



# NEVADA DEPARTMENT OF TRANSPORTATION (NDOT)

2011 MAINTENANCE  
CUSTOMER SATISFACTION SURVEY

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Victoria A. Springer, M.A.  
**Graduate Research Assistant,  
Center for Research Design and Analysis**

Veronica Blas Dahir, Ph.D.<sup>1</sup>  
**Manager, Research Services,  
Center for Research Design and Analysis  
and Principal Investigator**

Fan Zhang  
**Biostatistician, Center for Research Design and Analysis  
and Center for Health Statistics and Informatics**

Wei Yang, M.D., Ph.D.<sup>2</sup>  
**Center for Health Statistics and Informatics and  
Statistical Consultant, Center for Research Design and Analysis**



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<sup>1</sup>Please direct any correspondence about this report to Dr. Veronica Dahir at [veronicad@crda.unr.edu](mailto:veronicad@crda.unr.edu) or 775-784-6718.  
<sup>2</sup>Please direct any questions about the data analysis to Dr. Wei Yang at [weiyang@unr.edu](mailto:weiyang@unr.edu) or 775-682-1094.

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## Executive Summary

The Center for Research Design and Analysis (CRDA) at the University of Nevada, Reno conducted a customer satisfaction RDD (Random Digit Dialing) telephone survey of Nevada drivers on behalf of the Nevada Department of Transportation (NDOT) Maintenance Office. Data collection began in February, 2011 and ended in January, 2012.

Nevada household residents were randomly selected to participate in the survey and were screened to determine their eligibility to participate. All respondents were over the age of 18 and must have *driven* a motor vehicle in the past month. Bicyclists, pedestrians, and those who took only public transportation within the past month at the time of their interview were not eligible for the study. There were 151 Nevada residents contacted that were deemed ineligible because they were not at least 18 years old or because they were not recent drivers of a motor vehicle. A total of 1260 interviews (1,184 complete and 76 partial) were completed. The survey achieved an overall cooperation rate of 82% (1,260 completed / 1,536 of those households actually reached and verified as eligible) and an overall CASRO (Council of American Survey Research Organizations) response rate of 49% (see Methodology section for more detail).

Post-stratification weighting was used to make the responses from the sample better reflect the entire population of Nevada adults. During analyses, weights were applied so that the responses from each group (i.e., district, age, gender) were represented in the overall results, in proportion to their real size in Nevada's population (see Appendix A).

The survey instrument was developed by CRDA in conjunction with NDOT, and consisted of six sections: assessment of NDOT Maintenance activities, customer service use and satisfaction, local area congestion, truck driver's experiences, rest area use and satisfaction, and demographics (see Appendix B). The average length of each interview was 15.79 minutes in total.

A website was created by CRDA that provided general information about NDOT Maintenance and CRDA and provided answers to frequently asked questions (FAQs) by the Nevada public (see Appendix C). Figures are located within the text of the report, and all Tables are located in Appendix D. All major and most frequently traveled highways and roads maintained by NDOT within each district were selected as the target roads and highways of interest for this study. Please see Appendix E and F, respectively, for a map of NDOT maintenance districts and highways and roads located within each district.

The vast majority of Nevada adults (75%) reside in NDOT District 1 (i.e., Clark, Esmeralda, Nye, and Lincoln counties), with smaller numbers (22%) residing in District 2 (i.e., Carson City and Washoe, Churchill, Douglas, Lyon, Pershing, Mineral, and Storey counties) and District 3 (3%; i.e., Elko, Humboldt, Lander, Eureka, and White Pine). Additionally, the vast majority of Nevada adults reside in either Clark (70%) or Washoe counties (16%). Roughly equal numbers of men (49%) and women (50%) are represented in these results, and the largest percentage of adults represented in these results are between the ages of 25 and 64 (64%).

Nevadans in District 1 reported travelling most frequently on US 95 (54%) and Interstate 15 (37%). In District 2, Nevadans travelled US 395 (45%) and Interstate 80 (24%) most frequently, while in District 3, Nevadans traveled Interstate 80 (53%) and State Route 227 (Lamoille Highway; 16%) most often.

Respondents were asked several questions to assess their opinions of the performance of NDOT in maintaining the Nevada State Highway or road that they traveled on *most often* on a *monthly* basis. Overall, the majority of Nevadans indicated that NDOT's performance of maintenance activities was good or excellent. For the following maintenance activities, Nevadans reported NDOT's performance as good or excellent: 1) maintaining roadside and overhead signs (89%); 2) removal of graffiti (78%); 3) landscaping at interchanges and bridges (77%); 4) removal of debris, including litter and garbage (76%); and 5) maintaining the roadway surface (71%).

Although almost two-thirds of Nevadans reported NDOT's performance as good or excellent with respect to maintenance of visible lane lines on the pavement and the roadway surface, and snow removal and ice control, they were a little less positive about these two activities compared to those above. While 64% indicated that NDOT's maintenance of the visible lane lines was good or excellent, one-fourth (25%) also indicated that it was only fair, and 11% indicated that it was poor. Similarly, 65% of Nevadans reported that NDOT's performance in snow removal and ice control from the roadways that they traveled on most often was good or excellent; however, 8% indicated that it was only fair, 4% indicated it was poor, and 23% did not know or refused to answer this question, with the most nonresponse to this question from District 1.

While Nevada residents in all three districts preferred to see electronic message boards as a means of notification for current roadway conditions, those in Districts 2 and 3 chose a toll-free phone number as their second option while those in District 1 chose text messages to their cell phone as their second preferred method of communication for roadway conditions.

Respondents were asked what *one* thing NDOT can do to improve its level of highway maintenance services. Common responses included: 1) snow and ice removal, 2) construction concerns, and 3) maintaining the roadway surface.

While most questions on the survey asked respondents about the highway or road they traveled *most often*, they also were asked a few questions about their opinions regarding the factors that contribute to delayed travel times on *any* Nevada street or highway they travel on in their city or town. Nevadans indicated that the three biggest contributors to delayed travel times in their city or town were: 1) construction (40%); 2) poor signal timing on local roads (19%); and 3) not enough travel lanes to accommodate traffic (13%).

District 1 indicated that construction was the biggest contributor to delayed travel times (44%), whereas 26% of Nevadans in District 2 stated that it was poor signal timing. In contrast, 21% of Nevadans in District 3 blamed the winter and stormy conditions most for the delays.

Only 29% of Nevadans reported using a Nevada Highway rest area in the past year and of those that have not stopped in the past year, the most frequent responses as to why they did not include: 1) not needing to use a rest area; 2) a preference for stopping where food or gas can be purchased; 3) no rest area along their route; 4) a belief that the facilities were not clean or well kept; and 5) not feeling safe.

The top three NDOT maintenance priorities in all three districts combined, according to Nevada residents, should be 1) maintaining the roadway surface (39%), 2) maintaining visible lines on the pavement (23%), and 3) snow and ice removal (10%). However, these priorities varied somewhat by district. The top priority in District 1 and 2 is maintenance of the roadway surfaces. In District 3, the top priority is snow removal and ice control. The second priority for each of the three districts was suggested as follows: District 1: maintaining visible lane lines; District 2: snow removal and ice control; and District 3: maintaining the roadway surface.

# Introduction

A telephone survey was conducted by the Center for Research Design and Analysis (herein referred to as the “Center” or “CRDA”) to assess customer satisfaction with the services provided by the Nevada Department of Transportation Maintenance Office (herein referred to as “NDOT Maintenance”). Data collection began in February, 2011 and ended in January, 2012.

## Methodology

### *Sample*

Nevada household residents were randomly selected to participate in the landline and cell phone survey and were screened to determine their eligibility to participate. The cell phone sample approach was utilized in conjunction with the household land lines in order to gather information from younger male Nevadans (which have been found to be underrepresented in household samples). All respondents were over the age of 18 and must have *driven* a motor vehicle in the past month. Bicyclists, pedestrians, and those who took only public transportation within the past month at the time of their interview were not eligible for the study. There were 13,536 numbers in the original sampling frame. A total of 3,541 numbers were not released for calling because they were pre-identified as nonworking or nonresidential or were numbers that were previously placed on an internal do not call list.

Of the 9,995 phone numbers that were called, there were 558 Nevada residents that were deemed ineligible because they were not at least 18 years old or because they were not recent drivers of a motor vehicle, and 302 residents were unable to participate or communicate due to a language barrier or other physical disability. A total of 6,469 were never reached (e.g., answering machine, ring-no-answer, busy), were ineligible or were unproductive (businesses, disconnected numbers). Thus, 3,526 eligible phone numbers out of 9,995 were actually reached. Of those 3,526 numbers, 1,974 refused to participate and 830 were contacted but never agreed nor refused to participate by the time data collection concluded. There were 1,536 households verbally verified as eligible and initially cooperated; including 274 that later refused or were never reached again. In total, 1,262 respondents participated in the survey. A total of 1,184 respondents gave complete interviews and 78 gave partial interviews (answering all but a handful of final questions). Two respondents did not provide enough demographic information to be included in the weighting process (e.g., missing age or gender); therefore, a total of 1,260 respondents were included in the data analysis.

An overall CASRO (Council of American Survey Research Organizations) response rate was calculated. A CASRO response rate is an outcome rate with the number of completes and partial completes in the numerator and an estimate of eligible numbers in the sample as the denominator. The CASRO response rate calculation assumes that unresolved or unknown



numbers (e.g. answering machines, ring-no-answers), contain an equivalent percentage of eligible households as the records whose eligibility or ineligibility are determinable. Using disposition codes specific to the call outcome of each particular number in the sample, the CASRO formula first identifies a numerator using the completes and partial completes, then further calculates a denominator from a complex formula of eligible numbers (household verified), ineligible numbers (verified non-household), and unknown numbers (eligibility undetermined). The resulting estimated level of overall eligibility provides a conservative response rate due to the fact that the proportion of the unknown telephone numbers that are actually eligible in a given sample is probably quite low. Accordingly, for the overall sample, the survey achieved an overall CASRO<sup>1</sup> response rate of 49%. In addition, a cooperation rate of 81% (1,260 respondents / 1,536 of those households actually reached and verified as eligible) was calculated. Therefore, there are 1,260 respondents represented in this report, (see *Table 2* on page 6 for a breakdown of gender and age by district for the landline vs. cell phone samples).

### ***Instrument***

The survey instrument consisted of six sections: assessment of NDOT Maintenance activities, customer service use and satisfaction, local area congestion, truck driver's experiences, rest area use and satisfaction, and demographics (see Appendix B). The survey instrument was developed conjointly by NDOT Maintenance and CRDA. The average length of each interview was 15.79 minutes in total.

### ***Data Collection Procedures***

Interviews were administered from CRDA's survey research lab located at the University of Nevada, Reno (UNR), via a computer assisted telephone interviewing (CATI) system. Interviews were only conducted in English. Experienced telephone interviewers were trained on how to administer the survey instrument prior to data collection. In the course of a CATI interview, the interviewer read questions verbatim from a computer screen and recorded respondent's responses via keyboard entry. The CATI system automatically stores data on CRDA's secure server. Data was securely stored on one of UNR's Computer Information System servers.

Each sampled respondent was contacted by CRDA on up to eight occasions, until the interview was completed or until the respondent gave two "soft"<sup>2</sup> refusals or one "hard"

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<sup>1</sup> More information on CASRO rates can be found at [www.casro.org](http://www.casro.org)

<sup>2</sup>A "soft" refusal is considered one in which the informant (the person that answered the phone) or the respondent, seemed interested in participating but the interviewer just called at an inconvenient time (e.g., "We're in the middle of dinner," "I was just running out the door.") A "hard" refusal is a call where the informant or the respondent is rude to the interviewer, uses profanity, or says something like, "Take me off your list!" or "Don't ever call back!"

refusal (i.e., respondent strongly refused to participate). On the 4<sup>th</sup> and 8<sup>th</sup> call attempts, interviewers left messages on answering machines with the Center's 800 number along with the website <http://www.crda.unr.edu/NDOTstudy/>. The CRDA phone number was given so that respondents could complete the interview at a time more convenient for them. The CRDA website was given so that respondents could review the purpose of the study and answers to frequently asked questions. The website also provided general information about NDOT Maintenance and CRDA (see Appendix C).

Refusal conversion strategies included the following: (1) use of a standardized, detailed description of the importance of the study; (2) an appeal to the respondent regarding the importance of participation as means of preserving the reliability of the data being collected, including the importance of their needs being recognized and represented; (3) an effort to establish the personal benefit which will accrue to respondent based on participation; (4) a clear reassurance of respondent confidentiality; and (5) an explanation of how they were selected for the study. Our attempts to avoid refusals included leaving messages on answering machines as stated above and preprogrammed scheduling of re-call attempts for "ring-no-answers".

## Weighting Methodology

Post-stratification weighting was used to make the responses from the sample better reflect the entire population of Nevada adults. During analyses, weights were applied so that the responses from each group (i.e., district, age, gender) were represented in the overall results, in proportion with their real size in the population. This strategy corrects for inaccurate conclusions that can be drawn if the survey over-represented some groups, while under-representing others. Detailed information regarding the weighting methodology is provided in Appendix A.

All tables listed in the report indicate confidence intervals (C.I.), the unweighted sample response frequency ("N"), and the weighted prevalence rates in percentages (%).<sup>3</sup> Throughout the text of this report, all results mentioned refer to the weighted analyses, unless otherwise stated. All figures are located within the text of the report, and all tables referenced that are not located within the main body of the report are located in Appendix D.

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<sup>3</sup>For all tables:

- C.I. = Confidence Interval. The points (range) between which the true population parameter (population estimate) will fall 95% of the time, if statistical assumptions regarding sampling are met. Essentially, this means that 95% of the time, true scores will fall within this range. See Appendix A for a more detailed description of confidence intervals.
- "N" = sample response frequency (unweighted)
- "%" = weighted prevalence rates

# Results

All results are illustrated in tables in Appendix D of this report. It is suggested that the reader consult the tables for further detail or clarification. As stated previously, all results mentioned in this section of the text refer to the weighted analyses and can be used to generalize to the entire Nevada adult population.

## Respondent Characteristics

The vast majority of Nevada adults who participated in this survey (74.6%) reside in NDOT District 1 (i.e., Clark, Esmeralda, Nye, and Lincoln counties), with smaller numbers (22.4%) residing in District 2 (i.e., Carson City and Washoe, Churchill, Douglas, Lyon, Pershing, Mineral, and Storey counties) and District 3 (3%; i.e., Elko, Humboldt, Lander, Eureka, and White Pine; see Figure 1). Additionally, the vast majority of Nevada adults reside in either Clark (70.3%) or Washoe counties (15.5%; see Figure 2).

Roughly equal numbers of men (49.8%) and women (50.2%) who reside in Nevada chose to participate in the study (based on the weighted percentage, see Table 1 on the following page). The largest percentage of adults are between the ages of 25 to 44 (33.7%), followed by those who were 45 to 64 years of age (30.3%). See Table 1 on the next page for a complete listing of the distribution of district, gender, and age for both the Nevada adult population and respondent sample.

Respondents were given a list of Nevada State Highways or roads and were asked which highway or road they travel on most often on a monthly basis. Highway and road response options varied by District of residence (see Appendix F) and were specifically selected by NDOT and CRDA based on traffic volume in each NDOT District.

Figure 1: District of Residence

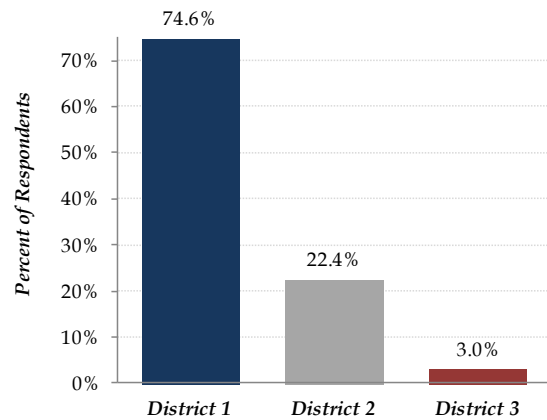
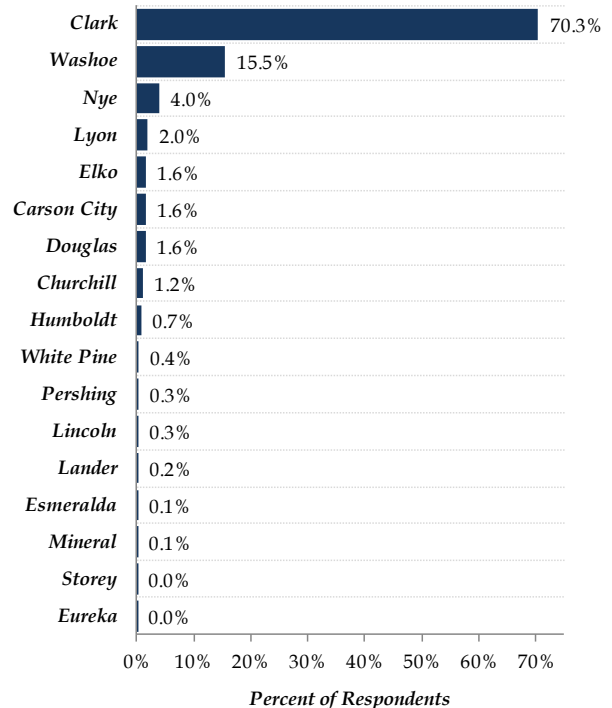


Figure 2: County of Residence



*Table 1 – part 1. District, Gender, and Age Characteristics of the Adult Nevada Population and Respondent Sample.*

Table 1 - part 1.			NV Adult Population		Sample	Weighted Sample	
District	Gender	Age	Frequency	Percent	Frequency	Frequency	Percent
			N	%	N	N	%
1	Male	18 to 24	93,452	12.419844	22	93,452	11.008
		25 to 44	302,934	40.260167	78	302,934	35.6835
		45 to 64	247,195	32.85241	104	247,195	29.1178
		65+	108,860	14.46758	56	108,860	12.8229
		Missing	----	----	31	96,506	11.3677
		<b>Total</b>	<b>752,441</b>	<b>100</b>	<b>291</b>	<b>848,947</b>	<b>100</b>
	Female	18 to 24	88,854	11.853095	23	88,854	10.3619
		25 to 44	289,336	38.597329	73	289,336	33.7414
		45 to 64	248,381	33.133945	73	248,381	28.9654
		65+	123,056	16.415631	39	123,056	14.3504
		Missing	----	----	30	107,884	12.581
<b>Total</b>		<b>749,627</b>	<b>100</b>	<b>238</b>	<b>857,511</b>	<b>100</b>	
2	Male	18 to 24	30,469	12.7605	37	30,469	12.0137
		25 to 44	80,810	33.84343	84	80,810	31.8627
		45 to 64	87,531	36.65821	120	87,531	34.5127
		65+	39,966	16.73786	51	39,966	15.7582
		Missing	----	----	18	14,844	5.8527
		<b>Total</b>	<b>238,776</b>	<b>100</b>	<b>310</b>	<b>253,620</b>	<b>100</b>
	Female	18 to 24	28,621	12.201839	25	28,621	11.0865
		25 to 44	75,687	32.267237	82	75,687	29.3177
		45 to 64	86,045	36.683109	100	86,045	33.3299
		65+	44,210	18.847815	44	44,210	17.1249
		Missing	----	----	24	23,598	9.141
<b>Total</b>		<b>234,563</b>	<b>100</b>	<b>275</b>	<b>258,161</b>	<b>100</b>	
3	Male	18 to 24	4,134	12.614812	2	4,134	11.474
		25 to 44	11,789	35.973879	22	11,789	32.7207
		45 to 64	12,557	38.317415	36	12,557	34.8523
		65+	4,291	13.093894	14	4,291	11.9098
		Missing	----	----	4	3,258	9.0431
		<b>Total</b>	<b>32,771</b>	<b>100</b>	<b>78</b>	<b>36,029</b>	<b>100</b>
	Female	18 to 24	3,434	11.894288	6	3,434	10.7997
		25 to 44	10,218	35.391916	25	10,218	32.135
		45 to 64	10,986	38.052025	22	10,986	34.5503
		65+	4,233	14.661771	9	4,233	13.3125
		Missing	----	----	6	2,926	9.2025
<b>Total</b>		<b>28,871</b>	<b>100</b>	<b>68</b>	<b>31,797</b>	<b>100</b>	

Table 1 – part 2.

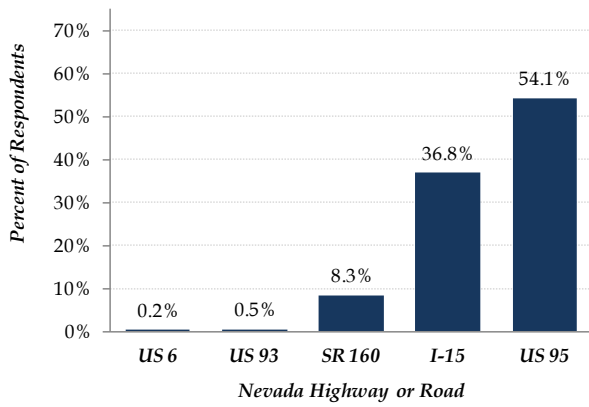
Table 1 - part 2.		NV Adult Population		Sample	Weighted Sample	
		Frequency	Percent	Frequency	Frequency	Percent
		N	%	N	N	%
Overall	18 to 24	248,964	12.22180	115	248,964	10.89050
	25 to 44	770,774	37.83777	364	770,774	33.71619
	45 to 64	692,695	34.00483	455	692,695	30.30076
	65+	324,616	15.93560	213	324,616	14.19977
	Missing	-----	-----	113	249,016	10.89278
	<b>Total</b>	<b>2,037,049</b>	<b>100</b>	<b>1,260</b>	<b>848,947</b>	<b>100</b>
	<b>Male</b>	<b>1,023,988</b>	<b>50.268207</b>	<b>679</b>	<b>1,138,596</b>	<b>49.8059</b>
	<b>Female</b>	<b>1,013,061</b>	<b>49.731793</b>	<b>581</b>	<b>1,147,469</b>	<b>50.1941</b>
	<b>Total</b>	<b>2,037,049</b>	<b>100</b>	<b>1,260</b>	<b>2,286,065</b>	<b>100</b>

Table 2. Gender and Age Characteristics of the landline vs. cell phone samples.

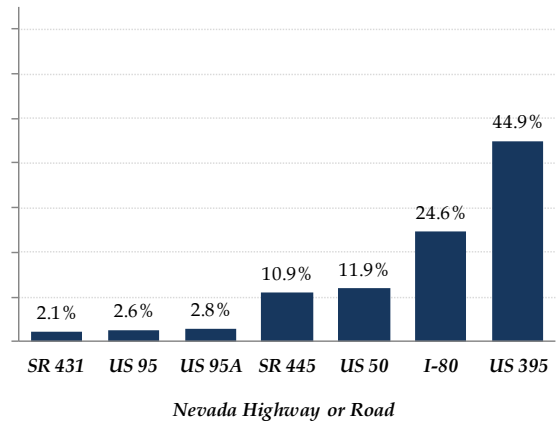
Table 2			NDOT 2011 Sample				
			Landline		Cell phone		Total
District	Gender	Age	N	%	N	%	N
1	Male	18 to 24	4	18.2%	18	81.8%	22
		25 to 44	9	11.5%	69	88.5%	78
		45 to 64	33	31.7%	71	68.3%	104
		65+	27	48.2%	29	51.8%	56
		<b>Total</b>	<b>73</b>	<b>28.1%</b>	<b>187</b>	<b>71.9%</b>	<b>260</b>
	Female	18 to 24	1	4.3%	22	95.7%	23
		25 to 44	17	23.3%	56	76.7%	73
		45 to 64	37	50.7%	36	49.3%	73
		65+	21	53.8%	18	46.2%	39
		<b>Total</b>	<b>76</b>	<b>36.5%</b>	<b>132</b>	<b>63.5%</b>	<b>208</b>
2	Male	18 to 24	5	13.5%	32	86.5%	37
		25 to 44	10	11.9%	74	88.1%	84
		45 to 64	32	26.7%	88	73.3%	120
		65+	22	43.1%	29	56.9%	51
		<b>Total</b>	<b>69</b>	<b>23.6%</b>	<b>223</b>	<b>76.4%</b>	<b>292</b>
	Female	18 to 24	4	16.0%	21	84.0%	25
		25 to 44	22	26.8%	60	73.2%	82
		45 to 64	33	33.0%	67	67.0%	100
		65+	30	68.2%	14	31.8%	44
		<b>Total</b>	<b>89</b>	<b>35.5%</b>	<b>162</b>	<b>64.5%</b>	<b>251</b>
3	Male	18 to 24	0	0.0%	2	100.0%	2
		25 to 44	10	45.5%	12	54.5%	22
		45 to 64	20	55.6%	16	44.4%	36
		65+	11	78.6%	3	21.4%	14
		<b>Total</b>	<b>41</b>	<b>55.4%</b>	<b>33</b>	<b>44.6%</b>	<b>74</b>
	Female	18 to 24	4	66.7%	2	33.3%	6
		25 to 44	8	32.0%	17	68.0%	25
		45 to 64	13	59.1%	9	40.9%	22
		65+	6	66.7%	3	33.3%	9
		<b>Total</b>	<b>31</b>	<b>50.0%</b>	<b>31</b>	<b>50.0%</b>	<b>62</b>

Of the highways provided to respondents, Nevadans in District 1 reported travelling most frequently on US 95 (54.1%), Interstate 15 (36.8%), and State Route 160 (Blue Diamond Road: 8.3%; see Figure 3). In District 2, Nevadans travelled US 395 (44.9%), Interstate 80 (24.6%), US 50 (11.9%), and State Route 445 (Pyramid Highway: 10.9%) most frequently (see Figure 4).

**Figure 3: Highway or Road Traveled on Most Often for NDOT District 1**

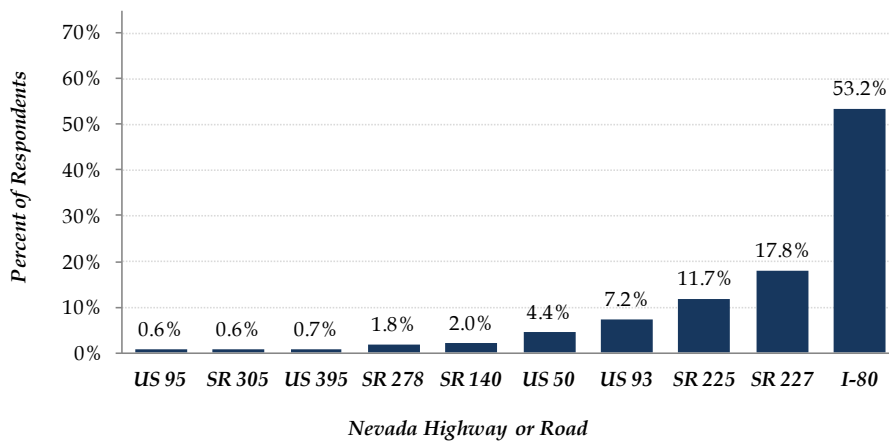


**Figure 4: Highway or Road Traveled on Most Often for NDOT District 2**



In District 3, Nevadans traveled Interstate 80 (53.2%), State Route 227 (Lamoille Highway; 17.8%), State Route 225 (Mountain City Highway: 11.7%), US 93 (7.2%), and US 50 (4.4%) most often (see Figure 5).

**Figure 5: Highway or Road Traveled on Most Often for NDOT District 3**



## Assessment of NDOT's Performance of Maintenance Activities

Respondents were asked several questions to assess their opinions of the performance of NDOT in maintaining the Nevada State Highway or road that they traveled on *most often* on a *monthly* basis. Overall, the majority of Nevadans indicated that NDOT's performance of maintenance activities was good or excellent. Please note that the figures do not include respondents who indicated that they "don't know" or were "not sure", or refused to answer the question. These figures are intended to illustrate the opinions of only those Nevadans who provided a rating. Accordingly, they will not sum to 100% of respondents (consistent with the 2009 NDOT report).

