 NB Off Ramp at	exist Auxiliary lane does not	(AuxLn = 1) Coded auxiliary lane			(AuxLn = 1) Coded auxiliary lane					
cobs	2	I-15 NB mainline	Tropicana Ave	Flamingo Rd	exist	(AuxLn = 1)	Yes		(AuxLn = 1)	Yes	Change made.	5 lanes	5.5 lanes	Yes
cobs	2	I-15 SB mainline	I-15 SB Off Ramp at EB	I-15 SB Off Ramp at WB	4-lanes	3.5-lanes	Yes		3.5-lanes	Yes	Change made.	4.5 lanes	4 lanes	Yes
leobs	2	1-13 3B mainine	Flamingo Rd	Flamingo Rd	4-101105	5.5-iailes	ies		5.5-idiles	Tes	change made.	4.5 iailes	4 lattes	Tes
icobs	2	I-15 SB mainline	I-15 SB Off Ramp at WB	I-15 SB On Ramp at Spring	Existing auxiliary lane	Removed auxiliary lane,	Yes		Removed auxiliary	Yes	Change made.	4.5 lanes	4.5 lanes	No
lcobs	2	I-15 SB Mainine	Flamingo Rd	Mountain Rd	Existing auxiliary lane	does not exist	res		lane, does not exist	res	change made.	4.5 Idfles	4.5 Idiles	INO
			North of LIE NR On Pamp	I-15 NB Off Ramp at Sahara	6-lanes	5.5-lanes			5.5-lanes					
cobs	2	I-15 NB mainline	at Spring Mountain Rd	Ave	Auxiliary lane does not	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	5 / 5.5 lanes	5 / 5.5 lanes	No
					exist Auxiliary lane does not	(AuxLn = 1) Coded auxiliary lane			(AuxLn = 1) Coded auxiliary lane					
cobs	2	I-15 SB mainline	Ave	L. King Blvd	exist	(AuxLn = 1)	Yes		(AuxLn = 1)	Yes	Change made.		4 lanes	Yes
cobs	2	I-15 NB mainline	I-15 NB Off Ramp at	I-15 NB Off Ramp at Grand		Coded auxiliary lane	Yes		Coded auxiliary lane	N	Characteria de		4 lanes	No
CODS	2	I-15 NB mainline	Charleston Blvd	Central Pkwy	exist	(AuxLn = 1)	Yes		(AuxLn = 1)	Yes	Change made.		4 lanes	NO
cobs	2	I-15 SB mainline	I-15 SB Off Ramp at Martin	US 95 EB Off Ramp/I-15 SB	Auxiliary lane does not	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	4.5 lanes	4.5 / 4 lanes	Yes
			L. King Blvd		exist	(AuxLn = 1)			(AuxLn = 1)					
cobs	2	I-15 SB mainline	US 95 EB Off Ramp/I-15 SB	South of I-515 WB Off	Existing auxiliary lane	Removed auxiliary lane,	Yes		Removed auxiliary	Yes	Change made.	4.5 lanes	4.5 lanes	No
				Ramp/I-15 SB		does not exist			lane, does not exist					
				145 ND 05 Dame (15 05	4.5-lanes	5-lanes			5-lanes					
cobs	2	I-15 NB mainline	I-15 NB On Ramp at Grand Central Pkwy	1-15 NB OTT Kamp/ 05 95 WB	4.5-lanes Existing auxiliary lane	Removed Auxiliary lane,	Yes		Removed Auxiliary	Yes	Change made.	4 lanes	5 lanes	No
			central way		Existing duxing func	does not exist			lane, does not exist					
			I-15 NB Off Ramp/US 95		4-lanes	3-lanes			3-lanes					
acobs	2	I-15 NB mainline	WB	I-15 NB Off Ramp/I-515 EB	,	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.	5 lanes	5 lanes	No
IDR	3	CC 215 EB mainline	I-15 SB off ramp	I-15 NB loop ramp	exist 3 lanes	(AuxLn = 2) 3.5 lanes	Yes		(AuxLn = 2)			3 lanes	3.5 lanes	Yes
IDR	3	CC 215 mainline	Decatur E side ramps		3 lanes in each direction	2 E Japas in each						3 lanes	3.5 lanes	
				I-15 W side ramps		direction	Yes							Yes
DR DR	3	Decatur NB at CC 215 CC 215 SB off ramp at Decatur	CC 215 NB ramps Roy Horn Way	Sunset Decatur	2 lanes 1 lane	3 lanes 2 lanes	Yes Yes					3 lanes 1 lane	3.5 lanes 2 lanes	Yes Yes
DR	3	CC 215 SB off ramp to Decatur SB	KOY HOITI WAY	Decatur	1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
DR	3	CC 215 NB on ramp from Decatur			1 lane	3 lanes	Yes					1 lane	3 lanes	Yes
DR	3	CC 215 mainline	Jones ramps	Decatur ramps	3 lanes in each direction	3.5 lanes in each	Yes					3 lanes	3.5 lanes	Yes
	-	CC 215 SB on ramp at lones			2 lanes	direction 1 lane	Yes					2 lanes	1 Jane	Yes
20	2											2 lanes 2 lanes	1 lane 1 lane	Yes
	3													
DR DR	3 3 3	CC 215 SB on ramp at Jones CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones			2 lanes 2 lanes	1 lane 1 lane	Yes					2 lanes	1 lane	Yes
DR DR DR	3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones			2 lanes 2 lanes 2 lanes 2 lanes	1 lane 1 lane 1 lane 1 lane	Yes Yes Yes					2 lanes 2 lanes	1 lane	Yes
DR DR DR DR	3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow			2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes	1 lane 1 lane	Yes Yes
DR DR DR DR DR	3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 SB on ramp at Rainbow CC 215 SB off ramp at Rainbow			2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane	Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 Iane 1 Iane 1 Iane	Yes Yes Yes
DR DR DR DR DR DR DR	3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow			2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes	1 lane 1 lane	Yes Yes
DR DR DR DR DR DR DR DR DR DR	3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Bulfalo CC 215 SB of ramp at Bulfalo			2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	l lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR	3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 NB on ramp at Rainbow CC 215 NB on ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 NB off ramp at Buffalo			2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane	Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR	3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Bulfalo CC 215 SB of ramp at Bulfalo	Durango Dr F side ramms	Buffalo W side ramos	2 Ianes 2 Ianes	l lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane	Yes Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR	3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB off ramp at Rainbow CC 215 SB off ramp at Rainbow CC 215 SB on ramp at Buffalo CC 215 SB off ramp at Buffalo CC 215 NB off ramp at Buffalo CC 215 NB off ramp at Buffalo	Durango Dr