### Snow Removal and Ice Control

Nearly 65% of Nevadans reported that NDOT's performance in snow removal and ice control was good or excellent, while 8.2% indicated that it was fair, and 3.8% indicated it was poor (see Figure 6 and Table C01Q01<sup>1</sup>). A number of Nevadans (23.4%) indicated that they did not know or refused to answer this question. Nevadans in District 1 were more likely to *not* provide a rating, possibly due to a lack of experience with weather conditions that require snow removal and ice control. The responses within each district are presented below in Figure 7.

Figure 6: NDOT's Performance in Snow Removal and Ice Control

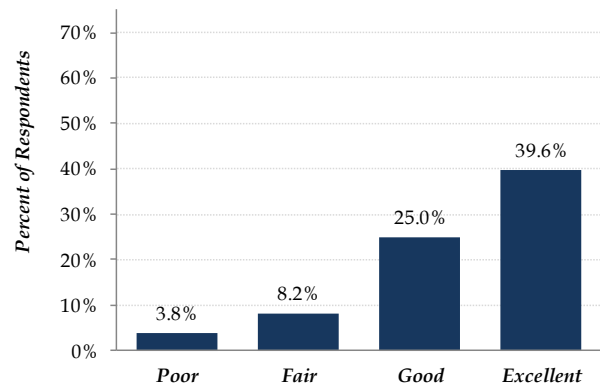
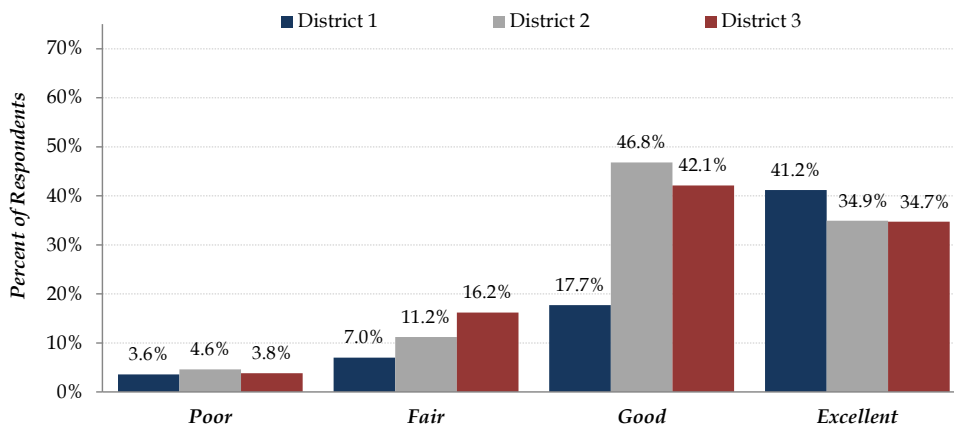


Figure 7: NDOT's Performance in Snow Removal and Ice Control by District



<sup>1</sup>These tables follow the numbering system used in the questionnaire (e.g., Table C01Q01 is question number C01Q01 in Appendix B).

### Graffiti Removal

Nevadans were more positive regarding NDOT's performance of the removal of graffiti; 77.6% indicated that the performance of this maintenance activity was good or excellent (see Figure 8 and Table C01Q02). A much smaller percentage of Nevadans indicated that NDOT was only doing a fair (15%), or poor (2.8%) job of performing this maintenance activity.

In comparison to Nevadans in District 1 (42.1%) and 2 (38.9%), Nevadans in District 3 (59%) were more likely to report that NDOT was doing an excellent job in removing graffiti. In contrast, Nevadans in District 1 (16.2%) were more likely to indicate that NDOT was doing a fair job of performing this task, in comparison to those who reside in District 2 (12.4%) and District 3 (4.1%; see Figure 9).

Figure 8: NDOT's Performance in the Removal of Graffiti

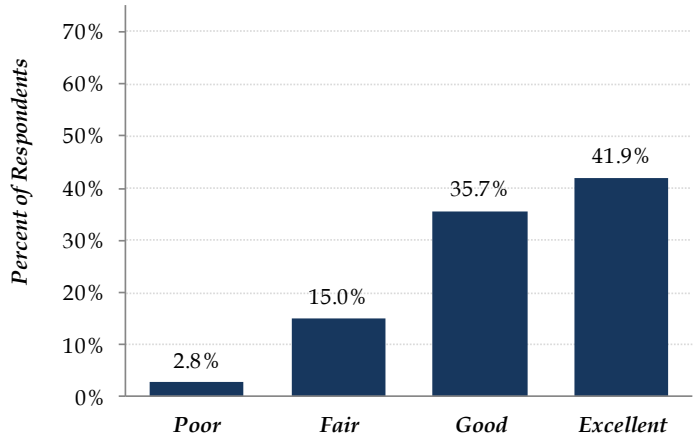
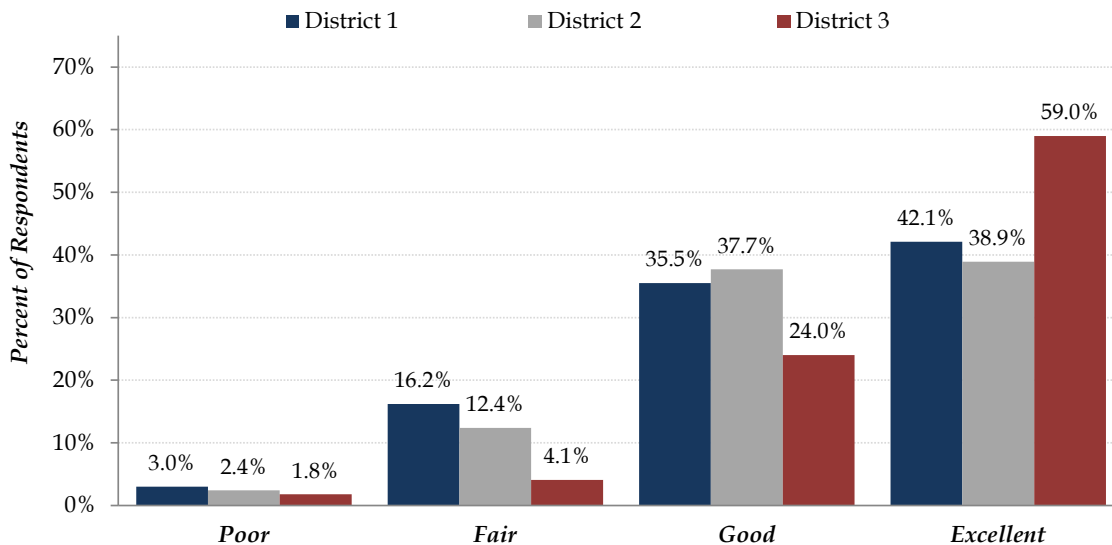


Figure 9: NDOT's Performance in the Removal of Graffiti



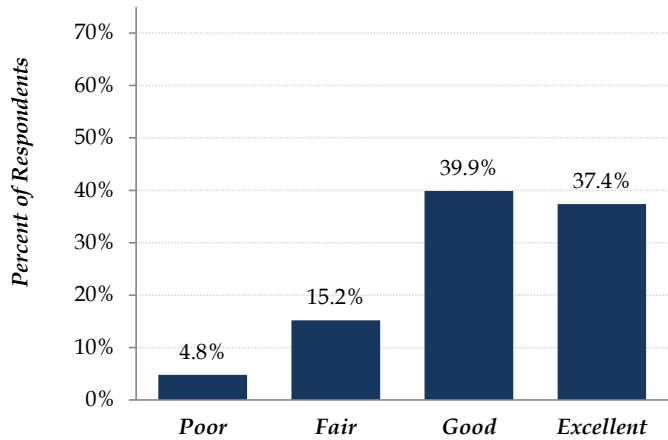


### Landscaping at Interchanges and Bridges

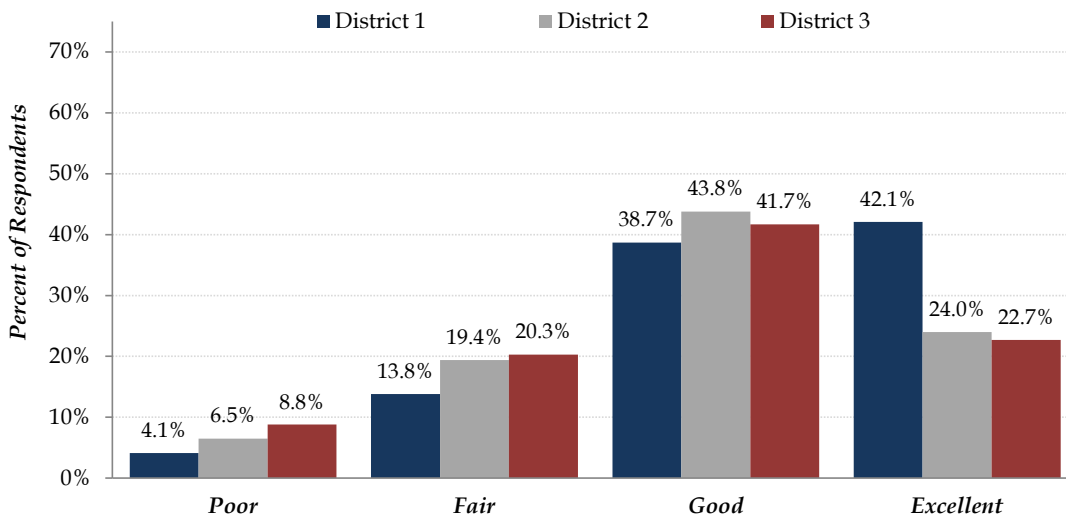
When asked how well NDOT has performed in landscaping at interchanges and bridges, 77.3% of Nevadans reported that NDOT's performance was good or excellent, while 15.2% indicated it was fair, and 4.8% indicated it was poor (see Figure 10 and Table C01Q03).

Views of the performance of this maintenance activity did not vary greatly across Districts except that Nevadans in District 1 (42.1%) were more likely to rate NDOT's performance as excellent or good (80.8%), compared to respondents in District 2 (67.8%) and District 3 (64.4%) on this maintenance task. Overall, ratings of NDOT's performance tended to fall into the "good" category, which may be indicative of generally strong performance that may have some room for improvement.

**Figure 10: NDOT's Performance in Landscaping at Interchanges and Bridges**



**Figure 11: NDOT's Performance in Landscaping at Interchanges and Bridges**

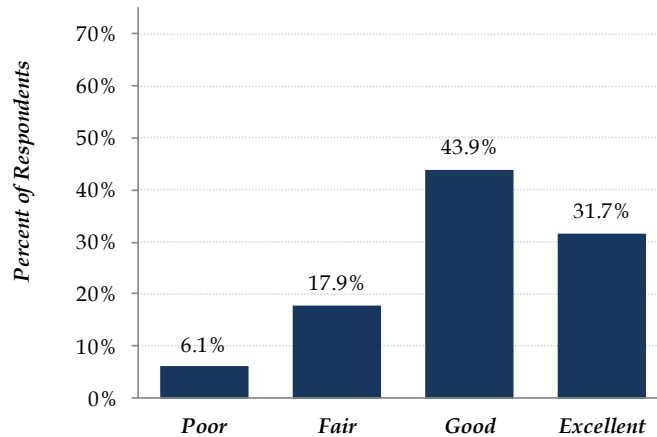


### Removal of Debris

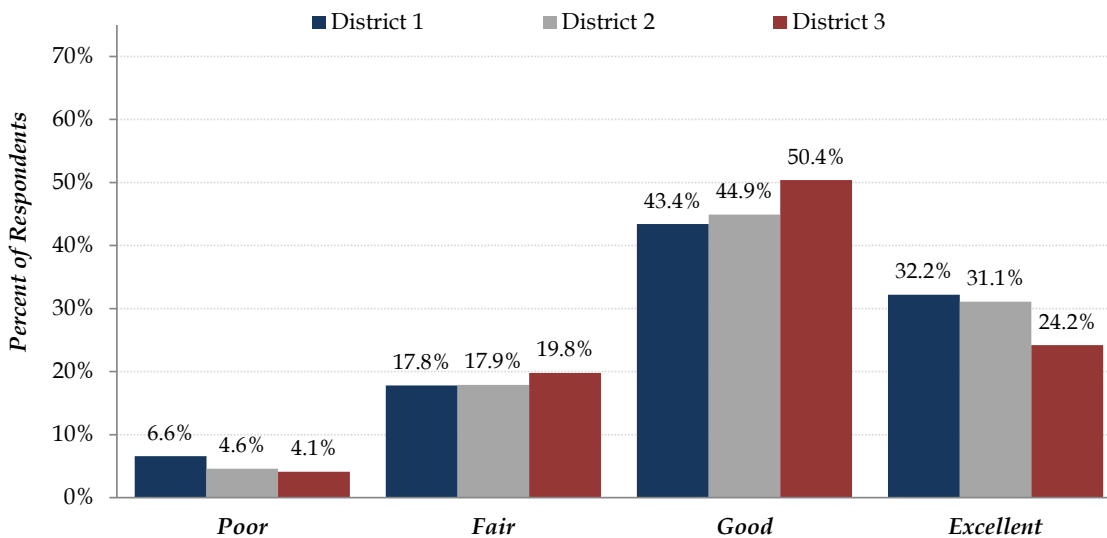
Nevadans had similar views of NDOT’s performance of the removal of debris, including litter and garbage, from the roadways with 75.6% indicating that the performance of this maintenance activity was good or excellent, 17.9% indicating that it was fair, and 6.1% indicating it was poor (see Figure 12 and Table C01Q04).

Ratings of NDOT’s performance in removing debris from the roadways did not vary significantly across Districts (see Figure 13). However, respondents in District 3 rated NDOT’s performance as good (50.4%), more often than those in District 1 (43.4%) and District 2 (44.9%). When “excellent” and “good” are combined, approximately three-fourths of respondents in all three districts fell under these two performance ratings for debris removal. Nevertheless, as with landscaping at interchanges and bridges, the overall ratings of NDOT’s performance on the removal of debris tended to fall into the “good” category, which may be indicative of generally strong performance that may have some room for improvement.

**Figure 12: NDOT's Performance in Removing Debris from Roadways**



**Figure 13: NDOT's Performance in Removing Debris from Roadways**

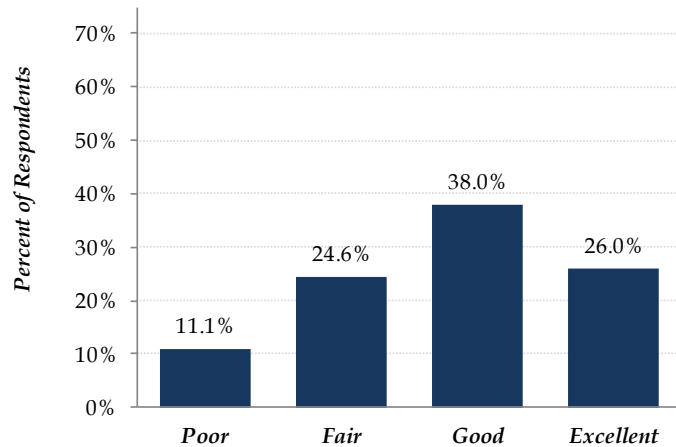


### Lane Lines

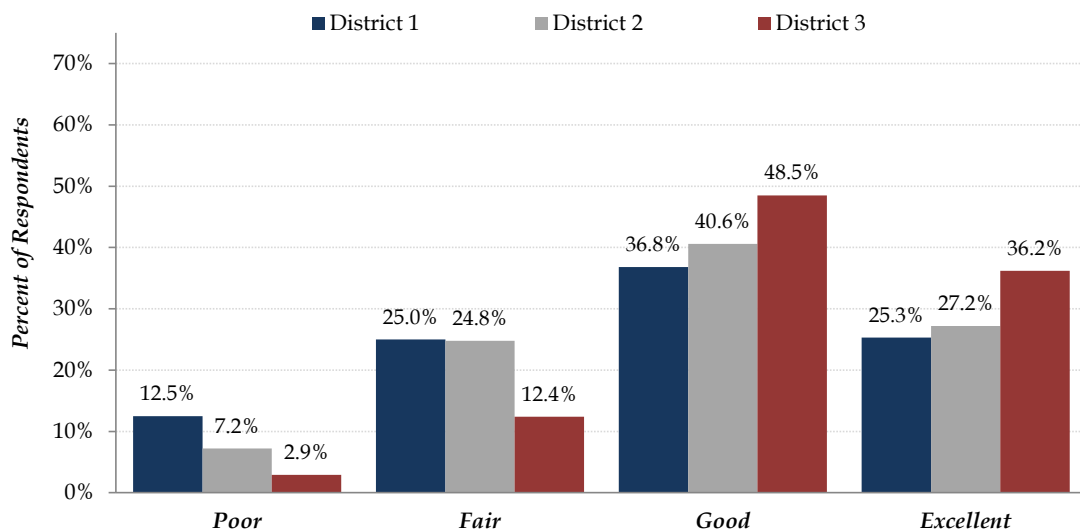
Nevadans were less positive about NDOT's performance in maintaining visible lane lines on the pavement and the roadway surface. Just over 64% of Nevadans reported that NDOT's performance in maintaining visible lane lines was good or excellent, while 24.6% indicated that it was fair, and 11.1% indicated it was poor (see Figure 14 and Table C01Q05).

Nevadans in District 3 (36.2%) were most likely to state that NDOT performed an excellent job of maintaining visible lane lines on the pavement. In contrast, Nevadans in District 1 (12.5%) were most likely to indicate that NDOT performed poorly. An approximately equal percentage of respondents from Districts 1 (25%) and 2 (24.8%) felt that NDOT's performance was fair with regard to this maintenance activity (see Figure 15). Though Nevadans were less positive about NDOT's maintenance of visible lane lines, the responses nevertheless indicate an overall favorable rating (predominantly good, and excellent—to a lesser extent).

**Figure 14: NDOT's Performance in Maintaining Visible Lane Lines on the Pavement**



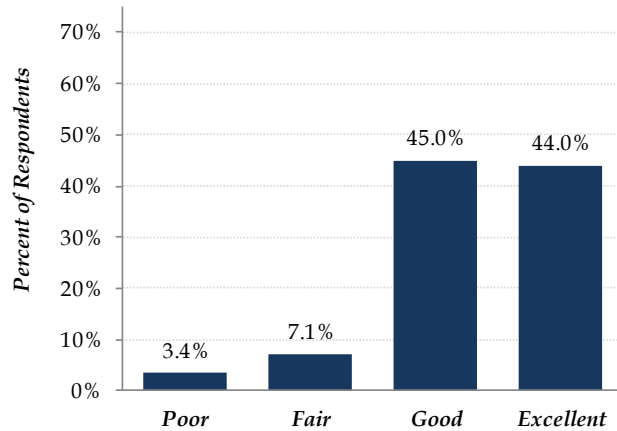
**Figure 15: NDOT's Performance in Maintaining Visible Lane Lines on the Pavement**



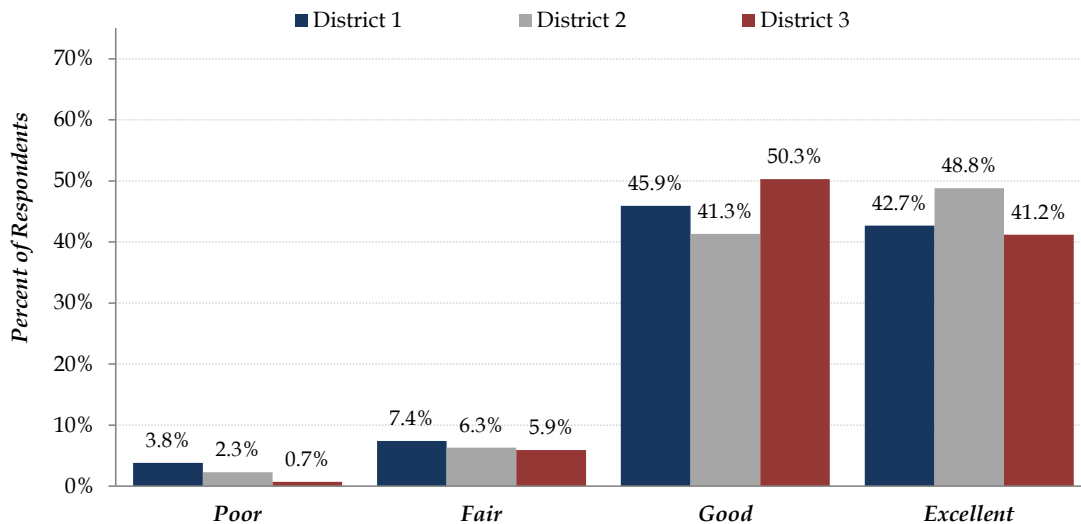
### *Maintaining Roadside and Overhead Signs*

Nevadans were most positive about NDOT's performance in maintaining roadside and overhead signs. An overwhelming majority (89%) of Nevadans indicated that NDOT has done an excellent or good job with this maintenance activity. A little more than 7% reported that NDOT has done a fair job and 3.4% felt that NDOT has done a poor job maintaining roadside and overhead signs (see Figure 16 and Table C01Q06). Perceptions of NDOT's performance in maintaining roadside and overhead signs did not vary significantly by District (see Figure 17).

**Figure 16: NDOT's Performance in Maintaining Roadside and Overhead Signs**



**Figure 17: NDOT's Performance in Maintaining Roadside and Overhead Signs**

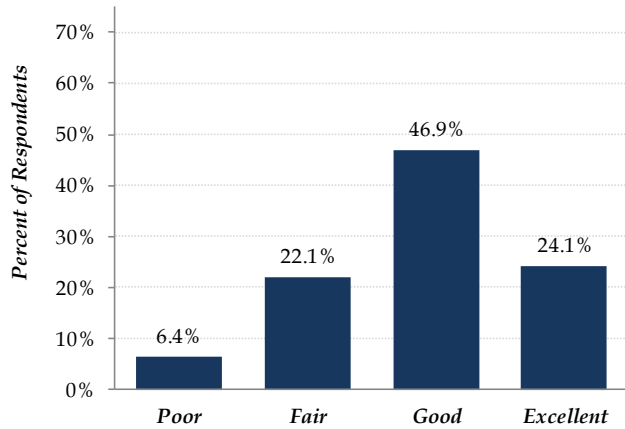


## Maintaining Roadway Surface

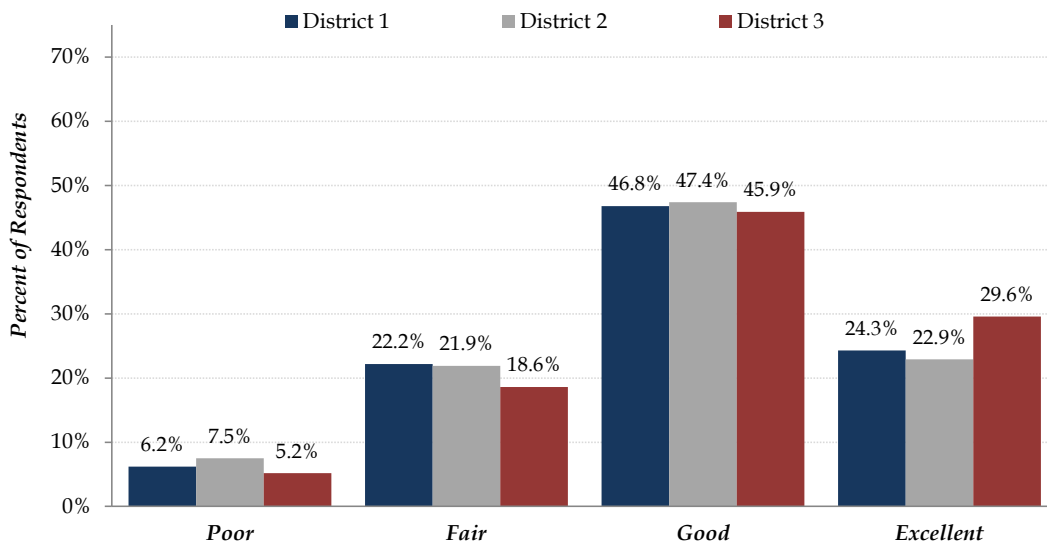
Exactly 71% of Nevadans who participated in this survey reported that NDOT's performance in maintaining the roadway surface of the state highway or road that they traveled on most often was good or excellent, while 22.1% indicated that it was fair, and 6.4% indicated it was poor (see Figure 18 and Table C01Q07).

Responses to Question C01Q07 did not vary tremendously by District. As has been seen with other maintenance tasks, ratings of NDOT's performance in maintaining the roadway surface tended to fall into the "good" category, which may be indicative of generally strong performance that may have some room for improvement.

**Figure 18: NDOT's Performance in Maintaining the Roadway Surface**



**Figure 19: NDOT's Performance in Maintaining the Roadway Surface**

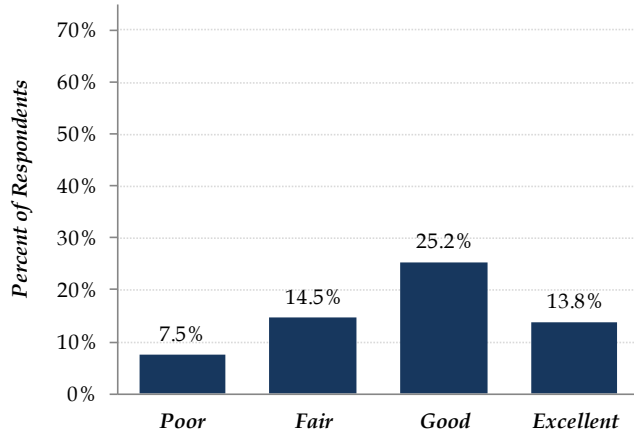


### Maintaining Roadside Rest Areas

Some 39% of Nevadans reported that NDOT’s performance in maintaining the roadside rest areas was good or excellent, while 14.5% indicated that it was fair, and 7.5% indicated it was poor (see Figure 20 and Table C01Q08). A substantial number of Nevadans indicated that they didn’t know or weren’t sure about NDOT’s performance in maintaining roadside rest areas (39%). This response was nearly common in District 1 (39%) and District 2 (40.9%), but was indicated less frequently by those in District 3 (24.5%).

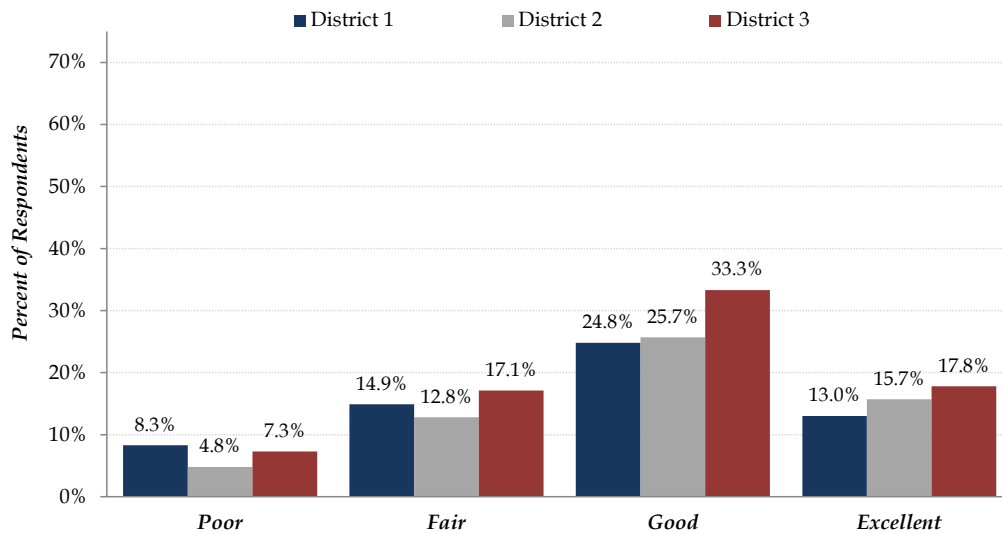
Responses to Question C01Q08 did not vary extensively by District. However, District 3 appears to be most satisfied with NDOT’s performance in this area, representing the highest percent in the “excellent” and “good” rating categories (see Figure 21). Although a significant number of Nevadans (39%) answered “don’t know” to this question, of those who did have an opinion, almost one fourth of them (22%, see Figure 20) rated the performance of this maintenance activity as poor or fair.