E side ramps CC 215 SB ramps	Buffalo W side ramps CC 215 NB ramps	2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes	1 lane 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane	Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR D	3 3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Buffalo CC 215 SB on ramp at Buffalo CC 215 SB of ramp at Buffalo CC 215 NB off ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 SB on ramp at Buffalo CC 215 SB on ramp at Buffalo			2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 2 Ianes 3 Ianes	1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 3.5 Janes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes 3 lanes	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 3.5 Ianes	Yes Yes Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR D	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 NB on ramp at Buffalo CC 215 SB mainie Durango Dr NB at CC 215			2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 2 lanes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes 1 lane in each	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 3.5 Ianes 2 Ianes	Yes Yes Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR D	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 SB mainle Durango Dr NB at CC 215 CC 215 SB on ramp at Durango Dr Sunset Rd at CC 215	CC 215 SB ramps	CC 215 NB ramps	2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes 1 lane in each direction	1 lane 1 lane 2 lanes 1 lane 2 WB/3 EB lanes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 3 lanes 2 lanes 1 lane in each direction	1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 1 Iane 2 Ianes 1 Iane 2 Ianes 1 Iane 2 WB/3 EB Ianes	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR D	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB off ramp at Rainbow CC 215 SB off ramp at Buffalo CC 215 SB off ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 NB on ramp at Buffalo CC 215 SB mainline Durango Dr NB at CC 215 CC 215 SB on ramp at Durango Dr	CC 215 SB ramps	CC 215 NB ramps	2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 2 lanes 2 lanes 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes 1 lane in each	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 3.5 lanes 2 lanes 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
DR DR DR DR DR DR DR DR DR DR DR DR DR D	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	CC 215 SB off ramp at Jones CC 215 NB off ramp at Jones CC 215 NB on ramp at Jones CC 215 NB on ramp at Rainbow CC 215 SB on ramp at Rainbow CC 215 SB on ramp at Buffalo CC 215 SB on framp at Buffalo CC 215 SB on ramp at Buffalo CC 215 SB on ramp at Buffalo CC 215 SB on ramp at Buffalo SU 215 SB on ramp at Durango Dr Sunset Rd at CC 215 CC 215 SB off ramp at Sunset	CC 215 SB ramps	CC 215 NB ramps	2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 3 lanes 3 lanes 3 lanes 1 lane in each direction 2 lanes	1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 1 Jane 3.5 Janes 2 Janes 1 Jane 2 WB/3 EB Janes 1 Jane	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes					2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 2 lanes 3 lanes 3 lanes 2 lanes 1 lane in each direction 2 lanes	1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 1 lane 2 lanes 2 lanes 1 lane 2 WB/3 EB lanes 1 lane	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes

Record C	Corridor ID	Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?	Notes 2015 Model	2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Upda
obs	3	CC 215 EB mainline	CC 215 EB Off Ramp/I-15 NB CD Road	CC 215 EB Off Ramp/I-15 SB CD Road	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
obs	3	CC 215 EB mainline	CC 215 EB Off Ramp/I-15 SB CD Road	CC 215 EB On Ramp at Decatur Blvd	3.5-lanes	4-lanes	Yes		4-lanes	Yes	Change made.			Yes
bs	3	CC 215 WB mainline	I-15 SB CD Road Off Ramp/CC 215 WB	East of Hinson St	3.5-lanes	4-lanes	Yes		4-lanes	Yes	Change made.			Yes
bs	3	CC 215 WB mainline	East of Hinson St	CC 215 WB Off Ramp at Decatur Blvd	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Split link. Change made.			Yes
obs	3	CC 215 WB/EB mainline	CC 215 WB On Ramp/EB Off Ramp at Decatur Blvd	CC 215 EB On Ramp/WB Off Ramp at Jones Blvd	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
obs	3	CC 215 EB mainline	CC 215 EB Off Ramp at Buffalo Dr	CC 215 EB On Ramp at Durango Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
	4	I-15 NB mainline	1 link N of Lamb on ramp		Chist	(roken 1)			(nonen e)			2 lanes	3 lanes	Yes
1	4	I-15 ramps at Lamb			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
	4	Lamb Blvd at I-15	I-15 SB ramps	Lone Mountain	2 lanes in each direction	3 lanes in each direction	Yes					2 lanes in each direction	3 lanes in each direction	Yes
1	4	I-15 NB off ramp at Craig			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
٦	4	I-15 NB off ramp at Craig (EB/WB)			1/2 lanes	2/3 lanes	Yes					1/2 lanes	2/3 lanes	Yes
1	4	I-15 NB on ramp from Craig EB			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
	4	I-15 mainline	Speedway S side ramps	Apex S side ramps								2 lanes in each direction	3 lanes in each direction	Ye
	4	I-15 SB mainline	Craig N side ramps	Craig S side ramps	2 lanes	2/3 lanes	Yes					3/3 lanes	3/3 lanes	No
	4	I-15 NB on ramp at Cheyenne			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	4	I-15 NB off ramp to EB Cheyenne			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	4	I-15 SB loop on ramp at Lake Mead I-15 NB on ramp at Lake Mead			2 lanes 2 lanes	1 lane 1 lane	Yes Yes					2 lanes 2 lanes	1 lane 1 lane	Ye Ye