**Figure 20: NDOT's Performance in Maintaining Roadside Rest Areas\***



*Does not include individuals who had not visited a roadside rest area in the past year\**

**Figure 21: NDOT's Performance in Maintaining Roadside Rest Areas\***

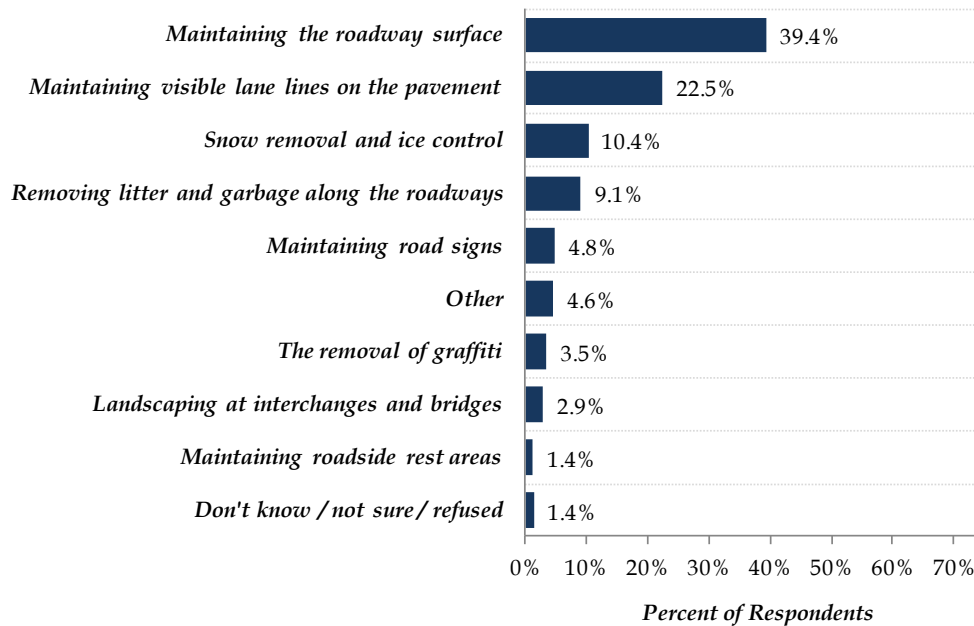


*Does not include individuals who had not visited a roadside rest area in the past year\**

### Priority of NDOT Maintenance Activities

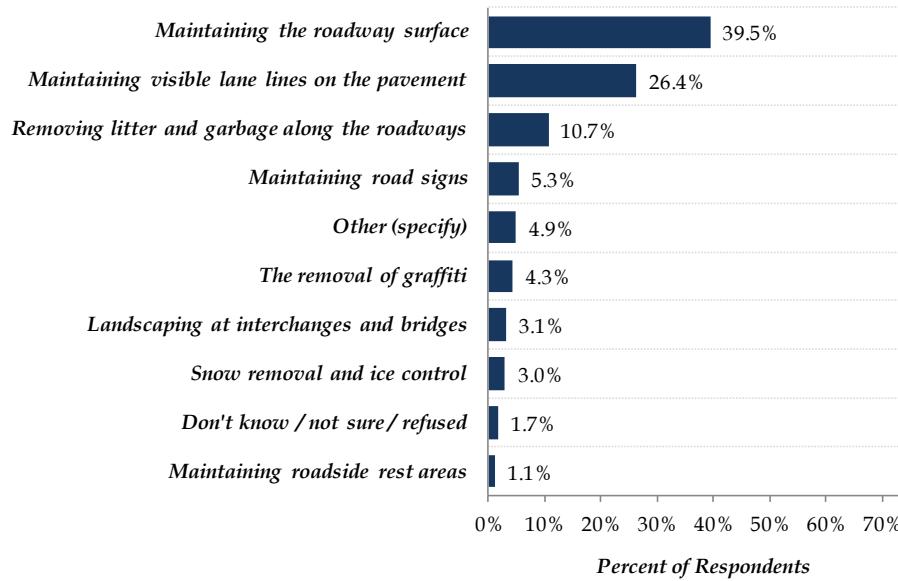
In regard to NDOT maintenance activities, Nevadans were given a list of tasks and asked what activity should be the highest priority for NDOT in maintaining the state highway or road they travel on most often. The three most popular responses for all three Districts combined were: 1) maintaining the roadway surface (39.4%); 2) maintaining visible lane lines on the pavement (22.5%); and 3) snow removal and ice control (10.4%; see Figure 22 and Table C01Q09).

**Figure 22: Highest Priority in Maintaining the State Highway or Road You Travel on Most for NDOT**

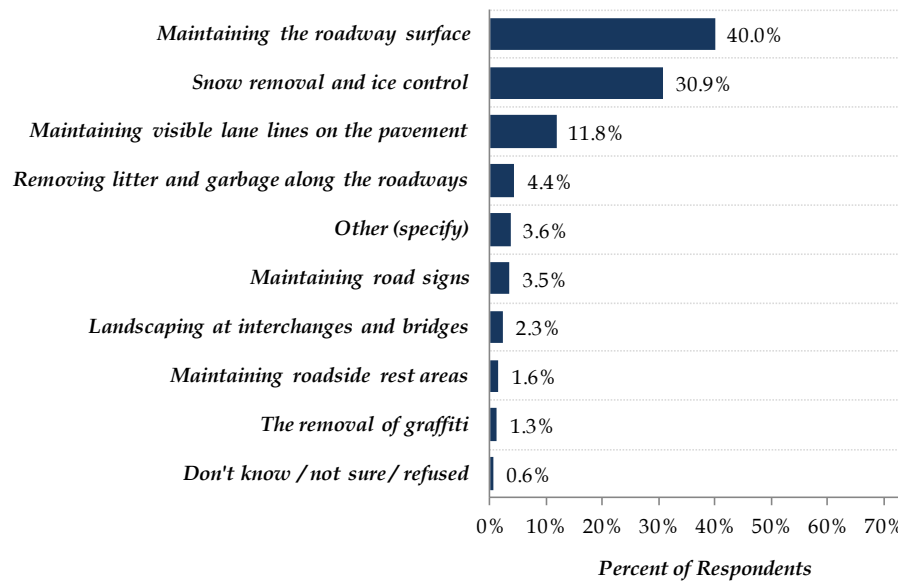


Priorities for NDOT Maintenance activities varied by District. Nevadans in District 1 indicated that maintaining roadway surfaces (39.5%) and maintaining visible lane lines on the pavement (26.4%) should be NDOT's number one and two priorities, respectively. In comparison, those who reside in District 2 indicated that maintaining roadway surfaces (40%) and snow removal and ice control (30.9%) should be the number one and two priorities, respectively. Nevadans in District 3 indicated that snow removal and ice control (39.6%) and maintaining roadway surfaces (34.7%) should be the number one and two priorities, respectively, for NDOT. These results are presented in Figures 23 (District 1), 24 (District 2), and 25 (District 3) on the following pages.

**Figure 23: Highest Priority in Maintaining the State Highway or Road You Travel on Most for NDOT District 1**

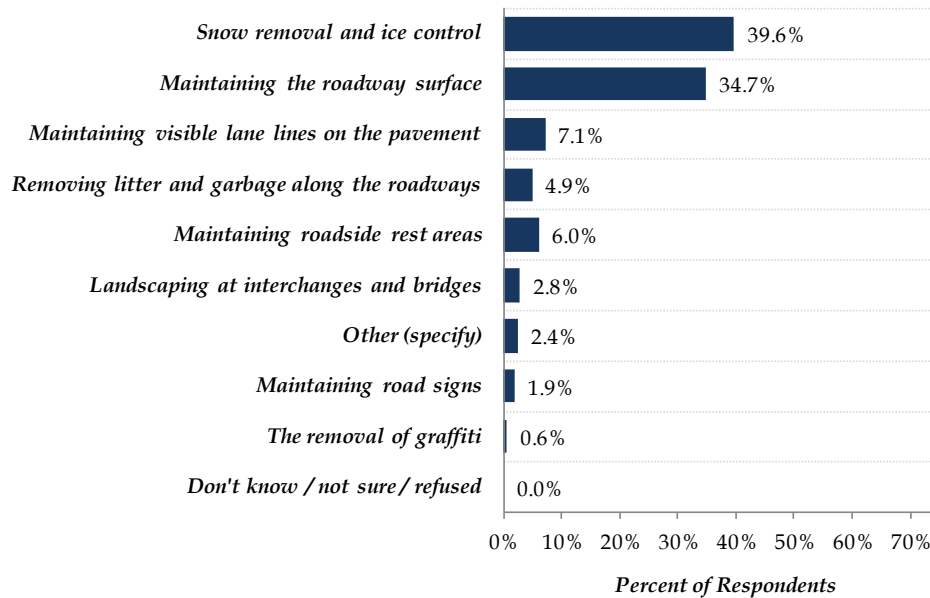


**Figure 24: Highest Priority in Maintaining the State Highway or Road You Travel on Most for NDOT District 2**





**Figure 25: Highest Priority in Maintaining the State Highway or Road You Travel on Most for NDOT District 3**



### **Highway Maintenance Improvement Suggestions**

Respondents were asked an open-ended question, “What is the *one* thing NDOT can do to improve its highway maintenance services?” The most common responses for the 2011 survey revolved around a handful of topics. Snow and ice removal was a primary concern mentioned in the open-ended responses, as was also seen in the closed-ended responses. Nevadans mentioned that they were concerned with NDOT’s preparedness for dealing with snowfall and icy road conditions and the timeliness and sufficiency of their effort to clear the roads. Respondents were sympathetic to the budgetary constraints faced by all state agencies, and references to budgetary limitations was not uncommon with mentions of hoping for better snow and ice removal service. Construction concerns were also frequently mentioned, including comments about the timing of the projects (e.g., the congestion caused during commute hours), removing barriers and equipment promptly when finished with projects, re-opening the road shoulders as soon as possible, and the number of construction projects at one time (e.g., wanting fewer projects that were finished faster). Other common responses to this question included maintaining roadway surface (e.g., fix potholes, smoother surface, more timely maintenance); maintaining surface lines (e.g., clear lines; more visibility of lines during night, rain, and snow; keeping them painted more often); signage (replacing confusing exit signs, more electronic signs); adding additional travel lanes / widening lanes / decreasing congestion; lighting; removal of debris and other road hazards (e.g., abandoned vehicles); and better communication of upcoming closures and projects to drivers. A complete list of open-ended responses was provided to NDOT in a separate file.

## Experiences with NDOT Customer Service

Participants were asked a number of questions regarding opportunities for and the level of customer service provided by NDOT Maintenance within the last year.

### Employee Contact Experiences

A very small percentage of Nevada adults (4.1%) have contacted or attempted to contact an employee at NDOT regarding a highway maintenance issue. Those Nevadans who had contacted or attempted to contact NDOT were asked what method they had used. Some 69.3% used the telephone, 16.9% used email, 12.9% made contact in person, and less than 1% do so by letter (see Figure 26, Table C02Q01 and C02C02a).

### Highway Maintenance Issue

Those Nevadans who indicated that they had tried to reach NDOT were provided with a list of common highway maintenance issues. The two most common types of highway maintenance issue that were selected from the list were removing litter or garbage along the roadways (22%) and maintaining the roadway surface (17.5%). The overall most common response was “other” (31.5%) which included maintenance problems related to construction, animal control or removal of a dead animal from the roadway, and problems with traffic lights or timing (see Figure 27, Table C02Q02b).

Figure 26: Attempted to Contact NDOT Regarding a Highway Maintenance Issue

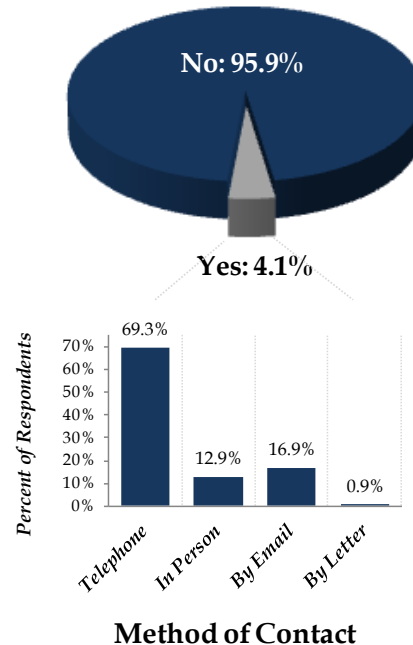
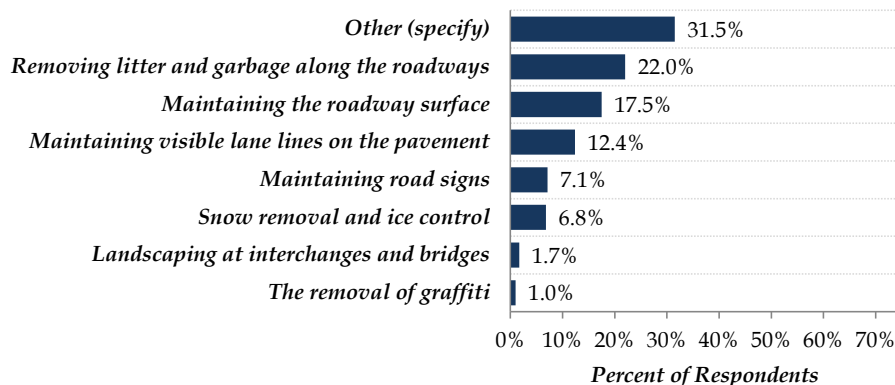
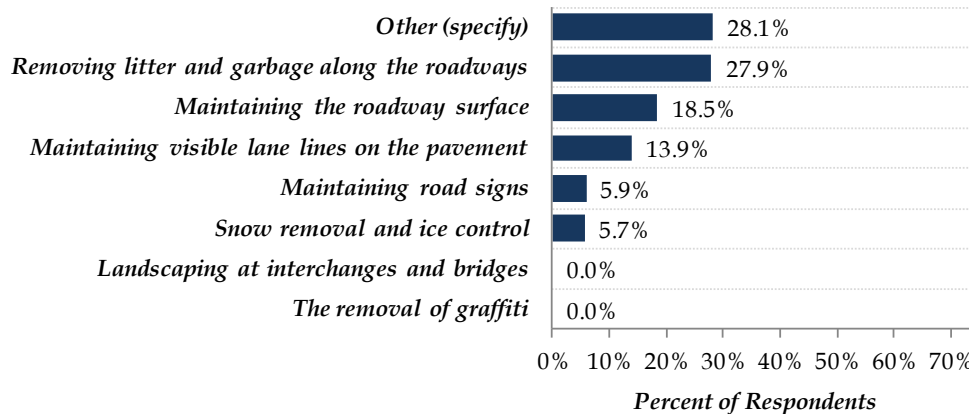


Figure 27: Highway Maintenance Issues Reported During Last Attempt Made to Contact NDOT

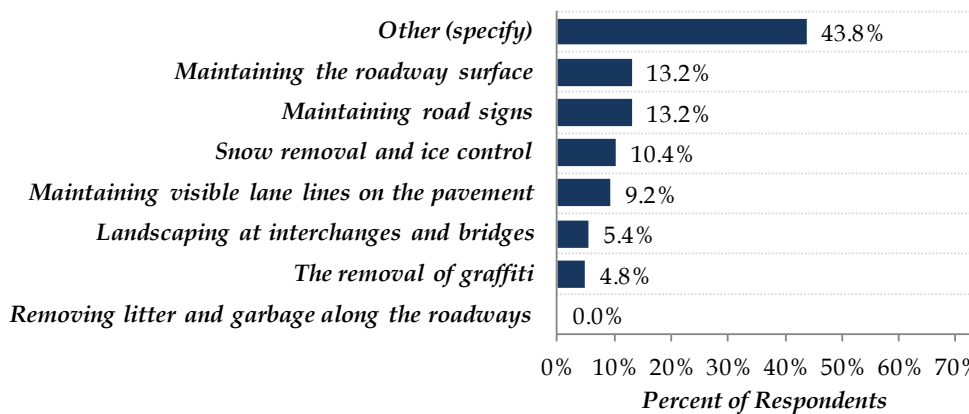


The most common highway maintenance issue was “other” for all three NDOT districts. The second most common type of problem varied between each district. For District 1, the next most common issue was removing litter and garbage along the roadways (27.9%). For Districts 2 and 3, the next most common issue was maintaining the roadway surface (District 2, 13.2% and District 3, 22.1%). For District 2, this issue was selected as frequently as maintaining roadway signs (13.2%). Likewise for District 3, this issue was selected as frequently as removing litter and garbage along the roadways (22.1%). The results for all three districts are presented in Figures 28, 29, and 30.

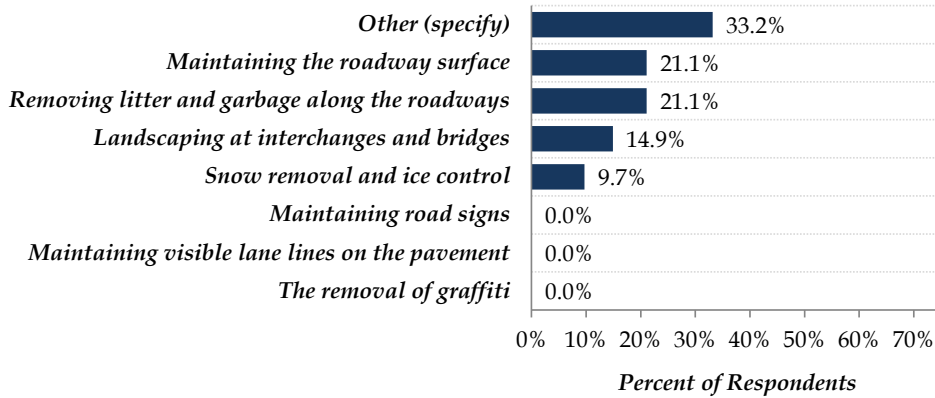
**Figure 28: Highway Maintenance Issues Reported During Last Attempt Made to Contact NDOT: District 1**



**Figure 29: Highway Maintenance Issues Reported During Last Attempt Made to Contact NDOT: District 2**



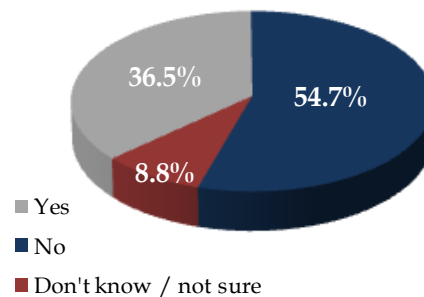
**Figure 30: Highway Maintenance Issues Reported During Last Attempt Made to Contact NDOT: District 3**



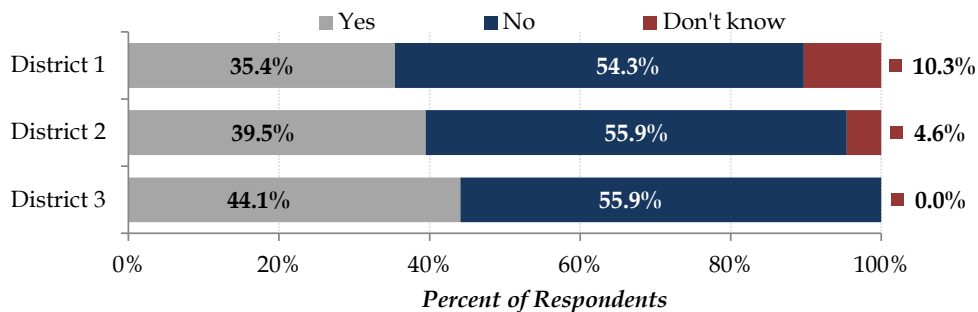
**Timeliness of Resolution**

Of those Nevadans who attempted to contact NDOT regarding a highway maintenance issue (n=51), 36.5% felt that the issue was resolved in a timely manner, whereas 54.7% did not, and 8% indicated that they weren't sure or didn't know (see Figure 31 and Table C02Q02c). The proportion of respondents who felt that their issue was, was not, or didn't know / weren't sure if their issue was resolved in a timely manner in each District is presented below in Figure 32.

**Figure 31: Maintenance Issue Fixed or Resolved in a Timely Manner**



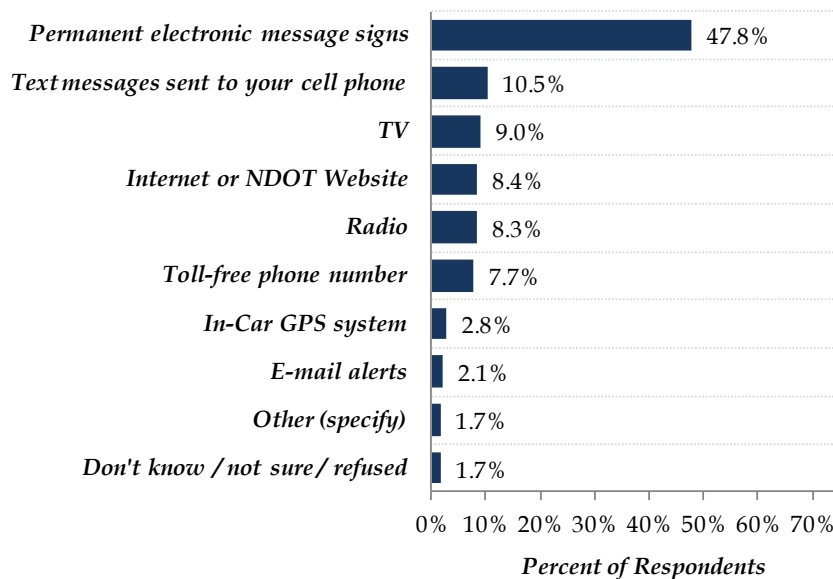
**Figure 32: Maintenance Issue Fixed or Resolved in a Timely Manner by NDOT District**



### *Preferred Method of NDOT Information Dissemination*

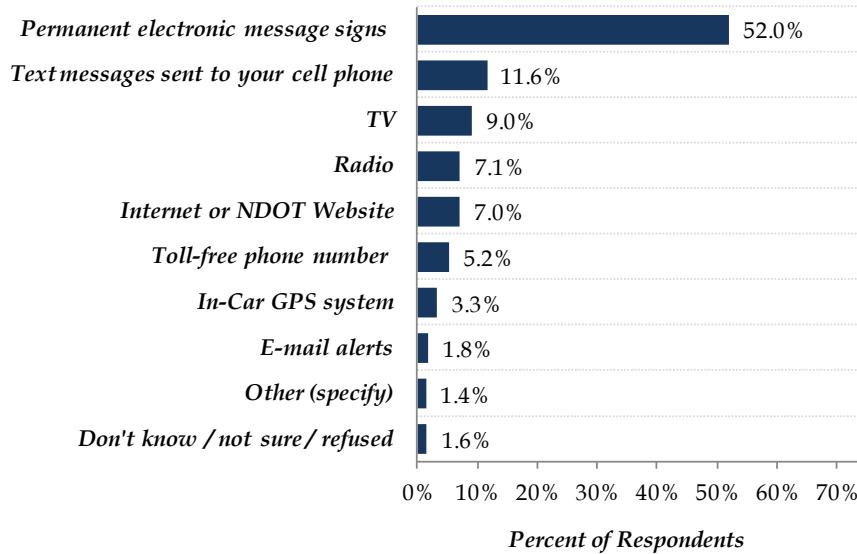
When presented with a list of dissemination options for current NDOT roadway conditions, 47.8% of all Nevadans indicated that they would prefer to receive information via permanent electronic message signs. Other popular options included text messages (10.5%), TV (9%), Internet or NDOT website (8.4%), radio (8.3%), and toll-free phone number (7.7%; see Figure 33 and Table C02Q03).

**Figure 33: Best Way for NDOT to Provide Current Roadway Conditions**

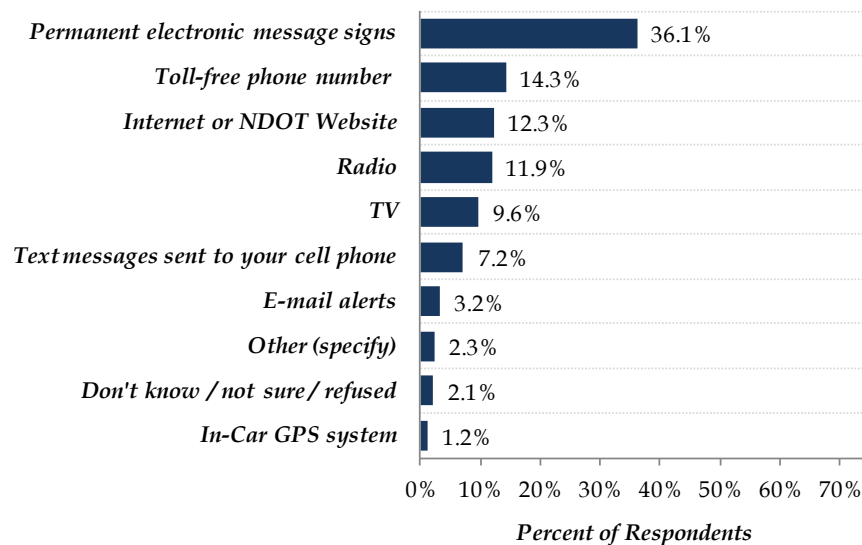


The preferred method of current NDOT roadway condition information dissemination varied slightly by District (see Figures 34-36 on the following pages and Table C02Q03). Although Nevadans in all three Districts indicated that electronic message signs were the best way to get them current roadway information, a larger percentage of residents in District 1 (52%) indicated that this was their preferred method of obtaining information, compared to District 2 (36.1%) and District 3 (34.8%). Obtaining information via text message was the second most endorsed method of obtaining information for individuals residing in District 1 (11.6%). However, only 7.2% of residents in District 2 and 7.1% in District 3 indicated that this would be the best way for them to receive current NDOT roadway information. Instead, residents of District 2 (14.3%) and District 3 (21%) endorsed a toll-free phone number as their second preferred option of obtaining information, whereas only 5.2% of residents in District 1 chose this option.

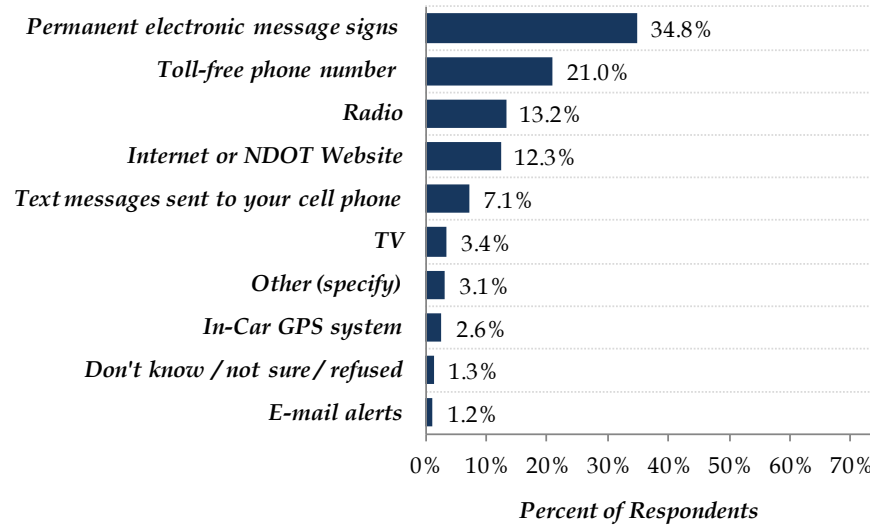
**Figure 34: Best Way for NDOT to Provide Current Roadway Conditions: NDOT District 1**



**Figure 35: Best Way for NDOT to Provide Current Roadway Conditions: NDOT District 2**



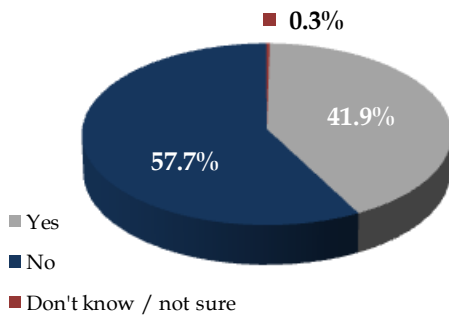
**Figure 36: Best Way for NDOT to Provide Current Roadway Conditions: NDOT District 3**



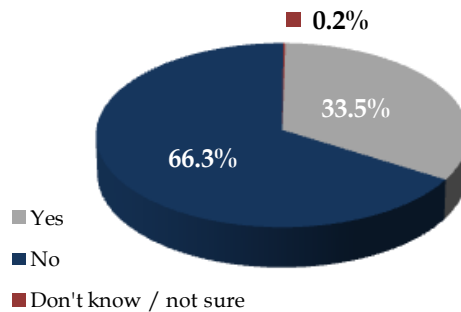
**NDOT's Toll-Free Phone Number**

Nearly 42% of Nevadans reported that they knew that NDOT has a toll-free road condition number (511 or 1-877-NV-ROADS), while 57.7% reported that they were not aware of the number, and less than 1% indicated that they didn't know or were not sure (see Figure 37 and Table C02Q04a). For those who knew that NDOT has a toll-free road condition number, just over one-third (33.5%) had called the number in the past year, while 66.3% had not, and less than 1% indicated that they didn't know or were not sure (see Figure 38; Table C02Q04b).

**Figure 37: Did You Know that NDOT has a Toll-Free Road Conditions Number**



**Figure 38: Called NDOT's Road Condition Number in the Past Year\***



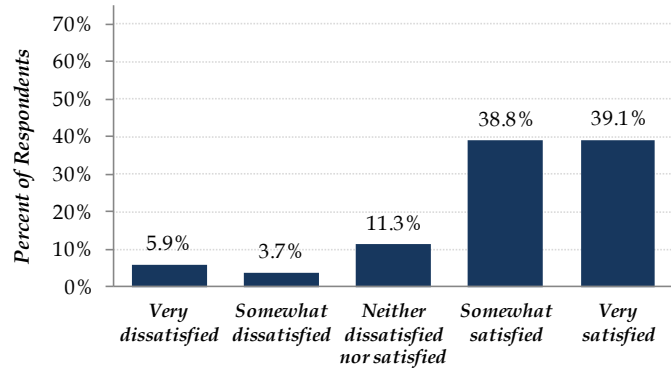
*For those who indicated that they knew about NDOT's road condition number\**

For those who had called NDOT's road condition phone system in the past year, 77.9% were somewhat or very satisfied. A much smaller percentage of these respondents indicated that they were neither dissatisfied nor satisfied (11.3%), or somewhat or very dissatisfied (9.6%, total). The results for this question are presented in Figure 39 and Table C02Q04c.

### NDOT's Website

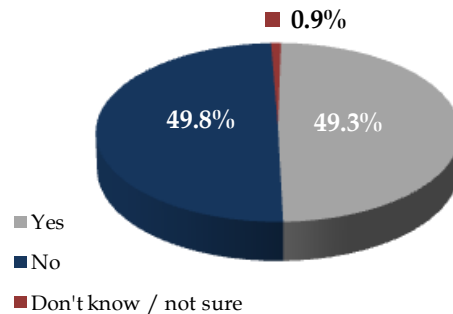
A higher percentage of Nevadans (49.3%) reported that they knew that NDOT has a website (i.e., www.NevadaDOT.com; see Figure 40 and Table C02Q05a), compared to those who were aware of the toll-free phone number (41.9%). Of those who were aware of NDOT's website, only 36.3% reported that they had visited the website during the past year (see Figure 41 and Table C02Q05b). Of those who had visited the website, 71.9% reported it was somewhat or very easy to use, 20.8% thought it was neither difficult nor easy to use, and 6.4% indicated that it was somewhat or very difficult to use (see Figure 42 and Table C02Q05c).

**Figure 39: Satisfaction with NDOT's Road Conditions Phone System\***

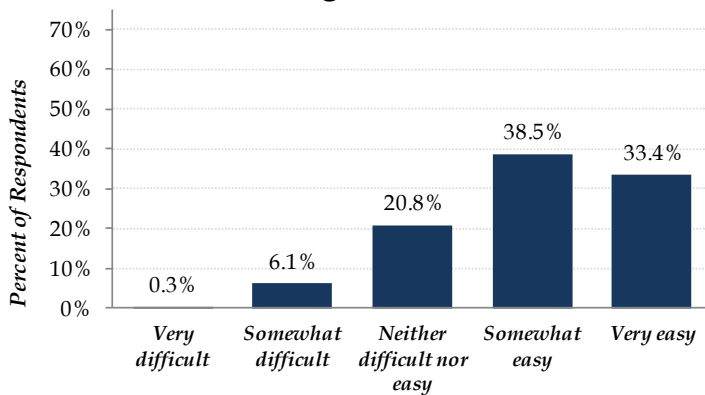


*For those who have called NDOT's road condition number in the past year.\**

**Figure 40: Did You Know that NDOT Has a Website**

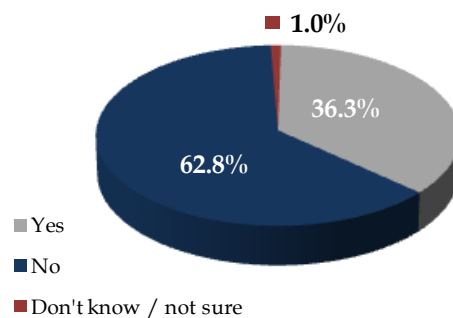


**Figure 42: Difficulty or Ease of Using NDOT's Website\***



*For those who have called NDOT's road condition number in the past year.\**

**Figure 41: Visited NDOT's Website in the Past Year\***



*For those who indicated that they knew about NDOT's website.\**

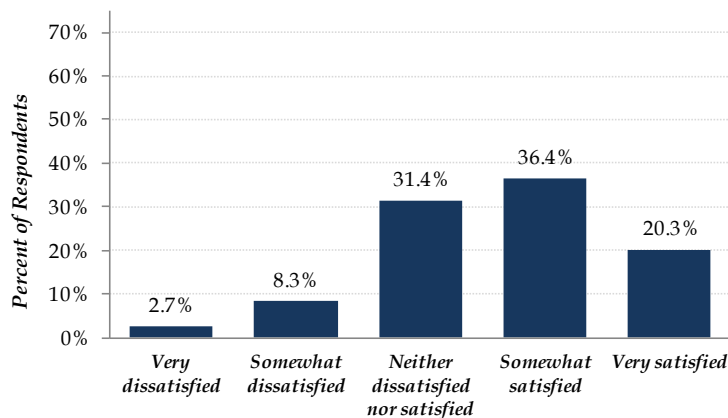


Respondents were asked if there was anything that NDOT could do to make the website easier to use. Common responses included: ensuring that website information is updated regularly (weather, road conditions, accidents, maintaining links); changing the website interface to make it more user-friendly (e.g., “Make the pathway easier to use”, “Make the directory easier to use”) and visually appealing (e.g., “Make the icons more clear”); better contact information (more widely disseminated and more clear on website); and more information about specific roads and highways (e.g., links to information about specific roads and highways). Additionally, respondents suggested that the navigation of NDOT’s website might be improved by separating out information for the public, businesses, and professional truck drivers into separate sections, which would speed up access to relevant information. Respondents also suggested that a mobile version of the website be developed for access via cell phone (e.g., smart phones). Further suggestions were made for improvements in live video feeds, additional cameras on major roadways, and more real time information on road conditions, construction zones, roadway closures, weather, and accident information.

### ***NDOT Effort Rating***

Respondents were also asked to rate NDOT’s overall efforts to keep residents informed about transportation related issues. The majority of Nevadans (56.7%) indicated that they were somewhat or very satisfied with NDOT’s efforts, while a small minority (11%) indicated that they were somewhat or very dissatisfied (see Figure 43 and Table C02Q07).

**Figure 43: Satisfaction with NDOT's Efforts to Keep Residents Informed\***



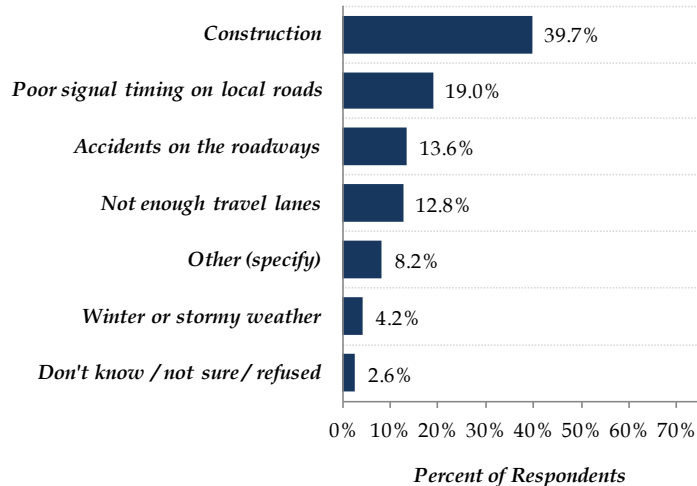
## Nevada Roadway Congestion

Next, respondents were asked about their opinions regarding the biggest factor that contributes to delayed travel times on *any* Nevada street or highway they travel on in their city or town. Overall, Nevadans indicated that the three biggest contributors to delayed travel times in their city or town were construction (39.7%), poor signal timing on local roads (19%), and accidents on the roadways (13.6%; see Figure 44 and Table C03Q01).

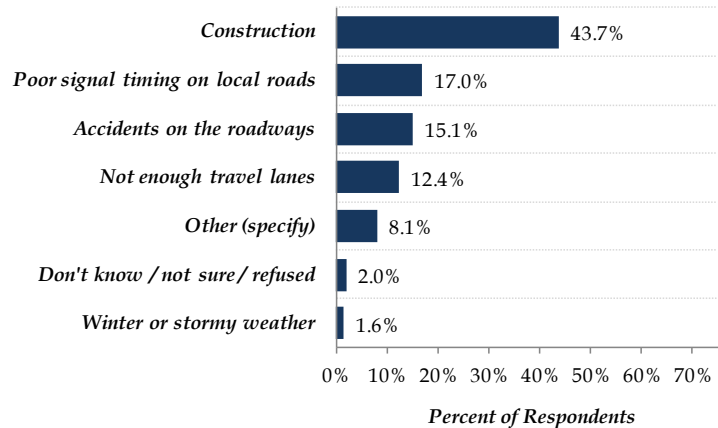
Perceptions of the biggest contributor to delayed travel times on any Nevada street or highway that they travel on in their city or town varied by District (see Figures 45-47). Nearly 44% of Nevadans who reside in District 1 indicated that construction was the biggest contributor to delayed travel times, whereas only 27.9% of residents of District 2 and 31.4% of residents of District 3 indicated that this was the biggest contributor. Approximately 26.1% of Nevadans in District 2 reported that poor signal timing on local roads was the biggest contributor to delayed travel times. In comparison, only 17.8% of those in District 1 and 12.9% of those in District 3 indicated that this was the biggest contributor to delayed travel times in their districts.

Just under 21% of Nevadans in District 3 reported that winter or stormy weather was the biggest contributor to delayed travel times on their city or town roadways. However, only 4.2% of those in District 2 and 1.6% of those in District 1 indicated that this was the biggest contributor to delayed travel times in their districts.

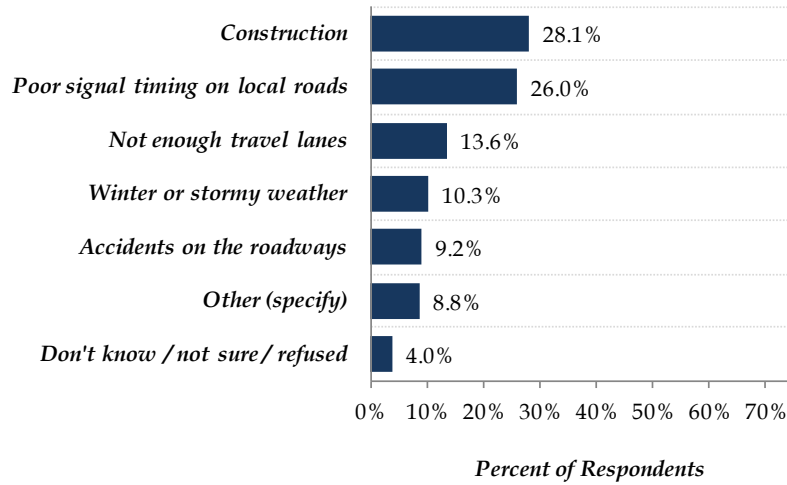
**Figure 44: Biggest Contributor to Delayed Travel Times on NV Roadways**



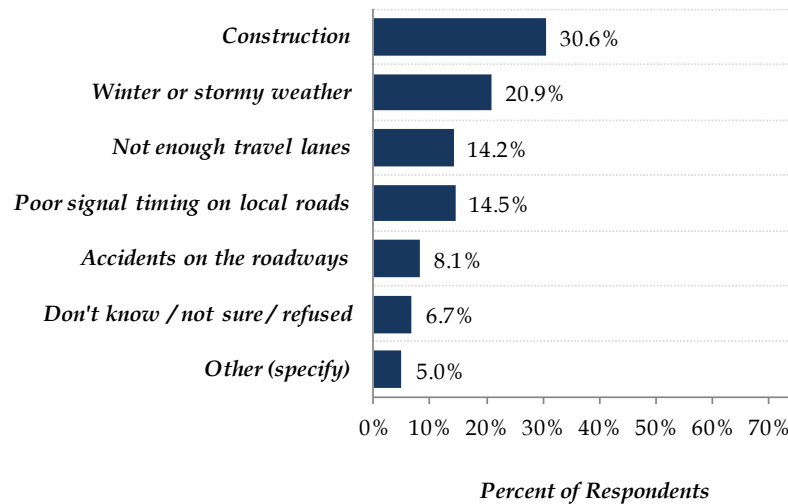
**Figure 45: Biggest Contributor to Delayed Travel Times on NV Roadways: NDOT District 1**



**Figure 46: Biggest Contributor to Delayed Travel Times on NV Roadways: NDOT District 2**



**Figure 47: Biggest Contributor to Delayed Travel Times on NV Roadways: NDOT District 3**



## Truck Drivers' Experiences

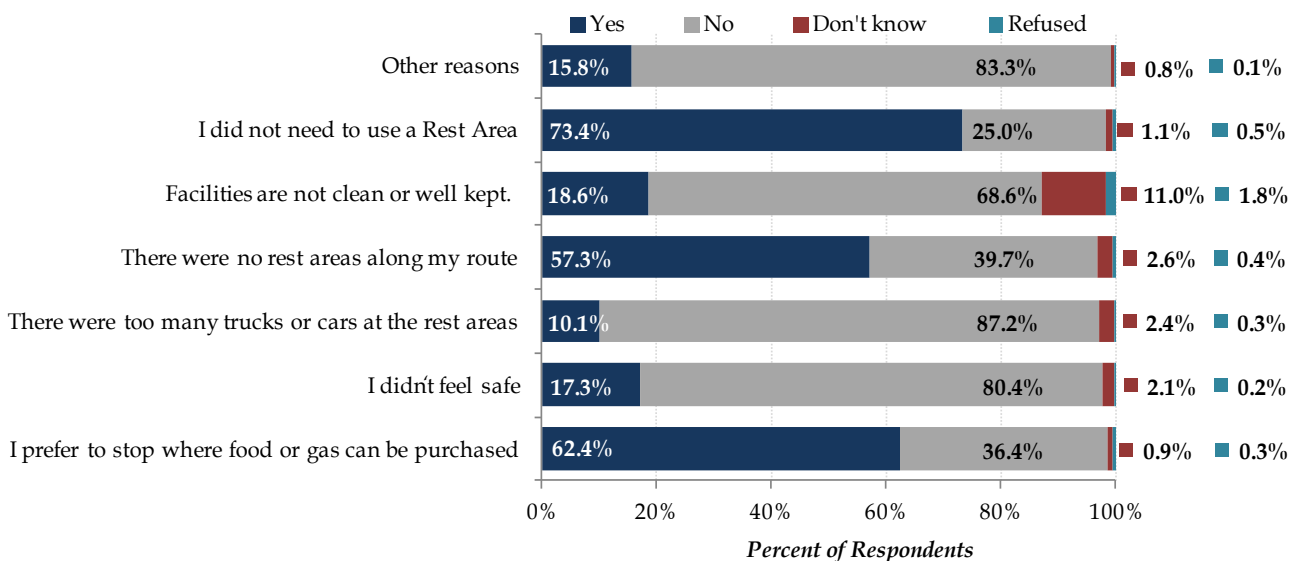
A small percentage (4.9%) of Nevadans are truck drivers or professional long-distance drivers. Because of the exceptionally small number of professional truck drivers in this sample, it was not meaningful to review their responses separately from the general population, or to compare their responses to them.

## Nevada Highway Rest Areas Use and Satisfaction

A small percentage of Nevadans (25.4%) reported using at least one Nevada Highway Rest Area in the past year. Nevadans in District 3 (54.6%) were more likely than those in Districts 1 (22.3%) and 2 (31.5%) to have used any Nevada Highway Rest Area in the past year (see Table C04Q03).

Respondents who had not used any Nevada Highway Rest Area in the past year were asked to indicate why they had not done so (see Figure 48 and Tables C04Q04a-C04Q04g). The most popular reasons for not having used a Nevada Rest Area include a not needing to use a rest area (73.4%), preferring to stop where food or gas can be purchased (62.4%) and no rest areas along the drivers route (57.3%). A smaller percentage of Nevadans reported that they did not use rest areas in Nevada in the past year because they believe facilities are not clean or well kept (18.6%), they did not feel safe (17.3%), or because of another reason not listed (15.8%).

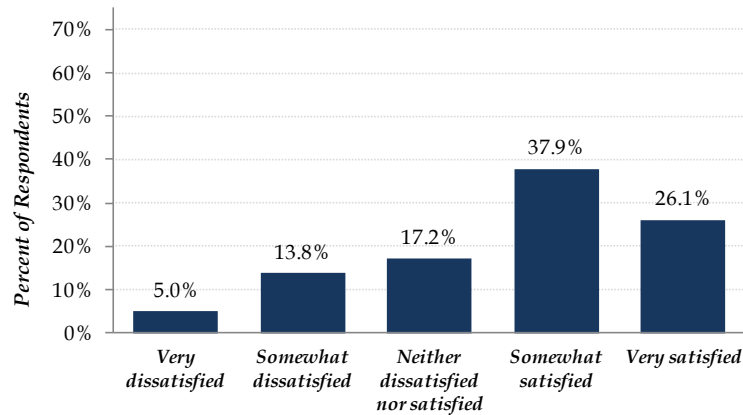
**Figure 48: Reasons for Not Using a Nevada State Highway Rest Area \***



*For those who indicated that they have not used a rest area in the past year\**

Within the past year, the majority of Nevadans (64%) were satisfied (either somewhat or very) with Nevada Highway Rest Areas (see Figure 49 and Table C04Q05). Just over 17% were neither dissatisfied nor satisfied and 18.8% were somewhat or very dissatisfied.

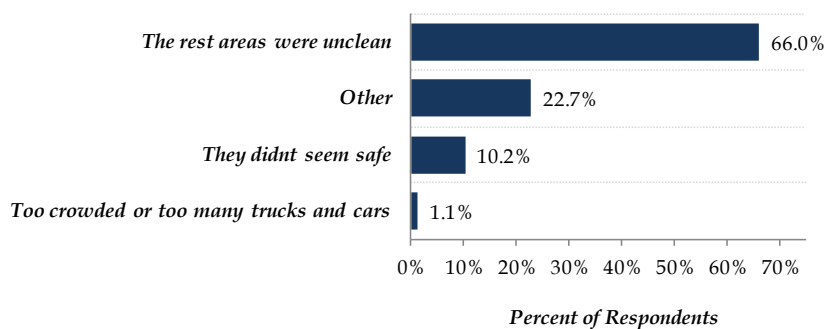
**Figure 49: Satisfaction with Nevada Highway Rest Areas\***



*Includes only those who have used a Nevada Highway Rest Area in the past year.\**

Those Nevadans who indicated that they were dissatisfied with rest areas in Nevada were asked for the main reason they were unsatisfied. The vast majority (66%) of Nevadans who were not satisfied with Nevada Highway Rest Areas, indicated that they were dissatisfied because the rest areas were unclean (see Figure 50 and Table C04Q06).

**Figure 50: Main Reason Why Not Satisfied with Nevada Highway Rest Areas \***



*Includes only those who were somewhat or very dissatisfied with Nevada Highway Rest Areas.\**

# **Appendix A: Post-Weighting and Confidence Interval Information**

## Post-Weighting Methodology

Surveys are conducted to obtain a representative sample of the population. However, due to the nature of any sampling process, over-sampling some categories and under-sampling others is more likely to occur. In other words, the way a certain characteristic (such as district, sex, age etc.) of the sample is distributed may differ from the way it is distributed in the population which introduces bias into any estimate you may obtain from the sample data. To correct for these biases mathematically and to restore the population's district, sex and age distribution in the sample, post-stratification weighting must be conducted. The post-stratification adjustment forces the sampling weights within each post stratum (district, sex and age in the respondent sample) to the known population distribution for the state of Nevada. Post-stratification improves the precision of the sample estimators and serves as a correction for non-response and under-coverage error, which consequently induces a relative reduction in bias.

Un-weighted rates from the survey are not influenced by the district, sex, and age distributions in the population. In particular, by using un-weighted rates, it is assumed implicitly, that every single person in the survey represents one and only one person in the whole population (which is not the case!). For example, if people of the age 18-24 were underrepresented in the survey, after adjusting for stratum, sex and age, these people of the age 18-24 years old will be granted a higher weight in order to overcome such under representation in the survey to account for differing distributions of district, sex and age within the entire population. So, to compensate for over-representation and/or under-representation in the sample, *weighted rates* must be used.

$$W = \frac{P_p}{P_s}$$

The formula for the weights is:  $W = \frac{P_p}{P_s}$  where  $P_p$  is the population proportion, and  $P_s$  is the sample proportion. The formula was used on the cell proportion from tables indicating the size of particular subpopulations based on known demographic characteristics (e.g., males aged 18 - 24 living in district #1). After post-stratification, the weighting assured that the representation of certain subpopulations corresponded to figures from the population as shown in Table 2 in Appendix D.

## Confidence Interval Information

Confidence intervals provide a way to report an estimate of a population parameter (such as a mean  $\mu$  or a proportion  $p$ ) along with some information about the estimate's precision. Although different settings lead to different formulas for computing confidence intervals, the basic interpretation is always the same. The weighted prevalence and the 95% confidence intervals (CI) in this report were obtained using the SURVEYFREQ procedures of SAS. PROC SURVEYFREQ computes confidence limits for the proportions in the frequency and cross tabulation tables.

For the proportion in table cell  $(r, c)$ , the confidence limits are computed as:

$$\hat{P}_{rc} \pm \left( t_{df, \alpha/2} \times \text{StdErr}(\hat{P}_{rc}) \right)$$

where  $\hat{P}_{rc}$  is the estimate of the proportion in table cell  $(r, c)$ ,  $\text{StdErr}(\hat{P}_{rc})$  is the standard error of the estimate, and  $t_{df, \alpha/2}$  is the  $100(1 - \alpha/2)$ th percentile of the  $t$  distribution.

The confidence limits for row proportions and column proportions are computed similarly to the confidence limits for table cell proportions. The 95% confidence intervals are a measure of how precise an estimated effect is. The interval would contain the true effect 95% of the time if the study were repeated multiple times. The range of a CI is dependent on the number of observations.



# **Appendix B: NDOT Maintenance Questionnaire**

## NDOT Maintenance

### Introduction

Hello, my name is [name] and I'm calling from the University of Nevada. I am not calling to ask for donations or to sell you anything. I am calling on behalf of the Nevada Department of Transportation (NDOT) to learn more about public perceptions and attitudes concerning customer service and maintenance of highways in the State of Nevada. Would you mind helping us out by answering some questions?

1. Correct Number (Proceed to next question) [goto Private Residence]
2. Number is not the same

[if number is not the same]

Thank you very much but I seem to have dialed the wrong number. It's possible that your number may be called at a later time. [go back to introduction]

### 1.1. Questions regarding landline, cell phone, and safety if on cell phone

**CELL** Is this a cellular telephone?

**READ ONLY IF NECESSARY:** "By cellular telephone, we mean a telephone that is mobile and usable outside of your neighborhood."

1. Yes, a cellular telephone
2. No, not a cellular telephone (if LANDLINE SAMPLE: skip to LAND\_CONF\_PRVRES; if CELL PHONE SAMPLE: TERMINATE call)

**CellYes1** Is this a safe time to talk with you now or are you driving?

1. Yes, safe time to talk [continue to CELL\_CONF\_PRVRES]
2. No, press F3 to schedule a call-back [enter cell or landline phone number only in this format ###-###-#### and first name]

**CellYes2** [CALLBACKS ONLY]

Hello, my name is [name] and I'm calling from the University of Nevada. I am not calling to ask for donations or to sell you anything. I am calling on behalf of the Nevada Department of Transportation (NDOT) to learn more about public perceptions and attitudes concerning customer service and maintenance of highways in the State of Nevada. Would you mind helping us out by answering some questions?

Is this ###-###-####?

1. Correct Number (proceed to next question)
2. Number is not the same

[if number is not the same]

Thank you very much but I seem to have dialed the wrong number. It's possible that your number may be called at a later time. [go back to introduction]

May I speak to \_\_\_\_\_?

1. Correct Respondent (proceed to next question)
2. Respondent is not available ("Thank you, I will call back another time")

Is this a safe time to talk with you now or are you driving?

1. Yes, safe time to talk [continue to CELL\_CONF\_PRIVRES]
2. No, press F3 to schedule a call-back

LAND\_CONF\_PRIVRES Is this a private residence in Nevada?

**READ ONLY IF NECESSARY:** "By private residence, we mean someplace like a house or apartment, not a dormitory or other type of group living situation."

- |   |                       |             |             |
|---|-----------------------|-------------|-------------|
| 1 | YES                   | [Go to Age] |             |
| 2 | NO                    | [TERMINATE] |             |
| 7 | DON'T KNOW / NOT SURE |             | [TERMINATE] |
| 9 | REFUSED               | [TERMINATE] |             |

**IF "NO",**

Thank you very much, but we are only interviewing persons who live in a private residence at this time. STOP – DISPCODE = 421

**IF "DON'T KNOW", "REFUSED",**

Thank you very much for your time. STOP – DISPCODE = 317

CELL\_CONF\_PRIVRES Do you live in a private residence in Nevada?