	4	I-15 SB mainline	Lake Mead WB loop on	1 link S of Lake Mead EB or		5 lanes	Yes					4 lanes	5 lanes	Ye
	4	I-15 SB off ramp to Washington	ramp	ramp	2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	4	I-15 NB on ramp at Washington			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	4	I-15 NB on ramp from US 95 EB / MLK			2 101103	Titulie	163					1 lane	2 lanes	Ye
	4	I-15 mainline	Cheyenne N side ramps	Craig S side ramps	3.5 lanes in each	4 lanes in each direction	Yes					3.5 lanes in each	4 lanes in each	Ye
	4	I-15 SB mainline	Link N of Spaghetti Bowl	Link S of Spaghetti Bowl	direction							direction 3 lanes	direction 3.5 lanes in each	
			Link under I-515 in	Link 3 of Spagnetti Bowi									direction 3.5 lanes in each	
	4	I-15 NB mainline	Spaghetti Bowl									3 lanes	direction	Yes
				I-15 SB On Ramp at	4.5-lanes	5-lanes			5-lanes					
bs	4	I-15 SB mainline	South of the Cartier Ave	Cheyenne Ave	Existing auxiliary lane	Removed Auxiliary lane, does not exist	Yes		Removed Auxiliary lane, does not exist	Yes	Change made.			Ye
						5 June 1			E la sec					
	4	I-15 NB mainline	I-15 NB On Ramp at Lake	Couth of the Costies Aug	4.5-lanes	5-lanes	Vee		5-lanes Removed Auxiliary	Vee	Change made			Ve
obs	4	I-15 NB mainline	Mead Pkwy	South of the Cartier Ave	Existing auxiliary lane	Removed Auxiliary lane, does not exist	Yes		lane, does not exist	Yes	Change made.			Ye
						does not exist			lane, does not exist					
bs	4	I-15 SB mainline	I-15 SB Off Ramp at	I-15 SB On Ramp at Craig	Existing auxiliary lane	Removed auxiliary lane,	Yes		Removed auxiliary	Yes	Change made.			Ye
	4	1-15 SB mainine	Cheyenne Ave	Rd	Existing auxiliary lane	does not exist	163		lane, does not exist	ies	change made.			Te
bs	4	I-15 NB mainline	I-15 NB On Ramp at Cheyenne Ave	North of Gowan Rd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Ye
bs	4	I-15 NB mainline	North of Gowan Rd	I-15 NB Off Ramp at Craig	4-lanes	3.5-lanes	Yes		3.5-lanes	Yes	Change made.			Ye
	4	I-15 NB Mainine	North of Gowall Ru	Rd			res		5.5-Idiles	res	change made.			re
	5	CC 215 SB on ramp at Russell			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 SB off ramp at Russell			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 NB off ramp at Russell			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 NB on ramp at Russell Russell Rd WB at CC 215	CC 215 SB ramps	1 link E of NB ramps	2 lanes 3 lanes	1 lane 2 lanes	Yes					2 lanes 3 lanes	1 lane 2 lanes	Ye
	5	Tropicana WB at CC 215	CC 215 SB ramps CC 215 NB ramps	Fort Apache	2 lanes	2 lanes 3 lanes	Yes Yes					2 lanes	2 lanes 3 lanes	Yes Yes
	5	CC 215 NB on ramp at Tropicana			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 NB off ramp at Tropicana			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 SB on ramp at Tropicana			2 lanes	1 lane	Yes					2 lanes	1 lane	Ye
	5	CC 215 SB	Flamingo SB on ramp	N of Tropicana off ramp	3 lanes	3.5 lanes	Yes					3 lanes	3.5 lanes	Ye
	5	Flamingo WB at CC 215	E of CC 215 interchange	W of CC 215 interchange	3 lanes	2 lanes	Yes					3 lanes	2 lanes	Ye
	5	CC 215 SB off ramp at Charleston			1 lane	2 lanes	Yes					1 lane	2 lanes	Ye
	5	CC 215 NB off ramp at Charleston			1 lane	2 lanes	Yes					1 lane	2 lanes	Ye
	5	CC 215 SB on ramp at Charleston			1 lane	2 lanes	Yes					1 lane	2 lanes	Ye
	5	CC 215 NB off ramp to Far Hills CC 215 ramps at Far Hills (all 4 right			2 lanes 2 lanes	1 lane 1 lane	Yes					2 lanes 2 lanes	1 lane 1 lane	Ye Ye
	5													

Source of Record	Corridor ID) Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?	, Notes 2015 Model	2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Updated
HDR	5	CC 215 SB mainline	Summerlin Pkwy WB loop on ramp	Far Hills off ramp	4 lanes	4.5 lanes	Yes					4 lanes	4.5 lanes	Yes
Jacobs	5	CC 215 SB mainline	North of CC 215 SB Off	CC 215 SB On Ramp at	Auxiliary lane does not		Yes		Coded auxiliary lane	Yes	Change made.			Yes
			Ramp at Tropicana Ave	Flamingo Rd	exist	(AuxLn = 1)			(AuxLn = 1)					
Jacobs	5	CC 215 SB mainline	North of Alta Dr	CC 215 SB On Ramp at Far Hills Ave	3.5 lanes Existing auxiliary lane	4-lanes Removed auxiliary lane, does not exist	Yes		4-lanes Removed auxiliary lane, does not exist	Yes	Split link. Change made.			Yes
Jacobs	5	CC 215 SB mainline	CC 215 SB Off Ramp at Far Hills Ave	Summerlin Pkwy WB Off Ramp/CC 215 SB	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	5	CC 215	Summerlin Pkwy	Far Hills Ave	Two links have 55 mph posted speed	65 mph posted speed	Yes		65 mph posted speed	Yes	Change made.			Yes
HDR	6	CC 215 SB off ramp to Summerlin Pkwy EB	,		1 lane	2 lanes	Yes					0 lanes	2 lanes	Yes
HDR	6	CC 215 SB off ramp to Summerlin Pkwy			1 lane	2 lanes	Yes					1 lane	2 lane	Yes
HDR	6	CC 215 SB off ramp to Summerlin Pkwy	CC-215 SB	Summerlin EB on ramp								1 lane	0 lane	Yes
HDR	6	EB CC 215 SB off ramp at Lake Mead		from CC215 NB	1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	6	Cheyenne Ave at CC 215	CC 215 SB ramps	Hualapai Way		3 lanes in each direction						2 lanes in each	3 lanes in each	Yes
HDR	6	Hualapai Way at CC 215	Deer Springs Way	Centennial Pkwy	3/3 lanes, 1/1 lane in each direction	2 lanes in each direction	Yes					direction 3/3 lanes, 1/1 lane in each direction	direction 2 lanes in each direction	Yes
HDR	6	Deer Springs Way	Hualapai Way	Egan Crest Drive		0 lanes in each direction	Yes					1 lane	1 lane	No