**READ ONLY IF NECESSARY:** "By private residence, we mean someplace like a house or apartment, not a dormitory or other type of group living situation"

- 1 YES
- 2 NO
- 7 DON'T KNOW / NOT SURE
- 9 REFUSED

**IF "NO",**

Thank you very much, but we are only interviewing persons who live in a private residence at this time. **STOP – DISPCODE = 421**

**IF "DON'T KNOW", "REFUSED",**

Thank you very much for your time. **STOP – DISPCODE = 317**

**1.2. Random Household Selection Questions (Enumeration for LANDLINE PHONES)**

**Adults**

I need to randomly select one adult who lives in your household to be interviewed. How many members of your household, including yourself, are 18 years of age or older and have DRIVEN a motor vehicle in Nevada in the past 30 days?

**PROBE IF PERSON ASKS ABOUT MOTORCYCLES, BUSES, BICYCLES OR OTHER PUBLIC TRANSPORTATION:** Motor vehicle includes motorcycles and buses as long as you are the driver. At this time, we are not interested in including bicyclists, pedestrians, or public transportation.

\_\_\_ Enter the number of adults [ if answer = 1 goto One Adult]

**Men**

How many of these adults are men?

\_\_\_ Enter Number of Men

**Women**

How many of these adults are women?

\_\_\_ Enter Number of Women

**Selected**

The person in your household I need to speak with is the \_\_\_\_\_.

Are you the \_\_\_\_\_?

1. Yes [goto Selected Speaking]
2. No [goto Get New Adult]

**One Adult**

Are you the adult?

Note: Ask Gender if necessary.

1. Yes and the respondent is a male. [goto Selected Speaking]
2. Yes and the respondent is a female. [goto Selected Speaking]
3. No [goto Ask Gender]

**Ask Gender**

Is the Adult a man or a woman?

1. Male
2. Female

**Get Adult**

May I speak with \_\_\_\_\_?

1. Yes, Adult is coming to the phone [goto New Adult]
2. No, go to next screen, schedule a call-back [goto New Adult]

**Selected Speaking**

Then you are the person I need to speak with.

1. Person interested, continue [goto Intro Screen]
2. Go Back to Adults Question. [goto Adults]

**Get New Adult**

May I speak with the \_\_\_\_\_?

1. Yes, Selected Respondent coming to the phone [goto New Adult]
2. No, go to next screen, schedule a call-back [goto New Adult]
3. Go Back to Adults Question. [goto Adults]

**New Adult**

Hello, my name is [name] and I'm calling from the University of Nevada. I am not calling to ask for donations or to sell you anything. I am calling on behalf of the Nevada Department of Transportation (NDOT) to learn more about public perceptions and attitudes concerning customer service and maintenance of highways in the State of Nevada. Would you mind helping us out by answering some questions?

1. Person interested, continue [goto Intro Screen]
2. Go Back to Adults Question. [goto Adults]

**Intro Screen**

All answers will be kept completely confidential, and you may skip any question you choose not to answer.

1. Person interested, continue [goto County]
2. Go Back to Adults Question. [goto Adults]

**County**

What county do you live in?

- |                 |                         |
|-----------------|-------------------------|
| 01. Carson City | 11. Lyon                |
| 02. Churchill   | 12. Mineral             |
| 03. Clark       | 13. Nye                 |
| 04. Douglas     | 14. Pershing            |
| 05. Elko        | 15. Storey              |
| 06. Esmeralda   | 16. Washoe              |
| 07. Eureka      | 17. White Pine          |
| 08. Humboldt    | 77. Don't know/not sure |
| 09. Lander      | 99. Refused             |
| 10. Lincoln     |                         |

[if answer = 01 goto Highway]  
[if answer ≠ 12 & answer ≠ 14 goto City Other]

**City Mineral/Pershing**

What city or town do you live in?

**Interviewer:** Please read ONLY the highlighted options.

1. Hawthorne [if County = 12 highlight]
2. Schurz [if County = 12 highlight]
3. Mina [if County = 12 highlight]
4. Walker River [if County = 12 highlight]
5. Lovelock [if County = 14 highlight]
6. Inlay [if County = 14 highlight]
8. Other (specify)

[if answer ≠ 8 goto Highway]

**City Other**

What city or town do you live in?

---

**Highway**

As you may know, NDOT is responsible for the maintenance of Freeways, US Highways, and other State Routes. On a MONTHLY basis, which Nevada State Highway or road would you say you travel on MOST FREQUENTLY? Please allow me to read the entire list before answering and then choose ONLY ONE response.

If respondent tells you a name of a highway that is NOT HIGHLIGHTED, say: "For the purpose of this study we are only interested in the roadways I just read. So, aside from the road you travel most frequently, which of THESE roads would you say you travel most frequently?"

IN CLARK COUNTY: If the respondent answers with I-215, say: "For the purpose of this study we are not interested in I-215. So, aside from I-215, which of THESE roads would you say you travel most frequently?"

INTERVIEWER: Please read ONLY the highlighted options. When provided, read nickname instead of official name.

- |                               |  |
|-------------------------------|--|
| 01. I-15                      | 11. US 95A                             |
| 02. US 95                     | 12. US 50                              |
| 03. US 93                     | 13. SR 227 (Lamoille Highway)          |
| 04. SR 160 (Blue Diamond Rd)  | 14. SR 225 (Mountain City Highway)     |
| 05. US 6                      | 15. SR 305 (Austin/Battle Mountain Rd) |
| 06. SR 445 (Pyramid Highway)  | 16. SR 278 (Eureka/Carlin Rd)          |
| 07. SR 431 (Mt. Rose Highway) | 17. SR 140 (Denio/Adel Oregon Rd)      |
| 08. I-80                      | 77. Don't know/not sure                |
| 09. US 395                    | 99. Refused                            |
| 10. SR 341 (Geiger Grade)     |  |

[if County = 03 highlight 01, 02, 04]

[if County = 06 | County = 10 | County = 13 highlight 02, 03, 04, 05]

[if County = 16 highlight 06, 07, 08, 09]

[if County = 01 | County = 02 | County = 04 | County = 11 | County = 12 | County = 14 | County = 15 highlight 02, 05, 09, 10, 11, 12]

[if County = 05 | County = 07 | County = 08 | County = 09 | County = 17 highlight 03, 08, 12, 13, 14, 15, 16, 17]

[if answer ≠ 77 & answer ≠ 99 goto C01Q01]

**Ineligible**

Thank you very much, but we are only interviewing people who report traveling on one of the Nevada State Highways or roads I listed. Thank you for your time. [end interview]

### Section 1 - Maintenance Activities

#### C01Q01

The first set of questions will ask you about your opinions of the PERFORMANCE of NDOT in maintaining the State Highway or road that you reported traveling on most often on a monthly basis.

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in snow removal and ice control?

Read only if necessary:

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

#### C01Q02

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in the removal of graffiti?

Read only if necessary:

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

#### C01Q03

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.



Overall, how well do you think NDOT has PERFORMED in landscaping at interchanges and bridges?

**NOTE:** By landscaping, we mean to improve the appearance of an area of land, a highway, etc. by methods such as planting trees, shrubs, or grass.

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

**C01Q04**

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in removing debris, including litter and garbage, from the roadways?

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

**C01Q05**

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in maintaining visible lane lines on the pavement?

**Note:** If they ask what visible lane lines refer to, say: "for example, painted lane stripes on roadway"

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent

7. Don't know/not sure
9. Refused

**C01Q06**

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in maintaining roadside and overhead signs?

**Note:** If they ask what road signs refer to, say: "for example, speed limit signs, interchange exits, directional signs, and exit signs"

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

**C01Q07**

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in maintaining the roadway surface?

**Note:** If they ask what maintaining the roadway surface refers to, say: "for example, filling cracks and potholes"

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

**C01Q08**

Please rate NDOT's performance WITHIN THE PAST YEAR, on a scale of one to four where ONE is poor, TWO is fair, THREE is good, and FOUR is excellent on each of the following questions. Please keep in mind the road or highway you reported traveling on most often.

Overall, how well do you think NDOT has PERFORMED in maintaining roadside rest areas?

**Read only if necessary:**

1. Poor
2. Fair
3. Good
4. Excellent
7. Don't know/not sure
9. Refused

**C01Q09**

What do you think should be the HIGHEST PRIORITY for NDOT in maintaining the State Highway or road that you travel on most often? Please allow me to read the entire list before answering and then choose ONLY ONE response.

**Note:** If they ask what visible lane lines refer to, say: "for example, painted lane stripes on roadway"

**Note:** If they ask what road signs refer to, say: "for example, speed limit signs, interchange exits, directional signs, and exit signs"

**Note:** If they ask what maintaining the roadway surface refers to, say: "for example, filling cracks and potholes and providing a smooth driving surface"

01. Snow removal and ice control
02. The removal of graffiti
03. Landscaping at interchanges and bridges
04. Removing litter and garbage along the roadways
05. Maintaining visible lane lines on the pavement
06. Maintaining road signs
07. Maintaining the roadway surface
08. Maintaining Roadside Rest Areas
09. Other (specify)
77. Don't know/not sure
99. Refused

**C01Q10**

What is ONE thing NDOT can do to improve its highway maintenance services?

---

## Section 2 - Customer Service

**C02Q01**

The next set of questions asks about the level of customer service provided by NDOT WITHIN THE PAST YEAR.

During the past YEAR, have you contacted or attempted to contact NDOT regarding a **highway maintenance issue**?

If necessary, say: "Please answer with a simple 'yes' or 'no'"

1. Yes
2. No [goto C02Q03]
7. Don't know/not sure [goto C02Q03]
9. Refused [goto C02Q03]

**C02Q02a**

How did you contact NDOT during the LAST attempt you made?

1. In Person
2. By Letter
3. By Telephone
4. By Email
7. Don't know/not sure
9. Refused

**C02Q02b**

What type of highway maintenance issue were you reporting during the LAST attempt you made? Please allow me to read the entire list before answering and then choose ONLY ONE response.

READ ENTIRE LIST:

01. Snow removal and ice control
02. The removal of graffiti
03. Landscaping at interchanges and bridges
04. Removing litter and garbage along the roadways
05. Maintaining visible lane lines on the pavement
06. Maintaining road signs
07. Maintaining the roadway surface
08. Maintaining Roadside Rest Areas
09. Other (specify)
77. Don't know/not sure
99. Refused

Probe: If they ask what visible lane lines refer to, say: "for example, painted lane stripes on roadway"

Probe: If they ask what road signs refer to, say: "for example, speed limit signs, interchange exits, directional signs, and exit signs"

Probe: If they ask what maintaining the roadway surface refers to, say: "for example, filling cracks and potholes and providing a smooth driving surface"

C02Q02c

Was the maintenance issue fixed or resolved in what you consider to be a timely manner?

1. Yes
2. No
7. Don't know/not sure
9. Refused

C02Q03

Which of the following is the best way for the Nevada Department of Transportation to provide you with *CURRENT* NDOT roadway conditions? Please allow me to read the entire list before answering and then choose **ONLY ONE** response.

01. Permanent Electronic message signs along freeways and State Highways
02. Radio
03. TV
04. E-mail alerts
05. Internet or NDOT Website
06. In-Car GPS system
07. Toll-free phone number about current road conditions
08. Text messages sent to your cell phone
09. Other (specify)
77. Don't know/not sure
99. Refused

PROBE: If someone says "mail", repeat the question and emphasize the word *CURRENT*.

C02Q04a

Did you know that NDOT has a toll-free road condition number, 511 or 1-877-NV-ROADS (*SAY N-V-Roads, not Nevada Roads; phone number if asked: 1-877-687-6237*), that provides information about road conditions on State Highways?

1. Yes
2. No [goto C02Q05a]
7. Don't know/not sure [goto C02Q05a]
9. Refused [goto C02Q05a]

**C02Q04b**

Have you called NDOT's road condition number, either 511 or 1-877-NV-ROADS (1-877-687-6237), during the past year?

1. Yes
2. No [goto C02Q05a]
7. Don't know/not sure [goto C02Q05a]
9. Refused [goto C02Q05a]

**C02Q04c**

Overall, how dissatisfied or satisfied are you with NDOT's road condition phone system? Would you say you are ONE, very dissatisfied, TWO, somewhat dissatisfied, THREE, neither dissatisfied nor satisfied, FOUR, somewhat satisfied, or FIVE, very satisfied?

1. Very dissatisfied
2. Somewhat dissatisfied
3. Neither dissatisfied nor satisfied
4. Somewhat satisfied
5. Very satisfied
7. Don't know/not sure
9. Refused

**C02Q05a**

Did you know that NDOT has a website, W-W-W "dot" Nevada D-O-T "dot" com? And Nevada is spelled out?

1. Yes
2. No [goto C02Q06a]
7. Don't know/not sure [goto C02Q06a]
9. Refused [goto C02Q06a]

**C02Q05b**

Have you visited NDOT's website during the past year?

1. Yes
2. No [goto C02Q06a]
7. Don't know/not sure [goto C02Q06a]
9. Refused [goto C02Q06a]

**C02Q05c**

How difficult or easy was the website to use? Would you say it was ONE, very difficult, TWO, somewhat difficult, THREE, neither difficult nor easy, FOUR, somewhat easy, or FIVE, very easy?

1. Very difficult

2. Somewhat difficult
3. Neither difficult nor easy
4. Somewhat easy
5. Very easy
7. Don't know/not sure
9. Refused

**C02Q05d**

Is there anything that NDOT could do to make the website easier to use?

---

**C02Q06a**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

Current construction project information

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C02Q06b**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

Future project planning information

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C02Q06c**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

Current weather and road condition information

1. Yes
2. No
7. Don't know/not sure

9. Refused

**C02Q06d**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

Detour or work zone information

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C02Q06e**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

General information about NDOT

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C02Q06f**

I am going to read a list of items. After each item, please indicate with a simple "yes" or "no" whether or not you would be interested in using NDOT's website to obtain more information about that item.

A specific question or concern you may have

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C02Q06g**

Is there anything else that you would like to see on NDOT's website that was not already mentioned? (specify)

1. Yes
2. No
7. Don't know/not sure



9. Refused

**C02Q07**

How dissatisfied or satisfied are you with NDOT's overall efforts to keep residents informed about transportation-related issues in Nevada? Would you say you are ONE, very dissatisfied, TWO, somewhat dissatisfied, THREE, neither dissatisfied nor satisfied, FOUR, somewhat satisfied, or FIVE, very satisfied?

1. Very dissatisfied
2. Somewhat dissatisfied
3. Neither dissatisfied nor satisfied
4. Somewhat satisfied
5. Very satisfied
7. Don't know/not sure
9. Refused

---

**Section 3 - Congestion**

**C03Q01**

The previous questions asked about your most frequently traveled highway. The next questions ask about ANY Nevada street or highway you travel on in your city or town.

What do you feel is the biggest contributor to delayed travel times on Nevada Roadways? Please allow me to read the entire list of options before answering and choose only one response.

1. Poor signal timing on local roads
2. Not enough travel lanes to accommodate traffic
3. Construction
4. Winter or stormy weather
5. Accidents on the roadways
6. Other (specify)
7. Don't know/not sure
9. Refused

**Section 4B - Rest Area Questions**

**C04Q03**

Have you used any NEVADA Highway Rest Areas in THE PAST YEAR?

1. Yes [goto C04Q05]
2. No
7. Don't know/not sure [goto C04Q07]
9. Refused [goto C04Q07]

**C04Q04a**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.

I prefer to stop where food or gas can be purchased

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C04Q04b**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.

I didn't feel safe

**NOTE:** Include answers such as not well-lit, not enough lighting

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C04Q04c**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.

There were too many trucks or cars at the rest areas

**NOTE:** Include answers such as "too crowded"

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C04Q04d**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.

There were no rest areas along my route

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C04Q04e**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.1

Facilities are not clean or well kept. This includes vandalism and graffiti.

1. Yes
2. No
7. Don't know/not sure
9. Refused

**C04Q04f**

I am going to read a list of reasons why you may NOT have used NEVADA State Highway Rest Areas in the past year. After each item, please indicate with simple "yes" or "no" whether or not the reason explains why you have not used Nevada Highway Rest Areas.1

I did not need to use a Rest Area.

**NOTE:** Include answers such as "I haven't traveled, I make mostly short trips, I travel mostly out of state."

1. Yes
2. No
8. Don't know/not sure
10. Refused

**C04Q04g**

Are there any other reasons why you have not used highway rest areas that I didn't mention?  
(specify)

1. Yes
2. No
7. Don't know/not sure

9. Refused

[goto C04Q07]

**C04Q05**

Within the past year, what has your level of dissatisfaction or satisfaction been with NEVADA Highway Rest Areas? Would you say you were ONE, very dissatisfied, TWO, somewhat dissatisfied, THREE, neither dissatisfied nor satisfied, FOUR, somewhat satisfied, or FIVE, very satisfied?

1. Very dissatisfied
2. Somewhat dissatisfied
3. Neither dissatisfied nor satisfied [goto C04Q07]
4. Somewhat satisfied [goto C04Q07]
5. Very satisfied [goto C04Q07]
7. Don't know/not sure [goto C04Q07]
9. Refused [goto C04Q07]

**C04Q06**

What is the MAIN reason why were you not satisfied with the Highway Rest Areas? Please allow me to read all options before answering, and choose only ONE response.

**NOTE:** For option 3, include answers such as not well-lit, not enough lighting

1. They are too crowded or there are too many trucks and cars
2. The rest areas were unclean (this includes vandalism and graffiti)
3. They didn't seem safe
4. Other (specify)
7. Don't know/not sure
9. Refused

**C04Q07**

Do you feel NDOT should continue to fund the maintenance and operation of roadside safety rest areas?

1. Yes
2. No
7. Don't know/not sure
9. Refused

## Section 5 - Demographics

a. Age

What is your age?

- \_\_\_ Enter age in years  
7 Don't know/not sure  
9 Refused

**b. Education level**

What is the highest grade or year of school you **COMPLETED**?

**READ:**

1. Elementary
2. Middle School
3. High School
4. College (includes some college or college graduate)
5. Graduate School
  
7. Don't know/not sure
9. Refused

Please answer **BOTH** of the next two questions about **Hispanic origin AND race**.

**c. Ethnicity/Hispanic Origin**

Regardless of your race, are you of **Hispanic, Latino, or Spanish Origin**?

**READ IF NECESSARY: "For this interview, Hispanic origins are not races."**

1. Yes
2. No

**d. Race**

What is your race?

1. White
2. Black or African American
3. American Indian or Alaska Native
4. Asian or Pacific Islander
5. Some other race: SPECIFY: \_\_\_\_\_

**e. Questions re: phones (LANDLINES ONLY)**

**LandLine2**

Do you have more than one telephone number in your household? Do not include cell phones or numbers that are only used by a computer or fax machine

- 1 Yes
- 2 No
- 7 Don't know / Not sure
- 9 Refused

**LandLine3**

How many of these telephone numbers are residential numbers?

- Residential telephone numbers [6 = 6 or more]
- 7 Don't know / Not sure
- 9 Refused

**LANDLINE4**

Do you also own a cellular telephone that is used to make and receive calls?

**R READ ONLY IF NECESSARY:** "By cellular telephone, we mean a telephone that is mobile and usable outside of your neighborhood."

**INTERVIEWER:** PLEASE CONFIRM NEGATIVE RESPONSES TO ENSURE THAT RESPONDENT HAS HEARD AND UNDERSTOOD CORRECTLY.

- 1 YES
- 2 NO
- 7 DON'T KNOW / NOT SURE
- 9 REFUSED

**f. Questions re: phones (CELLPHONES ONLY)**

**CELL2**

Do you also have a landline telephone in your home that is used to make and receive calls?

**READ ONLY IF NECESSARY:** "By landline telephone, we mean a "regular" telephone in your home that is connected to outside telephone lines through a cable or cord and is used for making or receiving calls." Please include landline phones used for both business and personal use.

- 1 YES
- 2 NO
- 7 DON'T KNOW / NOT SURE
- 9 REFUSED

**g. Household Income**

Is your annual household income from all sources—

- 1. Less than \$10,000
- 2. \$10,000 to less than \$15,000
- 3. \$15,000 to less than \$20,000
- 4. \$20,000 to less than \$25,000
- 5. \$25,000 to less than \$35,000
- 6. \$35,000 to less than \$50,000
- 7. \$50,000 to less than \$75,000
- 8. \$75,000 or more
  
- 77. Don't know/not sure
- 99. Refused

**TRUCK DRIVER QUESTIONS**

Are you a truck driver or a professional long distance driver?

- 1. Yes
- 2. No
- 7. Don't know/not sure
- 9. Refused

NOTE: If person asks for the meaning of professional long-distance driver, say: "someone who drives long distances on a regular basis and is paid for their work"

NOTE: If person asks what long distance is, say: "whatever it means to you"

**If yes:**

We may be conducting a future study with professional truck drivers for NDOT in the future. This study would involve face to face or group interviews , and you would be compensated for your time if you choose to participate. Would you mind if we contacted you again in the future?

- 1. Yes
- 2. No (SKIP TO END)

- 7. Don't know/not sure
- 9. Refused (SKIP TO END)

**If yes:**

Great, thanks. What would be the best number to reach you at?

### - ### - ####

Is this a cell phone or landline?

- 1. Cell
- 2. Landline

Is this a work phone or a personal phone?

- a. Work
- b. Personal (landline or cell)

**If don't know or not sure about contacting them in the future:**

**PROBE:** Well, if you don't mind, could we get a contact number for you in the future, so we can give you a little more information about the study?

- 1. Yes
- 2. No

If YES: (GO TO PHONE NUMBER SCREEN ABOVE)

If NO: Ok, well, thanks for participating in this study. (GO TO CLOSE BELOW).

**Closing**

Everyone's answers will be combined to give us information about public perceptions and attitudes concerning customer service and maintenance of highways in the State of Nevada. Thank you very much for your time and cooperation. [end interview]



# **Appendix C: Website Information about the Study**



## Nevada Department of Transportation Maintenance Study

### Frequently Asked Questions:

▪ What is the NDOT Maintenance survey about?

NDOT is interested in your opinions about how well they are doing maintaining NDOT roadways and highways in your county and how they are doing with respect to their customer service. Your opinions are very important as NDOT would like to improve their services based on the information they receive from the Nevada public.

▪ How long is it?

It takes about 10 minutes depending on your answers.

▪ How will this help?

Your answers will be combined with others and given to NDOT to help them improve their maintenance service and customer service in Nevada, particularly in your county.

▪ Who is in charge of the project?

CRDA (Center for Research Design and Analysis) is conducting this study on behalf of NDOT (Nevada Department of Transportation).

▪ What kinds of questions will you ask?

The survey is a combination of open and close ended questions, which assess client satisfaction with NDOT services. No identifying information will be collected.

▪ Who are you conducting the survey for?

The study is being conducted for NDOT (Nevada Department of Transportation).

▪ Who is funding the project?

This project is funded by NDOT (Nevada Department of Transportation).

▪ How can I verify that?

You may contact:

Bill Hoffman  
Chief Maintenance & Operations Engineer  
Nevada Dept. of Transportation  
1263 S. Stewart St. Carson City, NV 89712  
(775) 888-7050

▪ How will these data be used?

Your answers will be combined with others and given to NDOT to help them improve their maintenance service and customer service in Nevada, particularly in your county.

▪ Will the results be published?

The results will be disseminated through the Nevada Department of Transportation. The results will not be publicly published.

▪ Where did you get my name and phone number?

We use a system called random digit dialing (RDD) in which the computer randomly chooses the last four digits of your phone number, so we don't know your name or anything confidential about you.

▪ Why are you asking me to participate in this study?

You are being invited to participate in this research project because you are a resident and taxpayer in Nevada.

▪ How did you pick me?

We use a system called Random Digit Dialing in which the computer randomly chooses the last 4 digits of your phone number. You were randomly chosen from the adult members of your household so that we can get an equal representation from all Nevada residents. Your opinion is important in order for us to improve Nevada Roads.

▪ Will it be possible to identify me by inference?

All the information you provide us will only be used in summary or aggregate form. No individual responses will be reported.

▪ Who will see my name or have access to my responses?

Survey data, code sheets, and identifying information will be stored separately in secure file cabinets for five years. Access to the data will be restricted to project personnel at the Center for Research Design and Analysis, and the Nevada Department of Transportation. CRDA and NDOT will not be able to identify your personal responses.

**About CRDA**

The Center for Research Design and Analysis (CRDA) is an academically-based, multidisciplinary research institute under the Vice President of Research at the University of Nevada, Reno. The institution, that was formerly known as Senator Alan Bible Center for Applied Research (SABCAR) and is now known as the Center for Research Design and Analysis (CRDA) was originally established in 1959 as the Bureau of Governmental Research. The Center's mission is to provide the most valid and reliable data possible across a broad spectrum of data collection protocols and analysis activities. Since 1959 we have completed hundreds of random digit dial survey research projects ranging from sample sizes of 600 to 6000+ interviews.

CRDA utilizes a wide range of data collection techniques for telephone, mail, and internet surveys. These techniques include a state-of-the-art computer-assisted telephone interview (CATI) system and computer-assisted personal interview (CAPI) systems. In addition, the center uses TELEFORM, a sophisticated questionnaire design software used to fully automate large scale questionnaire mail-out projects. The Center's staff provide expertise in survey research, psychometrics, univariate and multivariate statistical analysis, research design, sampling, mathematical modeling, and program evaluation. Many of the Center's research projects are aimed at solving problems and providing data and information to state and federal agencies for use in program planning and resource allocation. The Center also provides in-house research support to faculty, students, and community-based groups. Over the past ten years the Center has attracted in excess of \$5 million in external grants and contracts.

CENTER FOR RESEARCH DESIGN AND ANALYSIS/088  
Sarah H. Fleischmann Building (SFB)  
University of Nevada, Reno  
Reno, Nevada 89557-0017  
Phone: 1-800-929-9079 or 1-775-784-6412 for local calls  
Fax: 1-775-784-4506



# Appendix D: Data Tables

**Table 1 – part 1. District, Gender, and Age Characteristics of the Adult Nevada Population and Respondent Sample.**

Table 1 - part 1.			NV Adult Population		Sample	Weighted Sample	
District	Gender	Age	Frequency	Percent	Frequency	Frequency	Percent
			N	%	N	N	%
1	Male	18 to 24	93,452	12.419844	22	93,452	11.008
		25 to 44	302,934	40.260167	78	302,934	35.6835
		45 to 64	247,195	32.85241	104	247,195	29.1178
		65+	108,860	14.46758	56	108,860	12.8229
		Missing	----	----	31	96,506	11.3677
		<b>Total</b>	<b>752,441</b>	<b>100</b>	<b>291</b>	<b>848,947</b>	<b>100</b>
	Female	18 to 24	88,854	11.853095	23	88,854	10.3619
		25 to 44	289,336	38.597329	73	289,336	33.7414
		45 to 64	248,381	33.133945	73	248,381	28.9654
		65+	123,056	16.415631	39	123,056	14.3504
		Missing	----	----	30	107,884	12.581
<b>Total</b>		<b>749,627</b>	<b>100</b>	<b>238</b>	<b>857,511</b>	<b>100</b>	
2	Male	18 to 24	30,469	12.7605	37	30,469	12.0137
		25 to 44	80,810	33.84343	84	80,810	31.8627
		45 to 64	87,531	36.65821	120	87,531	34.5127
		65+	39,966	16.73786	51	39,966	15.7582
		Missing	----	----	18	14,844	5.8527
		<b>Total</b>	<b>238,776</b>	<b>100</b>	<b>310</b>	<b>253,620</b>	<b>100</b>
	Female	18 to 24	28,621	12.201839	25	28,621	11.0865
		25 to 44	75,687	32.267237	82	75,687	29.3177
		45 to 64	86,045	36.683109	100	86,045	33.3299
		65+	44,210	18.847815	44	44,210	17.1249
		Missing	----	----	24	23,598	9.141
<b>Total</b>		<b>234,563</b>	<b>100</b>	<b>275</b>	<b>258,161</b>	<b>100</b>	
3	Male	18 to 24	4,134	12.614812	2	4,134	11.474
		25 to 44	11,789	35.973879	22	11,789	32.7207
		45 to 64	12,557	38.317415	36	12,557	34.8523
		65+	4,291	13.093894	14	4,291	11.9098
		Missing	----	----	4	3,258	9.0431
		<b>Total</b>	<b>32,771</b>	<b>100</b>	<b>78</b>	<b>36,029</b>	<b>100</b>
	Female	18 to 24	3,434	11.894288	6	3,434	10.7997
		25 to 44	10,218	35.391916	25	10,218	32.135
		45 to 64	10,986	38.052025	22	10,986	34.5503
		65+	4,233	14.661771	9	4,233	13.3125
		Missing	----	----	6	2,926	9.2025
<b>Total</b>		<b>28,871</b>	<b>100</b>	<b>68</b>	<b>31,797</b>	<b>100</b>	

Table 1 – part 2.

Table 1 – part 2.		NV Adult Population		Sample	Weighted Sample	
		Frequency	Percent	Frequency	Frequency	Percent
		N	%	N	N	%
Overall	18 to 24	248,964	12.22180	115	248,964	10.89050
	25 to 44	770,774	37.83777	364	770,774	33.71619
	45 to 64	692,695	34.00483	455	692,695	30.30076
	65+	324,616	15.93560	213	324,616	14.19977
	Missing	-----	-----	113	249,016	10.89278
	<b>Total</b>	<b>2,037,049</b>	<b>100</b>	<b>1,260</b>	<b>848,947</b>	<b>100</b>
	<b>Male</b>	<b>1,023,988</b>	<b>50.268207</b>	<b>679</b>	<b>1,138,596</b>	<b>49.8059</b>
	<b>Female</b>	<b>1,013,061</b>	<b>49.731793</b>	<b>581</b>	<b>1,147,469</b>	<b>50.1941</b>
<b>Total</b>	<b>2,037,049</b>	<b>100</b>	<b>1,260</b>	<b>2,286,065</b>	<b>100</b>	

Table 2. Gender and Age Characteristics of the landline vs. cell phone samples.

Table 2			NDOT 2011 Sample				
District	Gender	Age	Landline		Cell phone		Total
			N	%	N	%	N
1	Male	18 to 24	4	18.2%	18	81.8%	22
		25 to 44	9	11.5%	69	88.5%	78
		45 to 64	33	31.7%	71	68.3%	104
		65+	27	48.2%	29	51.8%	56
		<b>Total</b>	<b>73</b>	<b>28.1%</b>	<b>187</b>	<b>71.9%</b>	<b>260</b>
	Female	18 to 24	1	4.3%	22	95.7%	23
		25 to 44	17	23.3%	56	76.7%	73
		45 to 64	37	50.7%	36	49.3%	73
		65+	21	53.8%	18	46.2%	39
		<b>Total</b>	<b>76</b>	<b>36.5%</b>	<b>132</b>	<b>63.5%</b>	<b>208</b>
2	Male	18 to 24	5	13.5%	32	86.5%	37
		25 to 44	10	11.9%	74	88.1%	84
		45 to 64	32	26.7%	88	73.3%	120
		65+	22	43.1%	29	56.9%	51
		<b>Total</b>	<b>69</b>	<b>23.6%</b>	<b>223</b>	<b>76.4%</b>	<b>292</b>
	Female	18 to 24	4	16.0%	21	84.0%	25
		25 to 44	22	26.8%	60	73.2%	82
		45 to 64	33	33.0%	67	67.0%	100
		65+	30	68.2%	14	31.8%	44
		<b>Total</b>	<b>89</b>	<b>35.5%</b>	<b>162</b>	<b>64.5%</b>	<b>251</b>
3	Male	18 to 24	0	0.0%	2	100.0%	2
		25 to 44	10	45.5%	12	54.5%	22
		45 to 64	20	55.6%	16	44.4%	36
		65+	11	78.6%	3	21.4%	14
		<b>Total</b>	<b>41</b>	<b>55.4%</b>	<b>33</b>	<b>44.6%</b>	<b>74</b>
	Female	18 to 24	4	66.7%	2	33.3%	6
		25 to 44	8	32.0%	17	68.0%	25
		45 to 64	13	59.1%	9	40.9%	22
		65+	6	66.7%	3	33.3%	9
		<b>Total</b>	<b>31</b>	<b>50.0%</b>	<b>31</b>	<b>50.0%</b>	<b>62</b>

Nevada Department of Transportation (NDOT)  
2011 Customer Satisfaction Survey

		Carson			Churchill			Clark			Douglas			Elko			Esmeralda		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table County by Demographic and Sample Groups – p1.</b>																			
<b>What county do you live in?</b>																			
Overall Total	Total	42	1.6%	(1.1-2.1)	32	1.2%	(0.8-1.6)	498	70.3%	(67.7-72.8)	43	1.6%	(1.1-2.1)	81	1.6%	(1.2-2.0)	1	0.1%	(0.0-0.4)
	Gender	Male	20	1.4%	(0.8-2.1)	18	1.2%	(0.7-1.8)	279	71.7%	(68.3-75.0)	21	1.4%	(0.8-2.0)	48	1.9%	(1.3-2.6)	0	.
Age Group	Female	22	1.8%	(1.0-2.5)	14	1.1%	(0.5-1.7)	219	68.9%	(65.0-72.8)	22	1.8%	(1.0-2.5)	33	1.3%	(0.9-1.8)	1	0.3%	(0.0-0.9)
	Total	42	1.6%	(1.1-2.1)	32	1.2%	(0.8-1.6)	498	70.3%	(67.7-72.8)	43	1.6%	(1.1-2.1)	81	1.6%	(1.2-2.0)	1	0.1%	(0.0-0.4)
Age Group	Age 18 to 24	5	1.9%	(0.2-3.6)	2	0.8%	(0.0-1.9)	44	71.7%	(63.8-79.6)	1	0.5%	(0.0-1.4)	3	1.3%	(0.0-3.0)	0	.	(-)
	Age 25 to 44	8	1.0%	(0.3-1.7)	6	0.7%	(0.1-1.3)	143	72.8%	(68.3-77.3)	6	0.7%	(0.1-1.3)	25	1.6%	(0.9-2.2)	0	.	(-)
	Age 45 to 64	18	2.1%	(1.1-3.1)	17	1.9%	(1.0-2.8)	167	67.5%	(63.1-72.0)	20	2.3%	(1.3-3.3)	33	1.9%	(1.2-2.6)	1	0.5%	(0.0-1.5)
	Age 65 or older	8	2.3%	(0.7-3.9)	5	1.4%	(0.2-2.7)	87	64.4%	(57.6-71.3)	12	3.2%	(1.3-5.0)	14	1.6%	(0.7-2.5)	0	.	(-)
	Total	42	1.6%	(1.1-2.1)	32	1.2%	(0.8-1.6)	498	70.3%	(67.7-72.8)	43	1.6%	(1.1-2.1)	81	1.6%	(1.2-2.0)	1	0.1%	(0.0-0.4)
District	One	0	.	(-)	0	.	(-)	498	94.1%	(92.1-96.2)	0	.	(-)	0	.	(-)	1	0.2%	(0.0-0.6)
	Two	42	7.2%	(5.1-9.3)	32	5.3%	(3.5-7.1)	0	.	(-)	43	7.1%	(5.1-9.2)	0	.	(-)	0	.	(-)
	Three	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	81	55.4%	(46.5-64.3)	0	.	(-)
Professional Truck Driver	Total	42	1.6%	(1.1-2.1)	32	1.2%	(0.8-1.6)	498	70.3%	(67.7-72.8)	43	1.6%	(1.1-2.1)	81	1.6%	(1.2-2.0)	1	0.1%	(0.0-0.4)
	Yes	2	1.5%	(0.0-3.7)	0	.	(-)	24	71.4%	(60.3-82.4)	1	0.8%	(0.0-2.3)	5	3.5%	(0.0-7.8)	0	.	(-)
Race	No	38	1.7%	(1.1-2.2)	31	1.3%	(0.8-1.8)	430	69.5%	(66.8-72.3)	40	1.7%	(1.2-2.2)	72	1.6%	(1.2-2.0)	1	0.2%	(0.0-0.5)
	Total	40	1.7%	(1.1-2.2)	31	1.3%	(0.8-1.7)	454	69.6%	(66.9-72.3)	41	1.7%	(1.1-2.2)	77	1.7%	(1.2-2.1)	1	0.2%	(0.0-0.5)
	White, not Hispanic	31	2.0%	(1.3-2.7)	27	1.6%	(1.0-2.3)	286	64.3%	(60.8-67.8)	35	2.1%	(1.4-2.8)	61	2.0%	(1.4-2.6)	1	0.2%	(0.0-0.7)
	Hispanic	5	2.0%	(0.2-3.9)	0	.	(-)	47	74.3%	(66.3-82.4)	1	0.5%	(0.0-1.5)	6	1.2%	(0.2-2.3)	0	.	(-)
	Black or African American	0	.	(-)	1	0.7%	(0.0-2.2)	32	92.4%	(86.4-98.4)	0	.	(-)	0	.	(-)	0	.	(-)
	American Indian or Alaska Native	0	.	(-)	2	5.3%	(0.0-12.9)	6	54.7%	(29.1-80.3)	0	.	(-)	3	4.1%	(0.0-9.2)	0	.	(-)
	Asian or Pacific Islander	1	0.7%	(0.0-2.0)	0	.	(-)	29	86.6%	(79.6-93.5)	1	0.8%	(0.0-2.5)	0	.	(-)	0	.	(-)
	Multi-Racial	0	.	(-)	1	0.9%	(0.0-2.7)	22	74.8%	(63.4-86.2)	1	0.9%	(0.0-2.7)	4	1.7%	(0.0-3.5)	0	.	(-)
	Total	37	1.6%	(1.1-2.2)	31	1.3%	(0.8-1.8)	433	69.1%	(66.3-71.9)	40	1.7%	(1.1-2.2)	75	1.7%	(1.3-2.1)	1	0.2%	(0.0-0.5)
	landline	11	1.4%	(0.6-2.3)	12	1.4%	(0.6-2.3)	159	70.6%	(66.1-75.0)	14	1.7%	(0.8-2.7)	42	2.7%	(1.8-3.5)	1	0.5%	(0.0-1.5)
cell	31	1.7%	(1.1-2.3)	20	1.1%	(0.6-1.6)	339	70.2%	(67.0-73.3)	29	1.5%	(1.0-2.1)	39	1.2%	(0.8-1.7)	0	.	(-)	
Total	42	1.6%	(1.1-2.1)	32	1.2%	(0.8-1.6)	498	70.3%	(67.7-72.8)	43	1.6%	(1.1-2.1)	81	1.6%	(1.2-2.0)	1	0.1%	(0.0-0.4)	

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What county do you live in?		Eureka			Humboldt			Lander			Lincoln			Lyon			Mineral		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total	Total	2	0.0%	(0.0-0.1)	33	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.3)	2	0.3%	(0.0-0.6)	53	2.0%	(1.4-2.5)	4	0.1%	(0.0-0.3)
	Male	1	0.0%	(0.0-0.1)	16	0.8%	(0.3-1.2)	3	0.1%	(0.0-0.2)	1	0.2%	(0.0-0.6)	28	2.0%	(1.2-2.7)	2	0.1%	(0.0-0.3)
Gender	Female	1	0.0%	(0.0-0.1)	17	0.7%	(0.4-1.0)	8	0.3%	(0.1-0.5)	1	0.3%	(0.0-0.9)	25	2.0%	(1.2-2.8)	2	0.2%	(0.0-0.4)
	Total	2	0.0%	(0.0-0.1)	33	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.3)	2	0.3%	(0.0-0.6)	53	2.0%	(1.4-2.5)	4	0.1%	(0.0-0.3)
Age Group	Age 18 to 24	0	.	(-)	4	1.5%	(0.0-3.3)	1	0.2%	(0.0-0.7)	0	.	(-)	4	1.6%	(0.0-3.2)	0	.	(-)
	Age 25 to 44	1	0.1%	(0.0-0.2)	13	0.8%	(0.3-1.2)	4	0.2%	(0.0-0.4)	0	.	(-)	9	1.1%	(0.4-1.8)	1	0.1%	(0.0-0.4)
	Age 45 to 64	1	0.1%	(0.0-0.1)	9	0.5%	(0.2-0.9)	3	0.2%	(0.0-0.4)	2	0.8%	(0.0-2.0)	26	3.0%	(1.8-4.2)	2	0.2%	(0.0-0.5)
	Age 65 or older	0	.	(-)	3	0.3%	(0.0-0.7)	3	0.3%	(0.0-0.7)	0	.	(-)	13	3.5%	(1.6-5.5)	1	0.2%	(0.0-0.7)
	Total	2	0.0%	(0.0-0.1)	33	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.3)	2	0.3%	(0.0-0.6)	53	2.0%	(1.4-2.5)	4	0.1%	(0.0-0.3)
District	One	0	.	(-)	0	.	(-)	0	.	(-)	2	0.3%	(0.0-0.8)	0	.	(-)	0	.	(-)
	Two	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	53	8.9%	(6.6-11.2)	4	0.6%	(0.0-1.3)
	Three	2	1.1%	(0.0-2.7)	33	24.8%	(16.5-33.0)	11	6.8%	(2.8-10.9)	0	.	(-)	0	.	(-)	0	.	(-)
Professional Truck Driver	Total	2	0.0%	(0.0-0.1)	33	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.3)	2	0.3%	(0.0-0.6)	53	2.0%	(1.4-2.5)	4	0.1%	(0.0-0.3)
	Yes	1	0.5%	(0.0-1.0)	2	0.7%	(0.0-1.6)	0	.	(-)	0	.	(-)	3	2.4%	(0.0-5.1)	0	.	(-)
Race	No	1	0.0%	(0.0-0.1)	28	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.4)	2	0.3%	(0.0-0.7)	49	2.1%	(1.5-2.7)	4	0.2%	(0.0-0.3)
	Total	2	0.0%	(0.0-0.1)	30	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.4)	2	0.3%	(0.0-0.7)	52	2.1%	(1.5-2.7)	4	0.2%	(0.0-0.3)
	White, not Hispanic	1	0.0%	(0.0-0.1)	22	0.8%	(0.4-1.2)	10	0.3%	(0.1-0.5)	2	0.4%	(0.0-1.0)	45	2.8%	(1.9-3.6)	4	0.2%	(0.0-0.5)
	Hispanic	1	0.2%	(0.0-0.5)	5	1.1%	(0.1-2.1)	1	0.2%	(0.0-0.6)	0	.	(-)	1	0.5%	(0.0-1.5)	0	.	(-)
	Black or African American	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)
Phone	American Indian or Alaska Native	0	.	(-)	1	1.6%	(0.0-4.8)	0	.	(-)	0	.	(-)	2	4.5%	(0.0-10.9)	0	.	(-)
	Asian or Pacific Islander	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)
	Multi-Racial	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	3	2.6%	(0.0-5.7)	0	.	(-)
	Total	2	0.0%	(0.0-0.1)	30	0.7%	(0.4-1.1)	11	0.2%	(0.1-0.4)	2	0.3%	(0.0-0.7)	51	2.2%	(1.6-2.8)	4	0.2%	(0.0-0.3)
	landline cell	0	.	(-)	16	1.0%	(0.5-1.6)	6	0.4%	(0.1-0.7)	2	0.8%	(0.0-2.0)	22	2.8%	(1.6-4.0)	1	0.1%	(0.0-0.4)
Total	2	0.0%	(0.0-0.1)	17	0.6%	(0.3-1.0)	5	0.1%	(0.0-0.2)	0	.	(-)	31	1.6%	(1.0-2.2)	3	0.2%	(0.0-0.3)	
Total	2	0.0%	(0.0-0.1)	33	0.7%	(0.4-1.0)	11	0.2%	(0.1-0.3)	2	0.3%	(0.0-0.6)	53	2.0%	(1.4-2.5)	4	0.1%	(0.0-0.3)	



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Table County by Demographic and Sample Groups - p3. What county do you live in?		Nye			Pershing			Storey			Washoe			White Pine			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		28	4.0%	(2.5-5.4)	8	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	402	15.5%	(13.9-17.2)	19	0.4%	(0.2-0.5)	1260	100.0%	(-)
<b>Gender</b>																			
Male		11	2.7%	(1.1-4.3)	5	0.3%	(0.0-0.7)	1	0.1%	(0.0-0.3)	215	15.7%	(13.4-17.9)	10	0.3%	(0.1-0.5)	679	49.8%	(46.4-53.2)
Female		17	5.2%	(2.8-7.7)	3	0.3%	(0.0-0.5)	0	.	(-)	187	15.4%	(13.0-17.7)	9	0.4%	(0.1-0.6)	581	50.2%	(46.8-53.6)
<b>Age Group</b>																			
Total		28	4.0%	(2.5-5.4)	8	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	402	15.5%	(13.9-17.2)	19	0.4%	(0.2-0.5)	1260	100.0%	(-)
Age 18 to 24		1	1.6%	(0.0-4.6)	1	0.3%	(0.0-1.0)	0	.	(-)	49	18.7%	(12.7-24.6)	0	.	(-)	115	10.9%	(8.6-13.2)
Age 25 to 44		8	4.1%	(1.3-6.8)	1	0.1%	(0.0-0.4)	1	0.1%	(0.0-0.4)	134	16.4%	(13.3-19.5)	4	0.2%	(0.0-0.5)	364	33.7%	(30.4-37.1)
Age 45 to 64		7	2.7%	(0.7-4.7)	1	0.1%	(0.0-0.3)	0	.	(-)	136	15.5%	(12.7-18.2)	12	0.7%	(0.3-1.2)	455	30.3%	(27.3-33.3)
Age 65 or older		8	7.0%	(2.3-11.8)	3	0.8%	(0.0-1.7)	0	.	(-)	53	14.5%	(10.5-18.5)	3	0.3%	(0.0-0.7)	213	14.2%	(12.1-16.3)
<b>District</b>																			
Total		28	4.0%	(2.5-5.4)	8	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	402	15.5%	(13.9-17.2)	19	0.4%	(0.2-0.5)	1260	100.0%	(-)
One		28	5.3%	(3.4-7.3)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	529	74.6%	(72.5-76.8)
Two		0	.	(-)	8	1.3%	(0.4-2.3)	1	0.2%	(0.0-0.6)	402	69.3%	(65.5-73.0)	0	.	(-)	585	22.4%	(20.3-24.4)
Three		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	19	11.9%	(6.7-17.1)	146	3.0%	(2.4-3.5)
<b>Race</b>																			
Total		28	4.0%	(2.5-5.4)	8	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	402	15.5%	(13.9-17.2)	19	0.4%	(0.2-0.5)	1260	100.0%	(-)
Yes		0	.	(-)	0	.	(-)	0	.	(-)	23	19.4%	(10.7-28.2)	0	.	(-)	61	4.9%	(3.4-6.4)
No		25	4.0%	(2.5-5.6)	5	0.2%	(0.0-0.4)	1	0.0%	(0.0-0.1)	357	15.8%	(14.0-17.6)	19	0.4%	(0.2-0.6)	1114	95.1%	(93.6-96.6)
<b>Professional Truck Driver</b>																			
Total		25	3.8%	(2.3-5.3)	5	0.2%	(0.0-0.4)	1	0.0%	(0.0-0.1)	380	16.0%	(14.2-17.7)	19	0.4%	(0.2-0.6)	1175	100.0%	(-)
White, not Hispanic		19	4.4%	(2.4-6.3)	6	0.4%	(0.1-0.7)	0	.	(-)	285	17.9%	(15.6-20.1)	19	0.6%	(0.3-0.8)	854	68.8%	(65.4-72.3)
Hispanic		3	4.6%	(0.0-9.8)	0	.	(-)	1	0.4%	(0.0-1.3)	36	14.9%	(9.5-20.2)	0	.	(-)	107	11.1%	(8.7-13.5)
<b>Race</b>																			
Black or African American		1	2.1%	(0.0-6.3)	0	.	(-)	0	.	(-)	6	4.7%	(0.7-8.7)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native		1	10.7%	(0.0-30.1)	0	.	(-)	0	.	(-)	7	19.1%	(3.9-34.3)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander		0	.	(-)	0	.	(-)	0	.	(-)	16	11.9%	(5.5-18.4)	0	.	(-)	47	5.7%	(3.9-7.5)
<b>Multi-Racial</b>																			
Total		1	3.1%	(0.0-9.2)	0	.	(-)	0	.	(-)	17	15.9%	(7.6-24.2)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Phone</b>																			
Total		25	4.0%	(2.4-5.5)	6	0.2%	(0.0-0.5)	1	0.0%	(0.0-0.1)	370	16.1%	(14.3-17.9)	19	0.4%	(0.2-0.6)	1138	100.0%	(-)
landline		3	1.5%	(0.0-3.1)	2	0.3%	(0.0-0.6)	0	.	(-)	107	13.8%	(11.0-16.6)	14	0.9%	(0.4-1.4)	412	29.8%	(26.8-32.9)
cell		25	5.0%	(3.1-7.0)	6	0.3%	(0.1-0.6)	1	0.1%	(0.0-0.2)	295	16.2%	(14.2-18.3)	5	0.1%	(0.0-0.2)	848	70.2%	(67.1-73.2)
<b>Total</b>		28	4.0%	(2.5-5.4)	8	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	402	15.5%	(13.9-17.2)	19	0.4%	(0.2-0.5)	1260	100.0%	(-)

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		I-15			US 95			US 93			SR 160			US 6			SR 445		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		195	27.5%	(24.3-30.8)	304	41.0%	(37.6-44.5)	14	0.6%	(0.1-1.0)	43	6.2%	(4.4-8.0)	1	0.2%	(0.0-0.5)	62	2.4%	(1.8-3.1)
<b>Gender</b>	Male	121	31.6%	(27.0-36.3)	156	37.7%	(33.0-42.4)	7	0.6%	(0.0-1.2)	21	5.4%	(3.1-7.7)	0	.	(-)	29	2.1%	(1.3-2.9)
	Female	74	23.4%	(18.8-27.9)	148	44.3%	(39.3-49.3)	7	0.6%	(0.0-1.2)	22	7.0%	(4.2-9.8)	1	0.3%	(0.0-1.0)	33	2.7%	(1.8-3.7)
	Total	195	27.5%	(24.3-30.8)	304	41.0%	(37.6-44.5)	14	0.6%	(0.1-1.0)	43	6.2%	(4.4-8.0)	1	0.2%	(0.0-0.5)	62	2.4%	(1.8-3.1)
<b>Age Group</b>	Age 18 to 24	19	30.9%	(19.8-41.9)	24	36.8%	(25.5-48.1)	0	.	(-)	4	6.4%	(0.4-12.4)	0	.	(-)	9	3.8%	(1.2-6.3)
	Age 25 to 44	59	30.0%	(23.8-36.1)	81	40.0%	(33.6-46.4)	1	0.1%	(0.0-0.2)	13	6.6%	(3.2-10.1)	1	0.5%	(0.0-1.5)	18	2.2%	(1.2-3.2)
	Age 45 to 64	61	23.9%	(18.7-29.1)	106	41.8%	(36.0-47.6)	11	1.7%	(0.3-3.1)	13	5.3%	(2.5-8.2)	0	.	(-)	20	2.3%	(1.3-3.4)
	Age 65 or older	32	23.6%	(16.5-30.8)	62	44.7%	(36.7-52.7)	2	0.2%	(0.0-0.6)	6	4.3%	(0.9-7.8)	0	.	(-)	8	2.0%	(0.6-3.4)
<b>District</b>	Total	195	27.5%	(24.3-30.8)	304	41.0%	(37.6-44.5)	14	0.6%	(0.1-1.0)	43	6.2%	(4.4-8.0)	1	0.2%	(0.0-0.5)	62	2.4%	(1.8-3.1)
	One	195	36.8%	(32.6-41.1)	287	54.1%	(49.8-58.5)	3	0.5%	(0.0-1.0)	43	8.3%	(5.9-10.7)	1	0.2%	(0.0-0.7)	0	.	(-)
	Two	0	.	(-)	16	2.6%	(1.4-3.9)	0	.	(-)	0	.	(-)	0	.	(-)	62	10.9%	(8.3-13.5)
<b>Professional Truck Driver</b>	Three	0	.	(-)	1	0.6%	(0.0-1.8)	11	7.2%	(3.0-11.3)	0	.	(-)	0	.	(-)	0	.	(-)
	Total	195	27.5%	(24.3-30.8)	304	41.0%	(37.6-44.5)	14	0.6%	(0.1-1.0)	43	6.2%	(4.4-8.0)	1	0.2%	(0.0-0.5)	62	2.4%	(1.8-3.1)
	Yes	12	34.4%	(18.9-50.0)	13	35.3%	(19.5-51.1)	0	.	(-)	1	3.3%	(0.0-9.7)	0	.	(-)	1	0.9%	(0.0-2.8)
<b>Race</b>	No	164	26.7%	(23.2-30.2)	266	41.2%	(37.5-44.9)	14	0.7%	(0.2-1.1)	37	6.1%	(4.1-8.0)	1	0.2%	(0.0-0.6)	59	2.7%	(2.0-3.3)
	Total	176	27.1%	(23.7-30.5)	279	40.9%	(37.3-44.5)	14	0.6%	(0.2-1.1)	38	6.0%	(4.1-7.8)	1	0.2%	(0.0-0.6)	60	2.6%	(1.9-3.2)
	White, not Hispanic	107	24.1%	(20.2-28.1)	187	39.8%	(35.5-44.1)	12	0.7%	(0.1-1.4)	24	5.5%	(3.3-7.7)	1	0.3%	(0.0-0.8)	44	2.8%	(1.9-3.6)
<b>Phone</b>	Hispanic	16	25.1%	(14.5-35.7)	30	44.9%	(33.3-56.5)	1	0.2%	(0.0-0.5)	6	9.8%	(2.3-17.2)	0	.	(-)	6	2.5%	(0.4-4.6)
	Black or African American	15	45.5%	(28.7-62.4)	16	44.1%	(27.3-60.8)	0	.	(-)	2	4.9%	(0.0-11.7)	0	.	(-)	1	1.0%	(0.0-3.1)
	American Indian or Alaska Native	3	28.8%	(1.9-55.7)	5	38.9%	(11.7-66.0)	0	.	(-)	0	.	(-)	0	.	(-)	3	8.5%	(0.0-18.5)
	Asian or Pacific Islander	14	42.6%	(26.2-59.1)	13	38.0%	(21.8-54.2)	0	.	(-)	2	5.9%	(0.0-13.9)	0	.	(-)	2	1.5%	(0.0-3.7)
	Multi-Racial	8	22.5%	(8.3-36.7)	11	41.6%	(24.2-58.9)	0	.	(-)	4	13.9%	(1.0-26.8)	0	.	(-)	2	2.0%	(0.0-4.8)
<b>landline cell</b>	Total	168	26.8%	(23.3-30.2)	268	40.7%	(37.1-44.4)	13	0.5%	(0.1-1.0)	38	6.2%	(4.2-8.1)	1	0.2%	(0.0-0.6)	58	2.6%	(1.9-3.2)
	landline	59	27.3%	(21.4-33.1)	104	42.9%	(36.8-49.0)	11	1.4%	(0.2-2.7)	7	3.1%	(0.8-5.4)	0	.	(-)	16	2.1%	(1.0-3.1)
	cell	136	27.6%	(23.7-31.5)	200	40.2%	(36.0-44.4)	3	0.2%	(0.0-0.5)	36	7.5%	(5.1-9.9)	1	0.2%	(0.0-0.7)	46	2.6%	(1.8-3.4)
<b>Total</b>	195	27.5%	(24.3-30.8)	304	41.0%	(37.6-44.5)	14	0.6%	(0.1-1.0)	43	6.2%	(4.4-8.0)	1	0.2%	(0.0-0.5)	62	2.4%	(1.8-3.1)	