HDK	U	Deel springs way	nualapai way		3-lanes	3.5-lanes	165		3.5-lanes			TIBLE	Tidile	NU
Jacobs	6	CC 215 SB mainline	South of Gilmore Ave	CC 215 SB Off Ramp at Cheyenne Ave	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Split link. Change made.	3 lanes in each	3 lanes in each	Yes
HDR	7	CC 215 mainline	2 links E of US 95	1 link W of Tenaya Way	3 lanes in each direction	2 lanes in each direction	Yes					direction	direction	No
HDR	7	CC 215 mainline	US 95 / CC 215 IC	5th IC								2 lanes in each direction	3 lanes in each direction	Yes
HDR	7	Decatur at CC 215	WB ramps	1 link S of WB ramps	FT=53 (minor arterial)	FT=43 (major arterial)	Yes					FT=43 (major arterial)	FT=43 (major arterial)	No
HDR	7	Revere at CC 215	Southern ramps	Northern ramps								NA	3 / 3 lanes	Yes
HDR	7	Revere at CC 215	New IC - All Ramps									NA	WB off 2 lanes. All others 1 / 2.	Yes
HDR	7	CC 215 ramps at 5th St			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	7	5th St at CC 215	WB ramps		3 lanes in each direction	0 lanes	Yes	Disconnected 5th Street north of IC for both 2015 and 2017 networks.				3 lanes in each direction	3 lanes in each direction	No
HDR	7	Losee St at CC 215	WB ramps		3 lanes in each direction	0 lanes	Yes	Disconnected Losee Street north of IC for both 2015 and 2017 networks.				3 lanes in each direction	3 lanes in each direction	No
HDR	7	5th St at CC 215	CC 215 WB	Dorrell Ln	1 lane in each direction	3 SB lanes/2 NB lanes	Yes					3 lanes in each direction	3 lanes in each direction	No
HDR	7	Losee at CC 215	CC 215 WB	1 link S of CC 215 EB	3 lanes in each direction	2 lanes in each direction	Yes					3 lanes in each	3 lanes in each	No
HDR	7	Pecos at CC 215	CC 215 WB	1 link S of CC 215 EB	1 lane in each direction	2 lanes in each direction	Yes					direction 3 lanes in each	direction 3 lanes in each	No
												direction 2 lanes in each	direction 2 lanes in each	
HDR HDR	7	Lamb Blvd at CC 215	CC 215 WB	1 link S of CC 215 EB	4 lanes in each direction 2 lanes	2 lanes in each direction 1 lane	Yes					direction 2 lanes	direction 2 lanes	No
HDR	7	I-15 NB to CC 215 WB			2 lanes	1 lane	Yes					2 lanes	2 lanes	No
Jacobs	7	CC 215 EB mainline	East of Tenaya Way	West of CC 215 EB Off Ramp at Jones Blvd	2-lanes Auxiliary lane does not exist	2.5-lanes Coded auxiliary lane (AuxLn = 1)	Yes		2.5-lanes Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	7	CC 215 WB mainline	East of Rainbow Blvd	CC 215 WB On Ramp at Jones Blvd	2.5-lanes Existing auxiliary lane	2-lanes Removed Auxiliary lane, does not exist	Yes		2-lanes Removed Auxiliary lane, does not exist	Yes	Change made.			Yes
HDR	8	I-15 NB off ramp to I-515 EB			1 lane	2 lanes	Yes					3 lanes	2 lanes	Yes
HDR	8	I-515 EB mainline	I-15 on ramps	Casino off ramp	3 lanes	3.5 lanes	Yes					3 / 2 lanes	3.5 lanes	Yes
HDR	8	I-515 NB mainline	Casino on ramp	I-15 SB off ramp	3 lanes	3.5 lanes	Yes					3 lanes	3.5 lanes	Yes
HDR	8	I-515 SB off ramp at Casino			1 lane	2 lanes	Yes					2 lanes	2 lanes	Yes

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HDR	8	I-515 SB mainline	2 links S of Charleston on ramp	1 link S	3 lanes	4 lanes	Yes					4 lanes	4 lanes	No
HDR	8	I-515 NB mainline	2 links S or Charleston off	1 link S or Charleston off								3 lanes	3.5 lanes	Yes
HDR	8	MLK to I-515 EB on ramp	ramp (begin HOV)	ramp								NA	1 lane	Yes
Jacobs	8	I-515 SB mainline	Sahara Ave	I-515 SB On Ramp at Charleston Blvd	3.5-lanes Existing auxiliary lane	4-lanes Removed Auxiliary lane, does not exist	Yes		4-lanes Removed Auxiliary lane, does not exist	Yes	Change made.		2.000	Yes
Jacobs	8	I-515 NB mainline	West of Pecos Rd	West of Mojave Rd	3.5-lanes Existing auxiliary lane	3-lanes Removed Auxiliary lane, does not exist	Yes		3-lanes Removed Auxiliary lane, does not exist	Yes	Change made.			No
Jacobs	8	I-515 SB mainline	I-515 SB On Ramp at Eastern Ave	East of Mojave Rd	3.5-lanes Existing auxiliary lane	3-lanes Removed Auxiliary lane, does not exist	Yes		3-lanes Removed Auxiliary lane, does not exist	Yes	Change made.			No
Jacobs	8	I-515 NB mainline	I-515 NB On Ramp at Casino Center Blvd	I-515 WB Off Ramp/I-15 SB	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			No
Jacobs	8	I-515 SB mainline	I-15 NB Off Ramp/I-515 EB	I-515 SB Off Ramp at	Auxiliary lane does not	Coded auxiliary lane	Yes		Coded auxiliary lane	Yes	Change made.			No
HDR	8	I-515 NB mainline	1 links S or Charleston off ramp (begin HOV)	Casino Center Blvd Charleston off ramp	exist	(AuxLn = 1)			(AuxLn = 1)			4 lanes	3.5 lanes	Yes
HDR	8	I-515 NB mainline	Charleston off ramp	Mojave overpass (3 links								4 / 4.5 lanes	3 lanes	Yes
HDR	8	I-515 NB mainline	Mojave overpass (3 links east of Eastern)	east of Eastern) Eastern off ramp								4.5 lanes	3.5 lanes	Yes
HDR	8	I-515 NB mainline	Eastern off ramp	Eastern on ramp								4 lanes	3 lanes	Yes
HDR	8	I-515 NB mainline	Eastern on ramp	Las Vegas off ramp								4.5 lanes	4 lanes	Yes
HDR	8	I-515 NB mainline	Las Vegas off ramp	1 link W of LV off ramp								4 lanes	3 lanes	Yes
HDR	8	I-515 NB mainline	1 link W of Main overpass	3 link2 W of Main overpass (2015 model on ramp from LV)								3 lanes	3.5 lanes	Yes
HDR	8	I-515 SB mainline		2 links E of MLK to I-515 on ramp								3 lanes	2 lanes	Yes
HDR	8	I-515 SB mainline	2 links E of MLK to I-515 on ramp	1 link W of Main overpass								3 / 2 lanes	3.5 lanes	Yes
HDR	8	I-515 SB mainline	1 link W of Main overpass	Las Vegas on ramp								2 lanes	3 lanes	Yes
HDR	8	I-515 SB mainline	Las Vegas on ramp	Eastern off ramp								2 lanes	4 lanes	Yes