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		SR 431			I-80			US 395			SR 341			US 95A			US 50		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table of Highways by Demographic and Sample Group - part 2.</b>																			
<b>Overall Total</b>		13	0.5%	(0.2-0.7)	219	7.1%	(6.0-8.1)	264	10.1%	(8.8-11.4)	1	0.0%	(0.0-0.1)	17	0.6%	(0.3-0.9)	79	2.8%	(2.2-3.4)
<b>Gender</b>	Male	10	0.7%	(0.3-1.1)	125	7.9%	(6.4-9.4)	130	9.3%	(7.6-10.9)	1	0.1%	(0.0-0.3)	10	0.7%	(0.3-1.2)	44	2.8%	(1.9-3.7)
	Female	3	0.2%	(0.0-0.5)	94	6.3%	(4.9-7.7)	134	10.9%	(8.9-12.8)	0	.	(-)	7	0.6%	(0.1-1.0)	35	2.8%	(1.8-3.7)
<b>Age Group</b>	Total	13	0.5%	(0.2-0.7)	219	7.1%	(6.0-8.1)	264	10.1%	(8.8-11.4)	1	0.0%	(0.0-0.1)	17	0.6%	(0.3-0.9)	79	2.8%	(2.2-3.4)
	Age 18 to 24	0	.	(-)	22	8.5%	(4.6-12.5)	28	10.2%	(6.1-14.3)	0	.	(-)	3	1.1%	(0.0-2.4)	3	1.1%	(0.0-2.4)
	Age 25 to 44	3	0.4%	(0.0-0.8)	81	8.2%	(6.2-10.2)	74	9.0%	(6.8-11.2)	1	0.1%	(0.0-0.4)	4	0.5%	(0.0-1.0)	13	1.5%	(0.7-2.4)
	Age 45 to 64	6	0.7%	(0.1-1.2)	78	7.5%	(5.7-9.3)	94	10.7%	(8.4-13.0)	0	.	(-)	8	0.9%	(0.3-1.6)	39	4.0%	(2.7-5.4)
	Age 65 or older	2	0.5%	(0.0-1.2)	25	4.8%	(2.7-6.9)	47	12.9%	(9.1-16.7)	0	.	(-)	2	0.5%	(0.0-1.2)	20	5.5%	(3.0-8.0)
<b>District</b>	Total	13	0.5%	(0.2-0.7)	219	7.1%	(6.0-8.1)	264	10.1%	(8.8-11.4)	1	0.0%	(0.0-0.1)	17	0.6%	(0.3-0.9)	79	2.8%	(2.2-3.4)
	One	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)
	Two	13	2.1%	(0.9-3.2)	142	24.6%	(21.1-28.1)	263	44.9%	(40.8-48.9)	1	0.2%	(0.0-0.6)	17	2.8%	(1.5-4.2)	71	11.9%	(9.3-14.6)
<b>Professional Truck Driver</b>	Three	0	.	(-)	77	53.2%	(44.2-62.1)	1	0.7%	(0.0-2.2)	0	.	(-)	0	.	(-)	8	4.4%	(1.3-7.4)
	Total	13	0.5%	(0.2-0.7)	219	7.1%	(6.0-8.1)	264	10.1%	(8.8-11.4)	1	0.0%	(0.0-0.1)	17	0.6%	(0.3-0.9)	79	2.8%	(2.2-3.4)
	Yes	1	0.9%	(0.0-2.8)	21	14.3%	(7.2-21.3)	10	8.1%	(2.8-13.4)	0	.	(-)	0	.	(-)	1	0.7%	(0.0-2.1)
	No	11	0.4%	(0.2-0.7)	185	6.9%	(5.8-8.0)	238	10.4%	(9.0-11.8)	1	0.0%	(0.0-0.1)	17	0.7%	(0.4-1.1)	76	3.1%	(2.4-3.8)
	Total	12	0.5%	(0.2-0.7)	206	7.2%	(6.1-8.3)	248	10.3%	(8.9-11.6)	1	0.0%	(0.0-0.1)	17	0.7%	(0.4-1.0)	77	3.0%	(2.3-3.7)
<b>Race</b>	White, not Hispanic	9	0.5%	(0.2-0.9)	159	8.3%	(6.9-9.7)	193	12.0%	(10.2-13.8)	0	.	(-)	15	0.9%	(0.5-1.4)	68	3.9%	(2.9-4.9)
	Hispanic	1	0.4%	(0.0-1.1)	20	6.9%	(3.6-10.3)	20	8.2%	(4.4-12.0)	1	0.4%	(0.0-1.3)	0	.	(-)	2	0.7%	(0.0-1.8)
	Black or African American	0	.	(-)	2	1.5%	(0.0-3.7)	3	2.2%	(0.0-4.7)	0	.	(-)	1	0.7%	(0.0-2.2)	0	.	(-)
	American Indian or Alaska Native	1	2.9%	(0.0-8.5)	2	3.9%	(0.0-9.6)	3	7.8%	(0.0-16.9)	0	.	(-)	0	.	(-)	2	5.1%	(0.0-12.5)
	Asian or Pacific Islander	0	.	(-)	9	6.8%	(2.1-11.5)	6	4.4%	(0.7-8.1)	0	.	(-)	0	.	(-)	1	0.7%	(0.0-2.0)
	Multi-Racial	1	0.8%	(0.0-2.3)	8	6.2%	(1.4-11.0)	10	9.1%	(3.1-15.1)	0	.	(-)	1	0.8%	(0.0-2.3)	3	2.8%	(0.0-5.9)
	Total	12	0.5%	(0.2-0.8)	201	7.3%	(6.2-8.5)	240	10.3%	(8.9-11.7)	1	0.0%	(0.0-0.1)	17	0.7%	(0.4-1.1)	76	3.0%	(2.3-3.8)
<b>Phone</b>	landline	3	0.4%	(0.0-0.8)	73	6.8%	(5.1-8.6)	80	10.3%	(8.0-12.7)	0	.	(-)	4	0.5%	(0.0-1.0)	31	3.7%	(2.3-5.0)
	cell	10	0.5%	(0.2-0.8)	146	7.2%	(5.9-8.5)	184	10.0%	(8.4-11.5)	1	0.1%	(0.0-0.2)	13	0.7%	(0.3-1.1)	48	2.4%	(1.7-3.1)
	Total	13	0.5%	(0.2-0.7)	219	7.1%	(6.0-8.1)	264	10.1%	(8.8-11.4)	1	0.0%	(0.0-0.1)	17	0.6%	(0.3-0.9)	79	2.8%	(2.2-3.4)

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		SR 227			SR 225			SR 305			SR 278			SR 140			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		26	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1260	100.0%	(-)
<b>Gender</b>		14	0.6%	(0.3-0.9)	7	0.4%	(0.0-0.7)	0	.	(-)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.2)	679	49.8%	(46.4-53.2)
Male		12	0.5%	(0.2-0.8)	8	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	2	0.1%	(0.0-0.2)	0	.	(-)	581	50.2%	(46.8-53.6)
<b>Total</b>		26	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1260	100.0%	(-)
<b>Age Group</b>		1	0.2%	(0.0-0.7)	2	1.1%	(0.0-2.7)	0	.	(-)	0	.	(-)	0	.	(-)	115	10.9%	(8.6-13.2)
Age 18 to 24		8	0.5%	(0.1-0.8)	2	0.1%	(0.0-0.3)	1	0.1%	(0.0-0.2)	3	0.2%	(0.0-0.4)	1	0.1%	(0.0-0.2)	364	33.7%	(30.4-37.1)
Age 25 to 44		9	0.5%	(0.2-0.8)	8	0.5%	(0.1-0.8)	0	.	(-)	0	.	(-)	2	0.1%	(0.0-0.2)	455	30.3%	(27.3-33.3)
Age 45 to 64		5	0.7%	(0.1-1.3)	2	0.2%	(0.0-0.5)	0	.	(-)	0	.	(-)	0	.	(-)	213	14.2%	(12.1-16.3)
<b>Total</b>		26	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1260	100.0%	(-)
<b>District</b>		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	529	74.6%	(72.5-76.8)
One		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	585	22.4%	(20.3-24.4)
Two		26	17.8%	(11.3-24.4)	15	11.7%	(4.8-18.7)	1	0.6%	(0.0-1.8)	3	2.0%	(0.0-4.3)	3	1.8%	(0.0-3.9)	146	3.0%	(2.4-3.5)
Three		26	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1260	100.0%	(-)
<b>Total</b>		0	.	(-)	1	2.0%	(0.0-6.0)	0	.	(-)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
<b>Professional Truck Driver</b>		24	0.5%	(0.3-0.8)	14	0.3%	(0.1-0.5)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1114	95.1%	(93.6-96.6)
Yes		24	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1175	100.0%	(-)
No		20	0.6%	(0.3-0.9)	11	0.4%	(0.1-0.8)	0	.	(-)	2	0.1%	(0.0-0.2)	2	0.1%	(0.0-0.1)	854	68.8%	(65.4-72.3)
<b>Total</b>		1	0.2%	(0.0-0.7)	0	.	(-)	1	0.2%	(0.0-0.5)	1	0.2%	(0.0-0.5)	1	0.2%	(0.0-0.7)	107	11.1%	(8.7-13.5)
<b>Race</b>		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
White, not Hispanic		1	1.4%	(0.0-4.2)	2	2.7%	(0.0-6.8)	0	.	(-)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)
Hispanic		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	47	5.7%	(3.9-7.5)
Black or African American		0	.	(-)	1	0.5%	(0.0-1.5)	0	.	(-)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
American Indian or Alaska Native		24	0.5%	(0.3-0.8)	14	0.4%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1138	100.0%	(-)
Asian or Pacific Islander		12	0.8%	(0.3-1.3)	11	0.7%	(0.3-1.1)	0	.	(-)	0	.	(-)	1	0.1%	(0.0-0.2)	412	29.8%	(26.8-32.9)
Multi-Racial		14	0.4%	(0.2-0.7)	4	0.2%	(0.0-0.5)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	2	0.1%	(0.0-0.1)	848	70.2%	(67.1-73.2)
<b>Total</b>		26	0.5%	(0.3-0.7)	15	0.3%	(0.1-0.6)	1	0.0%	(0.0-0.1)	3	0.1%	(0.0-0.1)	3	0.1%	(0.0-0.1)	1260	100.0%	(-)

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		Table C01Q01: Overall, how well do you think NDOT has PERFORMED in snow removal and ice control?																	
		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)
<b>Gender</b>		32	5.5%	(3.2-7.7)	72	8.2%	(5.8-10.5)	234	26.4%	(22.5-30.2)	262	41.5%	(36.9-46.1)	79	18.5%	(14.6-22.3)	679	49.8%	(46.4-53.2)
	Female	20	2.2%	(0.9-3.4)	52	8.3%	(5.6-11.0)	197	23.6%	(19.7-27.5)	212	37.7%	(32.9-42.6)	100	28.2%	(23.5-32.9)	581	50.2%	(46.8-53.6)
	<b>Total</b>	52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)
<b>Age Group</b>		2	2.2%	(0.0-5.6)	12	6.0%	(1.9-10.1)	47	34.5%	(24.1-45.0)	49	50.6%	(39.4-61.8)	5	6.7%	(0.7-12.7)	115	10.9%	(8.6-13.2)
	Age 25 to 44	15	3.9%	(1.4-6.3)	44	8.7%	(5.4-12.0)	124	21.8%	(17.1-26.5)	129	41.0%	(34.8-47.3)	52	24.6%	(18.8-30.4)	364	33.7%	(30.4-37.1)
	Age 45 to 64	18	3.6%	(1.7-5.5)	35	6.1%	(3.5-8.6)	155	25.5%	(20.9-30.0)	181	39.9%	(34.4-45.4)	66	24.9%	(19.6-30.2)	455	30.3%	(27.3-33.3)
	Age 65 or older	4	1.2%	(0.0-2.5)	21	9.9%	(5.1-14.6)	70	26.9%	(20.3-33.6)	86	37.5%	(30.0-45.0)	32	24.6%	(17.1-32.0)	213	14.2%	(12.1-16.3)
	<b>Total</b>	52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)
<b>District</b>		19	3.6%	(2.0-5.2)	37	7.0%	(4.8-9.3)	95	17.7%	(14.4-21.1)	218	41.2%	(36.9-45.5)	160	30.4%	(26.4-34.5)	529	74.6%	(72.5-76.8)
	One	27	4.6%	(2.9-6.3)	66	11.2%	(8.6-13.8)	272	46.8%	(42.7-50.9)	206	34.9%	(31.0-38.8)	14	2.5%	(1.2-3.8)	585	22.4%	(20.3-24.4)
	Two	6	3.8%	(0.7-6.8)	21	16.2%	(8.7-23.7)	64	42.1%	(33.5-50.8)	50	34.7%	(26.0-43.3)	5	3.2%	(0.4-6.0)	146	3.0%	(2.4-3.5)
	Three	52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)
<b>Professional Truck Driver</b>		3	5.5%	(0.0-13.0)	10	17.0%	(5.3-28.7)	19	21.3%	(9.9-32.7)	19	28.4%	(14.7-42.2)	10	27.8%	(12.7-43.0)	61	4.9%	(3.4-6.4)
	Yes	40	3.2%	(2.0-4.4)	107	7.7%	(5.9-9.5)	383	25.1%	(22.2-28.1)	431	41.2%	(37.6-44.8)	153	22.7%	(19.5-26.0)	1114	95.1%	(93.6-96.6)
	No	43	3.3%	(2.1-4.6)	117	8.1%	(6.3-9.9)	402	25.0%	(22.1-27.8)	450	40.6%	(37.1-44.1)	163	23.0%	(19.8-26.2)	1175	100.0%	(-)
<b>Race</b>		32	3.3%	(1.9-4.8)	77	7.3%	(5.3-9.4)	285	23.0%	(19.8-26.1)	343	42.4%	(38.2-46.6)	117	24.0%	(20.1-27.9)	854	68.8%	(65.4-72.3)
	White, not Hispanic	2	3.5%	(0.0-8.2)	13	10.4%	(3.5-17.3)	41	30.1%	(20.1-40.2)	42	45.2%	(33.6-56.7)	9	10.8%	(3.6-18.0)	107	11.1%	(8.7-13.5)
	Hispanic	2	5.6%	(0.0-13.5)	3	6.9%	(0.0-15.1)	10	18.0%	(5.6-30.5)	20	53.1%	(36.3-69.9)	5	16.4%	(3.3-29.5)	40	5.5%	(3.7-7.3)
	Black or African American	2	4.9%	(0.0-11.9)	3	15.1%	(0.0-35.1)	11	34.7%	(10.8-58.7)	3	15.1%	(0.0-32.5)	3	30.1%	(2.9-57.3)	22	1.7%	(0.8-2.5)
	American Indian or Alaska Native	1	3.4%	(0.0-9.9)	5	8.0%	(0.3-15.6)	17	29.4%	(15.0-43.7)	16	34.1%	(18.4-49.8)	8	25.2%	(10.3-40.0)	47	5.7%	(3.9-7.5)
	Asian or Pacific Islander	0	.	(-)	6	4.8%	(0.7-9.0)	20	37.2%	(20.9-53.6)	12	22.0%	(8.5-35.6)	11	35.9%	(19.1-52.7)	49	5.0%	(3.4-6.6)
	Multi-Racial	40	3.3%	(2.0-4.6)	111	7.8%	(6.0-9.6)	390	24.9%	(22.0-27.8)	440	41.0%	(37.4-44.5)	157	23.0%	(19.8-26.3)	1138	100.0%	(-)
<b>Phone</b>		17	4.3%	(1.8-6.8)	44	9.4%	(6.0-12.8)	143	21.6%	(17.3-25.9)	148	37.4%	(31.6-43.2)	60	27.3%	(21.5-33.2)	412	29.8%	(26.8-32.9)
	landline	35	3.6%	(2.1-5.1)	80	7.8%	(5.7-9.9)	288	26.4%	(23.0-29.8)	326	40.5%	(36.5-44.6)	119	21.7%	(18.1-25.3)	848	70.2%	(67.1-73.2)
	cell	52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)
	<b>Total</b>	52	3.8%	(2.5-5.1)	124	8.2%	(6.5-10.0)	431	25.0%	(22.2-27.7)	474	39.6%	(36.3-43.0)	179	23.4%	(20.3-26.5)	1260	100.0%	(-)

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		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	
<b>Table C01Q02: Overall, how well do you think NDOT has PERFORMED in the removal of graffiti?</b>																			
<b>Overall Total</b>	Total	33	2.8%	(1.7-4.0)	166	15.0%	(12.5-17.5)	446	35.7%	(32.4-38.9)	527	41.9%	(38.5-45.3)	84	4.6%	(3.3-5.8)	1256	100.0%	(-)
<b>Gender</b>	Male	22	3.8%	(2.0-5.7)	92	14.6%	(11.3-18.0)	257	36.5%	(32.1-41.0)	271	41.1%	(36.5-45.7)	36	3.9%	(2.3-5.5)	678	50.0%	(46.5-53.4)
	Female	11	1.8%	(0.5-3.1)	74	15.4%	(11.7-19.1)	189	34.8%	(30.1-39.6)	256	42.7%	(37.8-47.6)	48	5.3%	(3.4-7.2)	578	50.0%	(46.6-53.5)
	Total	33	2.8%	(1.7-4.0)	166	15.0%	(12.5-17.5)	446	35.7%	(32.4-38.9)	527	41.9%	(38.5-45.3)	84	4.6%	(3.3-5.8)	1256	100.0%	(-)
<b>Age Group</b>	Age 18 to 24	1	0.3%	(0.0-1.0)	13	11.1%	(4.1-18.1)	40	34.8%	(24.1-45.4)	59	51.9%	(40.7-63.1)	2	1.9%	(0.0-5.3)	115	10.9%	(8.6-13.2)
	Age 25 to 44	12	3.3%	(1.1-5.6)	50	17.2%	(12.2-22.1)	126	32.8%	(26.9-38.7)	160	43.3%	(37.0-49.6)	16	3.4%	(1.3-5.5)	364	33.8%	(30.5-37.2)
	Age 45 to 64	11	2.7%	(0.9-4.5)	65	15.1%	(11.1-19.2)	172	40.2%	(34.6-45.7)	172	36.9%	(31.5-42.4)	35	5.0%	(3.0-7.0)	455	30.4%	(27.4-33.4)
	Age 65 or older	3	1.3%	(0.0-3.3)	22	11.4%	(6.3-16.4)	73	35.7%	(28.1-43.4)	96	45.9%	(38.0-53.7)	19	5.7%	(2.6-8.8)	213	14.3%	(12.1-16.4)
	Total	33	2.8%	(1.7-4.0)	166	15.0%	(12.5-17.5)	446	35.7%	(32.4-38.9)	527	41.9%	(38.5-45.3)	84	4.6%	(3.3-5.8)	1256	100.0%	(-)
<b>District</b>	One	16	3.0%	(1.5-4.5)	85	16.2%	(13.0-19.5)	189	35.5%	(31.3-39.7)	220	42.1%	(37.8-46.5)	17	3.1%	(1.6-4.6)	527	74.6%	(72.4-76.8)
	Two	14	2.4%	(1.1-3.6)	74	12.4%	(9.8-15.1)	222	37.7%	(33.7-41.6)	224	38.9%	(34.9-42.9)	50	8.6%	(6.3-10.9)	584	22.4%	(20.4-24.5)
	Three	3	1.8%	(0.0-3.8)	7	4.1%	(1.1-7.1)	35	24.0%	(16.0-32.0)	83	59.0%	(50.1-67.8)	17	11.2%	(5.9-16.5)	145	3.0%	(2.4-3.5)
	Total	33	2.8%	(1.7-4.0)	166	15.0%	(12.5-17.5)	446	35.7%	(32.4-38.9)	527	41.9%	(38.5-45.3)	84	4.6%	(3.3-5.8)	1256	100.0%	(-)
<b>Professional Truck Driver</b>	Yes	1	0.9%	(0.0-2.8)	8	14.5%	(2.9-25.8)	26	48.3%	(32.7-63.9)	22	31.0%	(16.9-45.0)	4	5.5%	(0.0-13.1)	61	4.9%	(3.4-6.4)
	No	28	2.9%	(1.6-4.1)	148	14.9%	(12.3-17.6)	388	34.8%	(31.4-38.3)	477	43.2%	(39.5-46.8)	73	4.2%	(3.0-5.4)	1114	95.1%	(93.6-96.6)
<b>Race</b>	Total	29	2.8%	(1.6-4.0)	156	14.9%	(12.3-17.5)	414	35.5%	(32.1-38.9)	499	42.6%	(39.1-46.1)	77	4.2%	(3.0-5.5)	1175	100.0%	(-)
	White, not Hispanic	24	3.5%	(1.9-5.2)	110	15.1%	(12.0-18.3)	296	35.4%	(31.4-39.5)	362	41.1%	(37.0-45.2)	62	4.8%	(3.3-6.3)	854	68.8%	(65.4-72.3)
	Hispanic	3	1.0%	(0.0-2.2)	12	9.4%	(3.2-15.5)	45	44.2%	(32.7-55.6)	46	45.1%	(33.5-56.6)	1	0.4%	(0.0-1.3)	107	11.1%	(8.7-13.5)
	Black or African American	0	.	(-)	6	15.4%	(3.0-27.7)	10	17.3%	(5.7-29.0)	24	67.3%	(51.9-82.7)	0	.	(-)	40	5.5%	(3.7-7.3)
	American Indian or Alaska Native	1	2.7%	(0.0-8.2)	2	4.9%	(0.0-11.9)	5	35.6%	(8.5-62.6)	11	49.9%	(23.3-76.5)	3	6.9%	(0.0-15.1)	22	1.7%	(0.8-2.5)
	Asian or Pacific Islander	1	3.4%	(0.0-9.9)	9	21.7%	(8.1-35.4)	20	36.6%	(21.3-52.0)	16	37.4%	(21.3-53.5)	1	0.8%	(0.0-2.4)	47	5.7%	(3.9-7.5)
	Multi-Racial	0	.	(-)	6	11.5%	(1.1-21.9)	17	41.2%	(24.3-58.1)	21	36.7%	(20.7-52.8)	5	10.6%	(0.1-21.0)	49	5.0%	(3.4-6.6)
<b>Phone</b>	Total	29	2.8%	(1.6-4.0)	148	14.8%	(12.2-17.4)	402	35.7%	(32.3-39.2)	485	42.5%	(38.9-46.0)	74	4.3%	(3.0-5.5)	1138	100.0%	(-)
	landline	11	3.0%	(0.8-5.1)	46	13.4%	(9.2-17.7)	138	33.6%	(27.9-39.3)	179	44.2%	(38.2-50.1)	37	5.8%	(3.5-8.1)	411	29.9%	(26.9-33.0)
	cell	22	2.8%	(1.4-4.1)	120	15.7%	(12.6-18.8)	308	36.5%	(32.6-40.5)	348	40.9%	(36.9-45.0)	47	4.1%	(2.6-5.5)	845	70.1%	(67.0-73.1)
	Total	33	2.8%	(1.7-4.0)	166	15.0%	(12.5-17.5)	446	35.7%	(32.4-38.9)	527	41.9%	(38.5-45.3)	84	4.6%	(3.3-5.8)	1256	100.0%	(-)

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Table C01Q03. Overall, how well do you think NDOT has PERFORMED in landscaping at interchanges and bridges?		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total	73	4.8%	(3.4-6.1)	218	15.2%	(12.8-17.6)	520	39.9%	(36.6-43.3)	388	37.4%	(34.1-40.8)	54	2.6%	(1.7-3.5)	1253	100.0%	(-)	
Gender																			
Male	45	5.8%	(3.8-7.9)	127	17.4%	(13.9-20.9)	294	40.9%	(36.4-45.5)	181	33.9%	(29.4-38.4)	28	1.9%	(1.1-2.8)	675	49.7%	(46.3-53.2)	
Female	28	3.7%	(2.0-5.5)	91	13.1%	(9.9-16.3)	226	39.0%	(34.1-43.8)	207	40.9%	(35.9-45.8)	26	3.3%	(1.7-4.9)	578	50.3%	(46.8-53.7)	
Total	73	4.8%	(3.4-6.1)	218	15.2%	(12.8-17.6)	520	39.9%	(36.6-43.3)	388	37.4%	(34.1-40.8)	54	2.6%	(1.7-3.5)	1253	100.0%	(-)	
Age Group																			
Age 18 to 24	1	0.5%	(0.0-1.4)	23	18.7%	(10.0-27.3)	43	34.0%	(23.5-44.5)	43	45.2%	(34.0-56.4)	5	1.7%	(0.1-3.2)	115	11.0%	(8.7-13.3)	
Age 25 to 44	25	5.2%	(2.7-7.8)	71	14.7%	(10.4-18.9)	163	44.6%	(38.3-50.9)	100	34.5%	(28.3-40.7)	5	1.0%	(0.0-2.1)	364	34.0%	(30.6-37.3)	
Age 45 to 64	28	5.5%	(3.1-7.9)	72	13.3%	(9.7-17.0)	191	42.0%	(36.4-47.6)	139	36.2%	(30.7-41.7)	25	2.9%	(1.5-4.3)	455	30.5%	(27.5-33.5)	
Age 65 or older	9	3.0%	(0.6-5.5)	34	15.6%	(9.9-21.3)	85	34.5%	(27.2-41.8)	72	41.5%	(33.6-49.4)	13	5.4%	(1.8-9.0)	213	14.3%	(12.2-16.5)	
Total	73	4.8%	(3.4-6.1)	218	15.2%	(12.8-17.6)	520	39.9%	(36.6-43.3)	388	37.4%	(34.1-40.8)	54	2.6%	(1.7-3.5)	1253	100.0%	(-)	
District																			
One	23	4.1%	(2.4-5.8)	72	13.8%	(10.7-16.8)	201	38.7%	(34.4-43.0)	221	42.1%	(37.7-46.4)	7	1.4%	(0.4-2.4)	524	74.5%	(72.3-76.7)	
Two	37	6.5%	(4.5-8.5)	115	19.4%	(16.2-22.7)	257	43.8%	(39.8-47.9)	138	24.0%	(20.5-27.6)	37	6.2%	(4.3-8.2)	584	22.5%	(20.5-24.6)	
Three	13	8.8%	(4.1-13.5)	31	20.3%	(13.6-27.0)	62	41.7%	(32.8-50.5)	29	22.7%	(14.5-31.0)	10	6.5%	(2.4-10.7)	145	3.0%	(2.4-3.5)	
Total	73	4.8%	(3.4-6.1)	218	15.2%	(12.8-17.6)	520	39.9%	(36.6-43.3)	388	37.4%	(34.1-40.8)	54	2.6%	(1.7-3.5)	1253	100.0%	(-)	
Professional Truck Driver																			
Yes	4	2.9%	(0.0-6.0)	14	27.3%	(12.6-42.1)	23	39.9%	(24.5-55.3)	19	29.1%	(15.4-42.7)	1	0.8%	(0.0-2.3)	61	4.9%	(3.4-6.4)	
No	61	4.4%	(3.1-5.8)	191	14.5%	(12.0-16.9)	466	40.3%	(36.7-43.9)	347	38.1%	(34.6-41.7)	49	2.6%	(1.7-3.6)	1114	95.1%	(93.6-96.6)	
Total	65	4.4%	(3.0-5.7)	205	15.1%	(12.6-17.6)	489	40.3%	(36.8-43.7)	366	37.7%	(34.2-41.2)	50	2.6%	(1.7-3.5)	1175	100.0%	(-)	
Race																			
White, not Hispanic	52	5.1%	(3.4-6.8)	149	14.9%	(12.0-17.7)	355	40.1%	(36.0-44.2)	261	37.2%	(33.1-41.3)	37	2.8%	(1.6-3.9)	854	68.8%	(65.4-72.3)	
Hispanic	3	2.5%	(0.0-6.0)	19	14.2%	(6.3-22.0)	47	43.3%	(31.9-54.6)	36	39.2%	(27.8-50.5)	2	0.9%	(0.0-2.1)	107	11.1%	(8.7-13.5)	
Black or African American	0	.	(-)	7	15.5%	(3.9-27.1)	18	42.6%	(26.0-59.3)	15	41.8%	(25.1-58.5)	0	.	(-)	40	5.5%	(3.7-7.3)	
American Indian or Alaska Native	2	8.4%	(0.0-22.1)	4	10.8%	(0.0-21.8)	9	46.7%	(19.8-73.6)	6	32.4%	(7.5-57.3)	1	1.7%	(0.0-5.1)	22	1.7%	(0.8-2.5)	
Asian or Pacific Islander	1	0.6%	(0.0-1.9)	6	12.6%	(1.5-23.6)	21	40.6%	(24.8-56.4)	17	40.7%	(24.4-57.0)	2	5.5%	(0.0-12.9)	47	5.7%	(3.9-7.5)	
Multi-Racial	3	5.8%	(0.0-13.7)	11	19.7%	(6.5-33.0)	22	46.9%	(30.0-63.8)	11	26.4%	(11.3-41.5)	2	1.2%	(0.0-3.0)	49	5.0%	(3.4-6.6)	
Total	62	4.3%	(3.0-5.7)	200	15.1%	(12.6-17.6)	477	40.6%	(37.1-44.1)	353	37.5%	(33.9-41.0)	46	2.5%	(1.6-3.4)	1138	100.0%	(-)	
landline	27	5.4%	(2.8-7.9)	72	15.2%	(11.0-19.4)	169	38.7%	(32.9-44.5)	123	37.9%	(31.9-43.8)	20	2.8%	(1.2-4.4)	411	30.1%	(27.0-33.1)	
cell	46	4.5%	(2.9-6.1)	146	15.2%	(12.3-18.1)	351	40.5%	(36.4-44.5)	265	37.2%	(33.2-41.3)	34	2.6%	(1.5-3.6)	842	69.9%	(66.9-73.0)	
Total	73	4.8%	(3.4-6.1)	218	15.2%	(12.8-17.6)	520	39.9%	(36.6-43.3)	388	37.4%	(34.1-40.8)	54	2.6%	(1.7-3.5)	1253	100.0%	(-)	