HDR	8	I-515 SB mainline	Eastern off ramp	Charleston on ramp								2 / 5 / 5.5 / 5 / 4 lanes	3 lanes	Yes
HDR	8	I-515 / Pecos / Stewart Interchange and Frontage Roads										Frontage Roads and Ramps	Removed	Yes
HDR	8	I-515 / Eastern Interchange										2 lanes, RT link 35898, 35905 to frontage	1 lane, deleted 35898, 35905 reconnected	Yes
HDR	8	I-515 EB Frontage Rd	Spaghetti Bowl	Eastern / Stewart IC								Frontage road	Removed	Yes
HDR	8	I-515 WB Frontage Rd	Eastern / Stewart IC	Spaghetti Bowl								Frontage road	Removed	Yes
HDR	8	I-515 / Casino / 4th St Interchange										Frontage road / improved ramps	Removed frontage, ramps back to existing	Yes
HDR	9	I-515 SB off ramp at Boulder Hwy	Peulder Hur CD	1 link S of Boulder Hwy on	1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	9	I-515 SB mainline	Boulder Hwy SB on ramp	ramp	3 lanes	3.5 lanes	Yes					3 lanes	3.5 lanes	Yes
HDR HDR	9	Flamingo EB at I-515 I-515 SB mainline	I-515 SB on ramp	I-515 NB off ramp	3 lanes	2 lanes	Yes					3 lanes	3 lanes	No
HDR	9	I-515 SB mainline	Flamingo WB loop on ramp	гиппадо вы оп гатр	3.5 lanes	3 lanes 2 lanes	Yes					3.5 lanes 1 lane	3 lanes 2 lanes	Yes
HDR	9	I-515 SB on ramp at Sunset			2 lanes	1 lane	Yes Yes					2 lanes	1 lane	Yes Yes

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	9	I-515 NB off ramp at Sunset			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	9	I-515 SB mainline	Auto Show Dr off ramp	Lake Mead off ramp	3 lanes	4 lanes	Yes			3.5 lanes		3 lanes	3.5 lanes	Yes
HDR	9	I-515 SB mainline	Auto Show Dr on ramp	1 link S of I-215 EB on ramp	3 lanes	4 lanes	Yes					3 lanes	4 lanes	Yes
HDR	9	I-515 NB mainline	Lake Mead WB on ramp	Auto Show Dr off ramp	3 lanes	3.5 lanes	Yes					3 lanes	3.5 lanes	Yes
HDR	9	I-515 SB off ramp to Lake Mead Pkwy FB			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	9	I-515 NB on ramp from Lake Mead Pkwy			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
acobs	9	I-515 NB mainline	I-215 WB Off Ramp/I-515 NB	I-515 NB Off Ramp at Auto Show Dr	3.5-lanes	4-lanes	Yes		4-lanes	Yes	Change made.			Yes
			I-515 SB Off Ramp at Auto		4-lanes	3.5-lanes			3.5-lanes					
acobs	9	I-515 SB mainline	Show Dr	I-515 SB Off Ramp/I-215 EB	exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
acobs	9	I-515 NB/SB mainline	I-515 NB On Ramp/SB Off	I-515 NB Off Ramp/SB On	3-lanes Auxiliary lane does not	3.5-lanes Coded auxiliary lane	Yes		3.5-lanes Coded auxiliary lane	Yes	Change made.			Yes
80003	5	1-515 No/50 mainine	Ramp at Galleria Dr	Ramp at Russell Rd	exist	(AuxLn = 1)	163		(AuxLn = 1)	103	change made.			103
acobs	9	I-515 NB mainline	I-515 NB On Ramp at	I-515 NB Off Ramp at	3-lanes Auxiliary lane does not	3.5-lanes Coded auxiliary lane	Yes		3.5-lanes Coded auxiliary lane	Yes	Change made			Yes
acobs	9	I-STS INB IIIGIIIIIIG	Tropicana Ave	Flamingo Rd	exist	(AuxLn = 1)	res		(AuxLn = 1)	res	Change made.			res
	9		I-515 SB On Ramp at EB	I-515 SB On Ramp at WB	Particular and the sectors	Removed auxiliary lane,	N		Removed auxiliary		Characteria			
acobs	9	I-515 SB mainline	Flamingo Rd	Flamingo Rd	Existing auxiliary lane	does not exist	Yes		lane, does not exist	Yes	Change made.			Yes
					2.5. Janas	4-lanes			4-lanes					
acobs	9	I-515 SB mainline	North of Emerson Ave	North of Desert Inn Rd	3.5-lanes Existing auxiliary lane	Removed auxiliary lane,	Yes		Removed auxiliary	Yes	Change made.			Yes
						does not exist			lane, does not exist					
acobs	9	I-515 SB mainline	North of Desert Inn Rd	I-515 SB On Ramp at Boulder Hwy	3.5-lanes	4-lanes	Yes		4-lanes	Yes	Change made.			Yes
				,		4-lanes			4-lanes					
acobs	9	I-515 NB mainline	I-515 NB On Ramp at Boulder Hwy	Sahara Ave	3.5-lanes Existing auxiliary lane	Removed Auxiliary lane, does not exist	Yes		Removed Auxiliary lane, does not exist	Yes	Change made.			Yes
HDR	10	I-515 NB off ramp to I-215			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	10	I-215 EB off ramp to SB I-515			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	10	I-515 on ramps at Horizon (right turns only)			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	10	I-515 mainline	Wagon Wheel interchange	1 or 2 links NW	2 lanes in each direction	3 lanes in each direction	Yes					2 lanes in each	3 lanes in each	Yes
HDR	10	I-515 NB mainline	3 links N of US 95	1 link N	FT=42 (major arterial)	FT=13 (freeway)	Yes					direction N/A	direction N/A	No
			I-515 SB On Ramp at	I-515 SB Off Ramp at	3-lanes	2.5-lanes			2.5-lanes			,		
acobs	10	I-515 SB mainline	College Dr	Wagon Wheel Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
acobs	10	I-515 NB mainline	North of Rocky Rd	I-515 NB Off Ramp/I-215	3-lanes Auxiliary lane does not	3.5-lanes Coded auxiliary lane	Yes		3.5-lanes Coded auxiliary lane	Yes	Change made.			Yes
			,	EB	exist	(AuxLn = 1)			(AuxLn = 1)		, i i i i i i i i i i i i i i i i i i i			
HDR HDR	11 11	I-215 EB off ramp to I-515 I-215 EB mainline	I-515 SB on ramp	I-515 NB on ramp	2 lanes 2 lanes	3 lanes 4 lanes	Yes Yes					2 lanes 2 lanes	3 lanes 4 lanes	Yes Yes
HDR	11	I-215 EB mainline (Lake Mead Pkwy)	I-515 NB on ramp	Eastgate	2 lanes	3 lanes	Yes					2 lanes	3 lanes	Yes
HDR	11	I-215 WB mainline (Lake Mead Pkwy)	Eastgate	I-515 NB on ramp	2 lanes	2.5 lanes	Yes					2 lanes	2.5 lanes	Yes
HDR	11	I-215 EB off ramp at Gibson			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	11	I-215 WB off ramp at Gibson			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
IDR	11	Gibson Rd at I-215	Las Palmas Entrada	I-215 EB ramps	2 lanes in each direction	2 SB lanes/3 NB lanes	Yes					3 lanes in each direction	3 lanes in each direction	No
HDR	11	Stephanie SB at I-215	NB ramps	SB ramps	2 lanes	3 lanes	Yes					2 lanes	3 lanes	Yes
HDR	11	I-215 WB mainline	St Rose on ramp	Eastern off ramp	3.5 lanes	3 lanes	Yes					3.5 lanes	3 lanes	Yes
HDR HDR	11 11	I-215 EB off ramp to Eastern I-215 EB off ramp to Windmill			2 lanes 1 lane	1 lane 2 lanes	Yes Yes					2 lanes 1 lane	1 lane 2 lanes	Yes Yes
HDR	11	I-215 mainline	Windmill N ramps	Eastern S ramps								4 lanes	3 lanes	Yes
HDR	11	I-215/Windmill SPUI - left turn lanes			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	11	I-215 FB mainline	Warm Springs on ramp	Windmill off ramp	4.5 lanes	5 lanes	Yes					4.5 lanes	5 lanes	Yes
HDR	11	I-215 EB off ramp to Warm Springs	to an opings on ramp	iumini on ramp	1 lane	2 lanes	Yes					2 lanes	2 lanes	No
HDR	11	I-215 WB mainline	Warm Springs on ramp	Airport Connector off ramp	4 lanes	4.5 lanes	Yes					4 lanes	4.5 lanes	Yes
HDR	11	I-215 EB mainline	Airport Connector on ramp	Warm Springs off ramp	4 lanes	4.5 lanes	Yes					4 lanes	4 lanes	No
HDR	11	Airport Connector SB ramp to Hidden Well			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	11	I-215 WB mainline	Airport Connector on ramp	Las Vegas Blvd off ramp	4.5 lanes	5 lanes	Yes					4.5 lanes	5 lanes	Yes
HDR	11	I-215 EB mainline	I-15 on ramps	Las Vegas Blvd on ramp	4.5 lanes	5 lanes	Yes					4.5 lanes	5 lanes	Yes
HDR	11	I-215 WB mainline	I-15 NB off ramp	I-15 SB loop off ramp	3 lanes	4 lanes	Yes					3 lanes	4 lanes	Yes

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HDR	11	I-15 SB/CC 215 EB off ramp to Las Vegas Blvd			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
Jacobs	11	I-215 WB mainline	Eastgate Rd/Fiesta		Auxiliary lane does not		Yes		Coded auxiliary lane	Yes	Change made.			Yes
			Henderson Blvd I-215 WB Off Ramp/I-515	NB	exist 2-lanes	(AuxLn = 1) 2.5-lanes			(AuxLn = 1) 2.5-lanes					
Jacobs	11	I-215 WB mainline	NB	SB	Auxiliary lane does not exist	(AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	11	I-215 EB mainline	I-215 EB Off Ramp/I-515 SB	I-215 EB On Ramp at Gibson Rd	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	11	I-215 WB mainline	I-515 WB On Ramp at Pecos Rd	I-515 WB Off Ramp at Eastern Ave	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	11	I-215 EB mainline	I-215 EB Off Ramp at Windmill Ln	North of Robindale Rd	5-lanes	4.5-lanes	Yes		4.5-lanes	Yes	Link split. Change made.			Yes
Jacobs	11	I-215 EB mainline	North of Robindale Rd	I-215 EB On Ramp at Warm Springs Rd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	11	I-215 WB mainline	I-215 WB On Ramp at EB Warm Springs Rd	I-215 WB Off Ramp/Airport Connector NB	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	11	I-215 EB mainline	I-215 EB Off Ramp at Warm Springs Rd	Airport Connector SB Off Ramp/I-215 EB	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			No
Jacobs	11	I-215 WB mainline	Airport Connector SB Off Ramp/I-215 WB	I-215 WB Off Ramp at Las Vegas Blvd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	11	I-215 WB mainline	I-215 WB Off Ramp at Las Vegas Blvd	East of Las Vegas Blvd	4.5-lanes Existing auxiliary lane	5-lanes Removed auxiliary lane, does not exist	Yes		5-lanes Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	11	I-215 EB mainline	I-215 EB Off Ramp/Airport Connector NB	I-215 EB On Ramp at Las Vegas Blvd	4.5-lanes Existing auxiliary lane	5-lanes Removed Auxiliary lane, does not exist	Yes		5-lanes Removed Auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	11	I-215 EB mainline	I-215 EB On Ramp at Las Vegas Blvd	I-15 SB Off Ramp/I-215 EB	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
HDR	12	US 95 WB HOV begin link	West of Rancho overpass	1 link east of Rancho on ramp								1 way HOV	2-way ramp	Yes
HDR	12	US 95 EB HOV end link	East of Rancho overpass	1 link west of Rancho on ramp								Btwn Valley View & Rancho	East of Rancho overpass	Yes
HDR	12	US 95 HOV Access (EB & WB)	Rancho interchange	Valley View interchange								NA	1/1lanes	Yes
HDR	12	US 95 SB (EB) mainline	I-15 NB off ramp	1 link to E	2 lanes	3 lanes	Yes					3 lanes	3 lanes	No
HDR	12	US 95 NB (WB) ramp between MLK and Rancho Dr	End of MLK on ramp	Beginning of Rancho Dr off ramp	2 lanes	3 lanes	Yes					2 lanes	3 lanes	Yes
HDR	12	US 95 SB (EB) on ramp at Rancho Dr US 95 SB (EB) CD road (off-ramp to			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	12	MLK)										2 lanes	2.5 lanes	Yes
HDR	12	US 95 SB (EB) off-ramp to MLK										1 lane	1/2/2	Yes
HDR	12	US 95 NB (WB) off ramp at Rancho Dr			2 lanes	1 lane	Yes					3 lanes	1 lane	Yes
HDR	12	US 95 NB (WB) on ramp at Rancho Dr			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	12	US 95 SB (EB) off ramp at Rancho Dr			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	12	US 95 SB (EB) off ramp at Rancho Dr										3 lanes	2 lanes	Yes
HDR HDR	12	Rancho Dr SB (south interchange)	N of US 95 interchange	S of US 95 interchange	2 lanes	3 lanes	Yes					2 lanes 5.5 lanes	3 lanes	Yes
HDR	12 12	US 95 NB (WB) mainline US 95 NB (WB) mainline	beginning of HOV lane Rancho on ramp	Rancho on ramp Valley View off ramp	5.5 lanes	5 lanes	Yes					6 lanes	5 lanes 5.5 lanes	Yes
HDR	12	US 95 SB (EB) mainline	I-15 SB / MLK off ramp	1 link east								3 lanes	2 lanes	Yes
HDR	12	US 95 SB (EB) mainline	Rancho off ramp	I-15 SB / MLK off ramp								5.5 lanes	4.5 lanes	Yes
HDR	12	US 95 SB (EB) mainline	OLD end of HOV lane (1 link west of Rancho off)	Rancho off ramp	5.5 lanes	6.5 lanes	Yes					5.5 lanes	5.5 lanes	No
HDR	12	US 95 SB (EB) mainline	Jones overpass	Jones on ramp	4.5 lanes	4 lanes	Yes					4.5 lanes	4 lanes	Yes
HDR	12	US 95 SB (EB) off ramp to Jones			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	12	US 95 NB (WB) mainline	Summerlin Pkwy off ramp	Rainbow Blvd off ramp	4.5 lanes	3.5 lanes	Yes					4.5 lanes	3.5 lanes	Yes
HDR	12	US 95 & Summerlin Pkwy interchange ramps			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	12	US 95 & Summerlin Pkwy interchange ramps			3 lanes	2 lanes	Yes					3 lanes	2 lanes	Yes

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Jacobs	12	US 95 WB mainline	Ramsey St	US 95 WB On Ramp at Rancho Blvd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	12	US 95 WB mainline	US 95 WB On Ramp at Rancho Blvd	US 95 WB Off Ramp at Valley View Blvd	5.5-lanes Existing auxiliary lane	6-lanes Removed Auxiliary lane, does not exist	Yes		6-lanes Removed Auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	12	US 95 EB mainline	US 95 EB On Ramp at Jones Blvd	Jones Blvd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
HDR	13	Summerlin Pkwy EB mainline	W end	CC 215 NB ramps	2 lanes	3 lanes	Yes					2 lanes	3 lanes	Yes
HDR	13	Summerlin Pkwy WB at CC 215	CC 215 NB ramps	CC 215 SB loop on ramp	2 lanes	3 lanes	Yes					2 lanes	3 lanes	Yes
HDR	13	Summerlin Pkwy WB mainline	Anasazi on ramp	CC 215 SB loop on ramp	2 lanes	3 lanes	Yes					4 lanes	3 lanes	Yes
HDR	13	Summerlin Pkwy EB mainline	CC-215 NB on ramp	Durango on ramp								4 lanes	2 lanes	Yes
HDR	13	Summerlin Pkwy EB mainline	Buffalo Dr off ramp	Buffalo Dr on ramp								4 lanes	2 lanes	Yes
HDR	13	Summerlin Pkwy EB mainline	Buffalo Dr on ramp	Rainbow off ramp	2 lanes	2.5 lanes	Yes					4 lanes	2.5 lanes	Yes
HDR	13	Summerlin Pkwy EB mainline	Rainbow off ramp	US 95	2 lanes	2.5 lanes	Yes					2 lanes	2.5 lanes	Yes
HDR	13	Summerlin Pkwy WB mainline	Buffalo Dr off ramp	end of HOV lane								4 lanes	2 lanes	Yes
HDR	13	Summerlin Pkwy WB mainline	end of HOT lane	Buffalo Dr NB loop on ramp	2 lanes	3 lanes	Yes					4 lanes	3 lanes	Yes
HDR	13	Summerlin Pkwy WB on ramp from Buffalo NB - Turn Prohib	Buffalo NB	Summerlin WB on ramp from SB Buffalo								No Trun Prohib	Added Turn Prohib	Yes
HDR	13	Summerlin Pkwy EB mainline	Durango Dr on ramp	Buffalo Dr off ramp	2 lanes	2.5 lanes	Yes					4 lanes	2.5 lanes	Yes
HDR	13	Summerlin Pkwy WB off ramp to Durango			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	13	Town Center	Summerlin Pkwy WB ramp	s 2 links N	2/3, 3/2 lanes	3 lanes in each direction	Yes					2/3, 3/2 lanes	3 lanes in each direction	Yes
HDR	13	Summerlin ramps at Anasazi			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
Jacobs	13	Summerlin Pkwy WB mainline	US 95 SB Off Ramp/Summerlin Pkwy WE	Summerlin Pkwy WB Off 8 Ramp at Buffalo Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	4 lanes	2.5 lanes	Yes
Jacobs	13	Summerlin Pkwy EB mainline	Summerlin Pkwy EB Off Ramp/US 95 NB	Summerlin Pkwy EB On Ramp at Buffalo Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	4 lanes	2.5 lanes	Yes
Jacobs	13	Summerlin Pkwy WB mainline	Summerlin Pkwy WB On Ramp at NB Buffalo Dr	Summerlin Pkwy WB On Ramp at SB Buffalo Dr	3-lanes Auxiliary lane does not exist	2.5-lanes Coded auxiliary lane (AuxLn = 1)	Yes		2.5-lanes Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	4 lanes	2.5 lanes	Yes
Jacobs	13	Summerlin Pkwy WB mainline	Summerlin Pkwy WB On Ramp at SB Buffalo Dr	Summerlin Pkwy WB Off Ramp at Durango Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	4 lanes	2.5 lanes	Yes
Jacobs	13	Summerlin Pkwy EB mainline	Summerlin Pkwy EB Off Ramp at Buffalo Dr	Summerlin Pkwy EB On Ramp at Durango Dr	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	4 lanes	2.5 lanes	No
Jacobs	13	Summerlin Pkwy EB/WB mainline	US 95	CC 215	Several links have 55	65 mph posted speed	Yes		65 mph posted	Yes	Change made.			Yes
HDR	14	Summerlin Pkwy EB mainline	W end	CC 215 NB ramps	mph posted speeds 2 lanes	3 lanes	Yes		speed			4 lanes	2 lanes	Yes
HDR	14	US 95 NB to Buffalo/CC 215 WB ramp			1 lane	2 lanes	Yes		1 lane	Yes	Construction narrowed to 1 lane	1 lane	2 lanes	Yes
HDR	14	US 95 NB to CC 215 EB			1 lane	0 lanes		Disconnected ramp and will need to be reconnected for 2017 network.	1 lane	Yes		1 lane	1 lane	No
HDR	14	US 95 NB mainline	Summerlin Pkwy on ramp		3.5 lanes	4 lanes	Yes					3.5 lanes	4 lanes	Yes
HDR	14	US 95 NB mainline	Rainbow Blvd on ramp	Lake Mead WB loop off ramp	3.5 lanes	4.5 lanes	Yes					3.5 lanes	4.5 lanes	Yes
HDR	14	US 95 NB mainline	Lake Mead WB loop off ramp	Lake Mead on ramp	3 lanes	4 lanes	Yes					3 lanes	4 lanes	Yes
HDR	14	US 95 NB mainline	Lake Mead on ramp	Cheyenne off ramp	3.5 lanes	4.5 lanes	Yes					3.5 lanes	4.5 lanes	Yes
HDR	14	US 95 NB mainline	Cheyenne off ramp	Cheyenne on ramp	3 lanes	4 lanes	Yes					3 lanes	4 lanes	Yes
HDR	14	US 95 NB mainline	Cheyenne on ramp	Craig off ramp	3.5 lanes	4.5 lanes	Yes					3.5 lanes	4.5 lanes	Yes
HDR	14	US 95 NB mainline	Craig off ramp	Craig on ramp	3 lanes	4 lanes	Yes					3 lanes	4 lanes	Yes
HDR	14	US 95 NB mainline	Craig on ramp	1 link S of Rancho off ramp	3.5 lanes	4.5 lanes	Yes					3.5 lanes	4.5 lanes	Yes
HDR	14	US 95 NB mainline	1 link S of Rancho off ramp	Rancho off ramp	3.5 lanes	5.5 lanes	Yes		4.5 lanes plus 1 HOV lane	Yes		3.5 lanes	4.5 lanes	Yes

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HDR	14	US 95 NB HOV			0	2 lanes	Yes	Deleted HOV to north of El Rancho off ramp	Code back in HOV to north	Yes		1 lane	1 lane	No
HDR	14	US 95 NB mainline	Rancho off ramp	Ann Rd off ramp	3.5 lanes	4.5 lanes	Yes					3.5 lanes	4.5 lanes	Yes
HDR	14	US 95 NB mainline	Ann Rd off ramp	Ann Rd on ramp	3 lanes	4 lanes	Yes		4 lanes	Yes	ID 25861 increased 3 to 4 lanes	3 lanes	4 lanes	Yes
HDR	14	US 95 SB mainline	Start HOV lane	Ann Rd on ramp	3.5 lanes	3 lanes	Yes		Check lanes	Yes	3 lanes	3.5 lanes	3 lanes	Yes
HDR	14	US 95 NB off ramp at Craig Rd			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	14	US 95 SB off ramp at Craig Rd			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	14	Craig Rd WB at US 95	SB ramp intersection	1 link W	3 lanes	2 lanes	Yes					3 lanes	2 lanes	Yes
HDR	14	Craig Rd EB at US 95	NB ramp intersection	1 link E	3 lanes	2 lanes	Yes					3 lanes	2 lanes	Yes
HDR HDR	14	US 95 SB off ramp at Chevenne			1 lane	2 lanes 2 lanes	Yes					1 lane 1 lane	2 lanes	Yes
	14	US 95 NB off ramp at Cheyenne	Cheyenne WB loop on		1 lane		Yes						2 lanes	Yes
HDR	14	US 95 SB mainline	ramp	Cheyenne EB on ramp	3.5 lanes	3 lanes	Yes					3.5 lanes	3 lanes	Yes
HDR	14	US 95 SB off ramp at Lake Mead			1 lane	2 lanes	Yes					1 lane	2 lanes	Yes
HDR	14	US 95 NB loop off ramp at Lake Mead WB			2 lanes	1 lane	Yes					2 lanes	1 lane	Yes
HDR	14	US 95 SB mainline	Lake Mead WB loop on ramp	Lake Mead EB on ramp	3.5 lanes	3 lanes	Yes					3.5 lanes	3 lanes	Yes
HDR	14	US 95 NB mainline	1 link S of Rancho on ramp	Rancho on ramp	4 lanes	3 lanes	Yes		4 lanes plus 1 HOV lane	Yes		4 lanes	4 lanes	No
HDR	14	US 95 NB mainline	Rancho on ramp	Ann Rd on ramp	4 lanes	3 lanes	Yes		4 lanes plus 1 HOV	Yes		4 lanes	4 lanes	No
HDR	14	US 95 NB mainline	Ann Rd on ramp	CC 215 off ramp	2 Janes	2.5 lanes	Yes		lane 4 lanes plus 1 HOV	Yes		3.5/3 lanes	4 lanes	Yes
HDR	14	US 95 SB mainline	Centennial Center Blvd on	CC 215 on ramp	2 lanes	3 lanes	Yes		lane	105		3 lanes	3 lanes	No
HDR	14	US 95 SB mainline	ramp CC 215 on ramp	Ann Rd off ramp	2 lanes	3.5 lanes	Yes					3.5/3 lanes	3.5/3 lanes	No
												3.5/3 lattes	3.5/3 lattes	NU
HDR	14	US 95 SB mainline	Ann Rd off ramp	HOV beginning	2/3.5 lanes	3 lanes	Yes							
HDR	14	Moccasin Road US 95 overpass			2 lanes in each direction	0 lanes	Yes	Removed from 2015 model.						_
HDR	14	US 95 SB on ramp at Durango Dr			2 lanes	1 lane	Yes							
HDR	14	US 95 mainline	Durango Drive	CC 215	2 lanes in each direction	2 lanes in each directio	n No		Check laneage for 2017 (should be 3.5 in each direction)	Yes	3.5 lanes			
HDR	14	US 95 mainline HOV lanes	S of Durango	S of Ann Road	0 lanes	0 lanes	No	Not in the 2015 model.	Add HOV lanes in 2017	Yes				
HDR	14	US 95 mainline	between CC 215 ramps		2 lanes in each direction	2 lanes in each directio	n No	2 lanes due to construction	Update lanes	Yes	3 Lanes			
HDR	14	Rancho Dr NB to Ann Rd off ramp			2 lanes	1 lane	Yes							
HDR	14	US 95 NB (WB) mainline	Rainbow off ramp	Summerlin Pkwy EB on ramp	4 lanes	3 lanes	Yes							
HDR	14	US 95 NB (WB) mainline	Durango off ramp	Durango overpass			No	2015 only 2 lanes due to construction	3 lanes	Yes	Added 1 lane			
HDR	14	US 95 NB (WB) to Sky Canyon Park off ramp			1 lane	1 lane	No	2015 only 1 lane due to construction	2 lanes	Yes	Added 1 lane			
HDR	14	US 95 SB (EB) to Sky Canyon Park off			2 lanes	2 lanes	No	Should have been 1 lane.	1 lane	Yes	Should have been			
HDR	14	ramp US 95 SB (EB) mainline	Durango off ramp	WB Durango loop on ramp	2 lanes	2 lanes	No	2015 only 2 lanes due to	3 lanes	Yes	1 lane in 2015. Added 1 lane			
HDR	14	US 95 SB (EB) mainline	WB Durango loop on ramp		2 lanes	2 lanes	No	construction 2015 only 2 lanes due to	3.5 lanes	Yes	Added 1.5 lanes	4 lanes	3.5 lanes	Yes
		US 95 HOV Ingress/Egress south of			Linito	Linites		construction	5.5 10/105	105			Direct connections	
HDR	14	Durango										US 95 to HOV	as in 2015	Yes
HDR	14	US 95 / Sheep Mtn Interchange	Shp Mtn NB off ramp	US 95 NB							North of Ann Rd is not in the 2015	Ramp Not Connected	Ramp Connected	Yes
Jacobs	14	US 95 HOV Egress/Ingress	Ann Rd	Rancho Dr	2-lanes in each direction	1-lane in each direction	Yes		1-lane in each direction	Yes	model. Extended these changes to links north of Ann Rd for 2017			Yes
Jacobs	14	US 95 SB mainline	US 95 SB On Ramp at WB Lake Mead Blvd	US 95 SB On Ramp at EB Lake Mead Blvd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes

Source of Record	Corridor ID	Onroad	Beginning	Ending	Condition in the New RTC 2015 Model	Proposed	Changes to the New RTC 2015 Model?	Notes 2015 Model	2017 model proposed	2017 Updated?	2017 Note	2040 Model Condition	2040 model proposed	2040 Updated
Jacobs	14	US 95 SB mainline	US 95 SB On Ramp at WB Cheyenne Blvd	US 95 SB On Ramp at EB Cheyenne Blvd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	14	US 95 SB mainline	South of Ann Rd	US 95 SB On Ramp at Ann Rd	Existing auxiliary lane	Removed auxiliary lane, does not exist	Yes		Removed auxiliary lane, does not exist	Yes	Change made.			Yes
Jacobs	14	US 95 NB mainline	US 95 NB On Ramp at Ann Rd	US 95 NB Off Ramp at Centennial Pkwy/CC 215	Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.			Yes
Jacobs	14	US 95 SB mainline	US 95 SB Off Ramp at Ann Rd		Auxiliary lane does not exist	Coded auxiliary lane (AuxLn = 1)	Yes		Coded auxiliary lane (AuxLn = 1)	Yes	Change made.	3.5 lanes	3.5 lanes	No
Jacobs	14	US 95 SB mainline	CC 215 EB Off Ramp/US 95 SB	US 95 SB On Ramp at Centennial Center Blvd	2-lanes	3-lanes	No		3-lanes	No	Already 3 lanes in model.	3 lanes	3 / 3.5 lanes	Yes