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	Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	
<b>Overall Total</b>	67	6.1%	(4.4-7.7)	217	17.9%	(15.2-20.6)	567	43.9%	(40.6-47.3)	390	31.7%	(28.5-34.9)	11	0.4%	(0.2-0.6)	1252	100.0%	(-)
<b>Gender</b>																		
Male	41	6.3%	(4.0-8.6)	118	19.4%	(15.6-23.3)	313	44.4%	(39.8-49.0)	198	29.6%	(25.4-33.8)	4	0.3%	(0.0-0.6)	674	49.7%	(46.3-53.1)
Female	26	5.8%	(3.4-8.3)	99	16.4%	(12.7-20.1)	254	43.5%	(38.6-48.4)	192	33.8%	(29.1-38.5)	7	0.5%	(0.1-0.9)	578	50.3%	(46.9-53.7)
Total	67	6.1%	(4.4-7.7)	217	17.9%	(15.2-20.6)	567	43.9%	(40.6-47.3)	390	31.7%	(28.5-34.9)	11	0.4%	(0.2-0.6)	1252	100.0%	(-)
<b>Age Group</b>																		
Age 18 to 24	6	5.9%	(0.5-11.4)	23	15.8%	(8.1-23.4)	52	46.6%	(35.4-57.8)	34	31.7%	(21.2-42.2)	0	.	(-)	115	11.0%	(8.7-13.3)
Age 25 to 44	25	6.4%	(3.4-9.5)	73	23.5%	(18.0-29.0)	175	45.1%	(38.8-51.4)	89	24.7%	(19.2-30.1)	2	0.2%	(0.0-0.6)	364	34.0%	(30.6-37.4)
Age 45 to 64	22	5.7%	(3.0-8.3)	75	15.1%	(11.2-19.0)	207	43.4%	(37.8-48.9)	148	35.6%	(30.1-41.0)	3	0.3%	(0.0-0.7)	455	30.6%	(27.6-33.5)
Age 65 or older	5	2.9%	(0.0-5.8)	27	10.4%	(6.0-14.8)	95	48.6%	(40.7-56.5)	83	37.4%	(29.8-44.9)	3	0.7%	(0.0-1.5)	213	14.3%	(12.2-16.5)
Total	67	6.1%	(4.4-7.7)	217	17.9%	(15.2-20.6)	567	43.9%	(40.6-47.3)	390	31.7%	(28.5-34.9)	11	0.4%	(0.2-0.6)	1252	100.0%	(-)
<b>District</b>																		
One	34	6.6%	(4.4-8.8)	89	17.8%	(14.4-21.2)	227	43.4%	(39.1-47.8)	174	32.2%	(28.1-36.2)	0	.	(-)	524	74.5%	(72.3-76.7)
Two	26	4.6%	(2.8-6.3)	105	17.9%	(14.8-21.1)	263	44.9%	(40.8-48.9)	180	31.1%	(27.3-34.9)	9	1.6%	(0.5-2.6)	583	22.5%	(20.4-24.6)
Three	7	4.1%	(1.1-7.2)	23	19.8%	(11.0-28.7)	77	50.4%	(41.4-59.4)	36	24.2%	(17.0-31.5)	2	1.4%	(0.0-3.4)	145	3.0%	(2.4-3.5)
Total	67	6.1%	(4.4-7.7)	217	17.9%	(15.2-20.6)	567	43.9%	(40.6-47.3)	390	31.7%	(28.5-34.9)	11	0.4%	(0.2-0.6)	1252	100.0%	(-)
<b>Professional Truck Driver</b>																		
Yes	5	3.7%	(0.2-7.2)	14	27.8%	(13.3-42.2)	25	42.3%	(26.7-57.8)	17	26.2%	(12.9-39.6)	0	.	(-)	61	4.9%	(3.4-6.4)
No	58	6.1%	(4.3-7.9)	191	17.4%	(14.6-20.2)	511	44.6%	(41.0-48.3)	344	31.5%	(28.1-34.8)	10	0.4%	(0.1-0.7)	1114	95.1%	(93.6-96.6)
Total	63	5.9%	(4.2-7.7)	205	17.9%	(15.2-20.7)	536	44.5%	(41.0-48.0)	361	31.2%	(28.0-34.5)	10	0.4%	(0.1-0.6)	1175	100.0%	(-)
<b>Race</b>																		
White, not Hispanic	48	6.8%	(4.6-9.0)	146	16.8%	(13.6-19.9)	378	41.9%	(37.8-46.0)	275	34.1%	(30.1-38.1)	7	0.4%	(0.1-0.7)	854	68.8%	(65.4-72.3)
Hispanic	3	2.5%	(0.0-6.0)	18	19.7%	(10.3-29.1)	54	50.0%	(38.5-61.5)	31	27.3%	(17.2-37.4)	1	0.4%	(0.0-1.3)	107	11.1%	(8.7-13.5)
Black or African American	2	7.3%	(0.0-16.9)	4	10.5%	(0.0-21.1)	18	39.7%	(23.4-56.1)	16	42.5%	(25.9-59.1)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	0	.	(-)	8	38.3%	(12.1-64.4)	10	53.3%	(26.9-79.8)	4	8.4%	(0.0-17.2)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	3	4.5%	(0.0-9.9)	10	24.5%	(10.1-38.9)	20	52.0%	(35.8-68.3)	14	19.0%	(7.3-30.6)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial	2	4.9%	(0.0-12.6)	9	23.0%	(7.9-38.1)	26	48.4%	(31.5-65.3)	12	23.7%	(9.3-38.1)	0	.	(-)	49	5.0%	(3.4-6.6)
Total	59	5.9%	(4.2-7.7)	198	17.8%	(15.0-20.6)	516	44.0%	(40.4-47.6)	356	31.9%	(28.5-35.2)	9	0.4%	(0.1-0.6)	1138	100.0%	(-)
<b>Phone</b>																		
landline	25	8.2%	(4.6-11.8)	60	14.6%	(10.3-19.0)	197	44.8%	(38.8-50.7)	125	31.9%	(26.3-37.5)	4	0.5%	(0.0-1.0)	411	30.1%	(27.0-33.1)
cell	42	5.1%	(3.3-6.9)	157	19.3%	(16.0-22.6)	370	43.6%	(39.5-47.7)	265	31.6%	(27.8-35.4)	7	0.4%	(0.1-0.6)	841	69.9%	(66.9-73.0)
Total	67	6.1%	(4.4-7.7)	217	17.9%	(15.2-20.6)	567	43.9%	(40.6-47.3)	390	31.7%	(28.5-34.9)	11	0.4%	(0.2-0.6)	1252	100.0%	(-)



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	Table C01Q05. Overall, how well do you think NDOT has PERFORMED in maintaining visible lane lines on the pavement?												Total					
	Poor			Fair			Good			Excellent			UNK/Refused/Missing		Total			
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total	109	11.1%	(8.8-13.3)	296	24.6%	(21.6-27.5)	501	38.0%	(34.7-41.3)	342	26.0%	(23.0-29.0)	3	0.4%	(0.0-0.8)	1251	100.0%	(-)
Gender																		
Male	59	11.7%	(8.5-14.9)	161	24.7%	(20.7-28.7)	271	37.3%	(32.8-41.8)	182	26.2%	(22.1-30.3)	1	0.1%	(0.0-0.3)	674	49.7%	(46.3-53.2)
Female	50	10.4%	(7.2-13.6)	135	24.4%	(20.1-28.7)	230	38.7%	(33.9-43.5)	160	25.9%	(21.6-30.2)	2	0.6%	(0.0-1.5)	577	50.3%	(46.8-53.7)
Total	109	11.1%	(8.8-13.3)	296	24.6%	(21.6-27.5)	501	38.0%	(34.7-41.3)	342	26.0%	(23.0-29.0)	3	0.4%	(0.0-0.8)	1251	100.0%	(-)
Age Group																		
Age 18 to 24	9	8.6%	(2.1-15.0)	23	18.9%	(10.2-27.6)	36	32.5%	(21.9-43.0)	47	40.0%	(29.1-51.0)	0	.	(-)	115	11.0%	(8.7-13.3)
Age 25 to 44	39	13.6%	(9.1-18.1)	89	27.0%	(21.3-32.7)	147	35.5%	(29.5-41.4)	87	23.3%	(18.0-28.7)	2	0.6%	(0.0-1.7)	364	34.0%	(30.6-37.4)
Age 45 to 64	32	7.9%	(4.9-10.9)	117	26.9%	(21.9-31.8)	179	38.4%	(32.9-43.9)	127	26.9%	(21.9-31.9)	0	.	(-)	455	30.6%	(27.6-33.6)
Age 65 or older	13	7.5%	(3.0-12.0)	45	22.0%	(15.5-28.6)	93	45.2%	(37.4-53.1)	61	24.2%	(17.8-30.7)	1	1.0%	(0.0-2.9)	213	14.3%	(12.2-16.5)
Total	109	11.1%	(8.8-13.3)	296	24.6%	(21.6-27.5)	501	38.0%	(34.7-41.3)	342	26.0%	(23.0-29.0)	3	0.4%	(0.0-0.8)	1251	100.0%	(-)
District																		
One	63	12.5%	(9.6-15.5)	131	25.0%	(21.2-28.8)	196	36.8%	(32.6-41.0)	132	25.3%	(21.5-29.1)	2	0.4%	(0.0-1.0)	524	74.5%	(72.4-76.7)
Two	42	7.2%	(5.1-9.4)	146	24.8%	(21.2-28.3)	237	40.6%	(36.6-44.6)	157	27.2%	(23.5-30.8)	1	0.2%	(0.0-0.6)	583	22.5%	(20.4-24.6)
Three	4	2.9%	(0.1-5.8)	19	12.4%	(7.0-17.8)	68	48.5%	(39.4-57.5)	53	36.2%	(27.5-44.9)	0	.	(-)	144	2.9%	(2.4-3.5)
Total	109	11.1%	(8.8-13.3)	296	24.6%	(21.6-27.5)	501	38.0%	(34.7-41.3)	342	26.0%	(23.0-29.0)	3	0.4%	(0.0-0.8)	1251	100.0%	(-)
Professional Truck Driver																		
Yes	8	15.3%	(3.2-27.4)	15	35.4%	(19.8-50.9)	20	25.5%	(12.8-38.2)	18	23.8%	(11.4-36.3)	0	.	(-)	61	4.9%	(3.4-6.4)
No	90	10.3%	(8.0-12.6)	266	24.4%	(21.3-27.5)	448	38.6%	(35.1-42.1)	307	26.3%	(23.1-29.5)	3	0.4%	(0.0-0.9)	1114	95.1%	(93.6-96.6)
Total	98	10.6%	(8.3-12.9)	281	24.9%	(21.8-28.0)	468	37.9%	(34.5-41.3)	325	26.2%	(23.1-29.3)	3	0.4%	(0.0-0.9)	1175	100.0%	(-)
Race																		
White, not Hispanic	73	11.3%	(8.4-14.2)	197	24.2%	(20.6-27.8)	346	39.0%	(35.0-43.1)	237	25.3%	(21.7-28.8)	1	0.2%	(0.0-0.7)	854	68.8%	(65.4-72.3)
Hispanic	4	3.5%	(0.0-7.5)	28	25.8%	(15.8-35.7)	40	36.4%	(25.3-47.5)	33	32.1%	(21.3-42.9)	2	2.2%	(0.0-5.7)	107	11.1%	(8.7-13.5)
Black or African American	6	20.5%	(6.1-35.0)	6	10.9%	(1.3-20.6)	14	33.0%	(17.4-48.6)	14	35.6%	(19.4-51.7)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	1	2.7%	(0.0-8.2)	4	10.2%	(0.0-20.8)	10	67.3%	(45.9-88.6)	7	19.8%	(2.6-37.0)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	2	4.1%	(0.0-10.8)	12	29.6%	(14.5-44.7)	19	36.3%	(20.9-51.7)	14	30.0%	(14.8-45.2)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial	3	2.5%	(0.0-5.4)	16	35.6%	(19.4-51.8)	19	32.0%	(16.7-47.2)	11	30.0%	(13.6-46.3)	0	.	(-)	49	5.0%	(3.4-6.6)
Total	93	10.3%	(7.9-12.6)	269	24.4%	(21.3-27.5)	454	38.1%	(34.6-41.6)	319	26.8%	(23.6-29.9)	3	0.4%	(0.0-0.9)	1138	100.0%	(-)
landline	30	11.3%	(7.1-15.5)	95	25.4%	(20.0-30.7)	167	39.7%	(33.8-45.6)	117	23.1%	(18.4-27.9)	1	0.5%	(0.0-1.4)	410	30.0%	(27.0-33.1)
cell	79	11.0%	(8.3-13.6)	201	24.2%	(20.7-27.7)	334	37.3%	(33.3-41.2)	225	27.3%	(23.6-31.0)	2	0.3%	(0.0-0.8)	841	70.0%	(66.9-73.0)
Total	109	11.1%	(8.8-13.3)	296	24.6%	(21.6-27.5)	501	38.0%	(34.7-41.3)	342	26.0%	(23.0-29.0)	3	0.4%	(0.0-0.8)	1251	100.0%	(-)

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		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		35	3.4%	(2.1-4.7)	85	7.1%	(5.4-8.9)	552	45.0%	(41.6-48.4)	563	44.0%	(40.6-47.4)	12	0.5%	(0.1-0.9)	1247	100.0%	(-)
<b>Gender</b>																			
Male		24	4.9%	(2.7-7.0)	42	5.9%	(3.8-8.0)	297	43.3%	(38.6-47.9)	303	45.6%	(41.0-50.3)	6	0.4%	(0.1-0.7)	672	49.7%	(46.3-53.2)
Female		11	2.0%	(0.6-3.4)	43	8.4%	(5.6-11.2)	255	46.6%	(41.6-51.6)	260	42.4%	(37.5-47.3)	6	0.6%	(0.0-1.3)	575	50.3%	(46.8-53.7)
<b>Total</b>		35	3.4%	(2.1-4.7)	85	7.1%	(5.4-8.9)	552	45.0%	(41.6-48.4)	563	44.0%	(40.6-47.4)	12	0.5%	(0.1-0.9)	1247	100.0%	(-)
<b>Age Group</b>																			
Age 18 to 24		2	3.4%	(0.0-8.0)	8	6.6%	(1.2-11.9)	38	34.7%	(24.0-45.5)	67	55.3%	(44.1-66.5)	0	.	(-)	115	11.0%	(8.7-13.3)
Age 25 to 44		11	2.9%	(0.8-5.0)	15	4.0%	(1.6-6.5)	180	49.7%	(43.4-56.1)	156	43.1%	(36.8-49.4)	2	0.2%	(0.0-0.6)	364	34.0%	(30.7-37.4)
Age 45 to 64		15	4.3%	(2.0-6.7)	33	7.2%	(4.2-10.1)	194	43.1%	(37.5-48.7)	205	44.2%	(38.6-49.7)	8	1.3%	(0.1-2.4)	455	30.6%	(27.6-33.6)
Age 65 or older		2	1.6%	(0.0-3.8)	16	7.8%	(3.4-12.2)	93	45.6%	(37.8-53.5)	100	44.7%	(37.0-52.5)	2	0.2%	(0.0-0.6)	213	14.3%	(12.2-16.5)
<b>Total</b>		35	3.4%	(2.1-4.7)	85	7.1%	(5.4-8.9)	552	45.0%	(41.6-48.4)	563	44.0%	(40.6-47.4)	12	0.5%	(0.1-0.9)	1247	100.0%	(-)
<b>District</b>																			
One		21	3.8%	(2.2-5.5)	39	7.4%	(5.1-9.7)	238	45.9%	(41.5-50.2)	225	42.7%	(38.3-47.0)	1	0.2%	(0.0-0.6)	524	74.7%	(72.5-76.8)
Two		13	2.3%	(1.1-3.5)	37	6.3%	(4.3-8.3)	241	41.3%	(37.2-45.3)	281	48.8%	(44.7-52.9)	8	1.3%	(0.4-2.2)	580	22.4%	(20.4-24.5)
Three		1	0.7%	(0.0-2.2)	9	5.9%	(2.1-9.8)	73	50.3%	(41.2-59.3)	57	41.2%	(32.2-50.1)	3	1.9%	(0.0-4.1)	143	2.9%	(2.4-3.5)
<b>Total</b>		35	3.4%	(2.1-4.7)	85	7.1%	(5.4-8.9)	552	45.0%	(41.6-48.4)	563	44.0%	(40.6-47.4)	12	0.5%	(0.1-0.9)	1247	100.0%	(-)
<b>Professional Truck Driver</b>																			
Yes		2	1.9%	(0.0-4.5)	3	4.9%	(0.0-11.6)	32	56.5%	(41.2-71.9)	24	36.7%	(21.9-51.4)	0	.	(-)	61	4.9%	(3.4-6.4)
No		31	3.5%	(2.2-4.9)	70	6.1%	(4.4-7.8)	489	44.8%	(41.2-48.4)	512	45.0%	(41.4-48.6)	12	0.6%	(0.2-1.0)	1114	95.1%	(93.6-96.6)
<b>Total</b>		33	3.5%	(2.1-4.8)	73	6.0%	(4.4-7.7)	521	45.4%	(41.8-48.9)	536	44.6%	(41.1-48.1)	12	0.5%	(0.1-0.9)	1175	100.0%	(-)
<b>Race</b>																			
White, not Hispanic		24	3.2%	(1.7-4.7)	47	5.4%	(3.5-7.3)	370	44.2%	(40.0-48.3)	404	46.6%	(42.4-50.8)	9	0.6%	(0.1-1.2)	854	68.8%	(65.4-72.3)
Hispanic		0	.	(-)	9	8.1%	(2.1-14.1)	49	46.8%	(35.3-58.3)	47	44.2%	(32.8-55.6)	2	0.9%	(0.0-2.1)	107	11.1%	(8.7-13.5)
Black or African American		3	10.7%	(0.0-22.0)	4	7.6%	(0.0-15.8)	13	32.0%	(16.5-47.6)	20	49.7%	(32.9-66.5)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native		1	7.1%	(0.0-20.4)	2	3.6%	(0.0-8.8)	11	62.5%	(38.7-86.3)	8	26.9%	(6.5-47.3)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander		1	3.4%	(0.0-9.9)	4	9.9%	(0.0-19.8)	24	48.1%	(31.7-64.4)	18	38.7%	(22.6-54.7)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial		2	4.3%	(0.0-11.1)	3	3.7%	(0.0-8.7)	26	51.4%	(34.5-68.4)	18	40.5%	(23.7-57.4)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Total</b>		31	3.3%	(2.0-4.6)	71	6.1%	(4.4-7.8)	506	45.2%	(41.6-48.8)	519	44.8%	(41.3-48.4)	11	0.5%	(0.1-0.9)	1138	100.0%	(-)
<b>Phone</b>																			
landline		11	4.6%	(1.8-7.4)	31	8.5%	(5.0-12.0)	181	45.0%	(39.0-51.0)	183	41.7%	(35.8-47.5)	3	0.2%	(0.0-0.5)	409	30.1%	(27.0-33.1)
cell		24	2.9%	(1.6-4.2)	54	6.5%	(4.5-8.6)	371	44.9%	(40.8-49.1)	380	45.0%	(40.9-49.1)	9	0.6%	(0.1-1.1)	838	69.9%	(66.9-73.0)
<b>Total</b>		35	3.4%	(2.1-4.7)	85	7.1%	(5.4-8.9)	552	45.0%	(41.6-48.4)	563	44.0%	(40.6-47.4)	12	0.5%	(0.1-0.9)	1247	100.0%	(-)

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		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		84	6.4%	(4.8-8.1)	263	22.1%	(19.2-24.9)	588	46.9%	(43.5-50.3)	306	24.1%	(21.2-27.0)	6	0.5%	(0.0-0.9)	1247	100.0%	(-,-)
<b>Gender</b>	Male	51	7.6%	(5.2-10.0)	144	21.3%	(17.5-25.2)	309	45.7%	(41.1-50.4)	165	24.8%	(20.8-28.9)	3	0.5%	(0.0-1.1)	672	49.7%	(46.3-53.2)
	Female	33	5.3%	(3.1-7.5)	119	22.8%	(18.5-27.0)	279	48.0%	(43.1-53.0)	141	23.4%	(19.2-27.6)	3	0.5%	(0.0-1.2)	575	50.3%	(46.8-53.7)
<b>Age Group</b>	Total	84	6.4%	(4.8-8.1)	263	22.1%	(19.2-24.9)	588	46.9%	(43.5-50.3)	306	24.1%	(21.2-27.0)	6	0.5%	(0.0-0.9)	1247	100.0%	(-,-)
	Age 18 to 24	5	3.1%	(0.0-6.6)	18	14.6%	(6.9-22.3)	62	58.3%	(47.3-69.3)	30	24.0%	(14.6-33.4)	0	.	(-,-)	115	11.0%	(8.7-13.3)
	Age 25 to 44	31	7.0%	(4.0-10.1)	95	27.5%	(21.8-33.2)	171	44.8%	(38.5-51.1)	66	20.2%	(15.0-25.4)	1	0.5%	(0.0-1.5)	364	34.0%	(30.7-37.4)
	Age 45 to 64	31	6.8%	(4.1-9.4)	87	19.0%	(14.5-23.4)	223	48.5%	(42.9-54.2)	111	24.9%	(20.1-29.8)	3	0.8%	(0.0-1.8)	455	30.6%	(27.6-33.6)
	Age 65 or older	9	4.0%	(0.9-7.1)	37	17.8%	(11.8-23.8)	87	43.5%	(35.7-51.4)	78	34.3%	(26.9-41.7)	2	0.4%	(0.0-0.9)	213	14.3%	(12.2-16.5)
	Total	84	6.4%	(4.8-8.1)	263	22.1%	(19.2-24.9)	588	46.9%	(43.5-50.3)	306	24.1%	(21.2-27.0)	6	0.5%	(0.0-0.9)	1247	100.0%	(-,-)
	District	One	33	6.2%	(4.1-8.3)	113	22.2%	(18.6-25.9)	243	46.8%	(42.4-51.2)	132	24.3%	(20.5-28.0)	3	0.5%	(0.0-1.1)	524	74.7%
<b>Professional Truck Driver</b>	Two	44	7.5%	(5.4-9.7)	126	21.9%	(18.5-25.3)	276	47.4%	(43.3-51.5)	132	22.9%	(19.5-26.4)	2	0.3%	(0.0-0.8)	580	22.4%	(20.4-24.5)
	Three	7	5.2%	(1.4-8.9)	24	18.6%	(10.8-26.5)	69	45.9%	(36.9-54.8)	42	29.6%	(21.1-38.1)	1	0.7%	(0.0-2.1)	143	2.9%	(2.4-3.5)
	Total	84	6.4%	(4.8-8.1)	263	22.1%	(19.2-24.9)	588	46.9%	(43.5-50.3)	306	24.1%	(21.2-27.0)	6	0.5%	(0.0-0.9)	1247	100.0%	(-,-)
	Yes	3	2.8%	(0.0-6.1)	20	37.0%	(21.5-52.5)	23	37.4%	(22.4-52.5)	15	22.7%	(10.1-35.4)	0	.	(-,-)	61	4.9%	(3.4-6.4)
	No	74	6.3%	(4.6-8.0)	226	21.2%	(18.2-24.2)	534	47.7%	(44.1-51.3)	274	24.3%	(21.2-27.4)	6	0.5%	(0.0-1.1)	1114	95.1%	(93.6-96.6)
	Total	77	6.1%	(4.5-7.7)	246	22.0%	(19.0-24.9)	557	47.2%	(43.7-50.8)	289	24.2%	(21.2-27.2)	6	0.5%	(0.0-1.0)	1175	100.0%	(-,-)
	Race	White, not Hispanic	53	6.1%	(4.1-8.0)	173	21.6%	(18.1-25.1)	402	45.7%	(41.5-49.8)	220	25.9%	(22.3-29.6)	6	0.8%	(0.0-1.5)	854	68.8%
<b>Phone</b>	Hispanic	10	5.0%	(0.9-9.2)	28	26.1%	(16.0-36.1)	44	45.0%	(33.6-56.5)	25	23.9%	(14.0-33.7)	0	.	(-,-)	107	11.1%	(8.7-13.5)
	Black or African American	4	13.2%	(1.2-25.3)	6	13.2%	(2.1-24.3)	16	39.0%	(22.6-55.4)	14	34.5%	(18.6-50.4)	0	.	(-,-)	40	5.5%	(3.7-7.3)
	American Indian or Alaska Native	4	14.2%	(0.0-29.8)	4	20.3%	(0.0-42.2)	10	47.9%	(21.3-74.6)	4	17.6%	(0.0-38.8)	0	.	(-,-)	22	1.7%	(0.8-2.5)
	Asian or Pacific Islander	1	3.4%	(0.0-9.9)	9	18.7%	(6.0-31.4)	30	67.6%	(52.4-82.8)	7	10.3%	(0.8-19.7)	0	.	(-,-)	47	5.7%	(3.9-7.5)
	Multi-Racial	2	1.9%	(0.0-4.6)	10	20.2%	(6.6-33.8)	26	53.1%	(36.2-70.0)	11	24.8%	(10.0-39.6)	0	.	(-,-)	49	5.0%	(3.4-6.6)
	Total	76	6.1%	(4.4-7.7)	236	21.7%	(18.7-24.7)	537	46.9%	(43.3-50.5)	283	24.8%	(21.7-27.9)	6	0.5%	(0.0-1.1)	1138	100.0%	(-,-)
	landline	26	6.6%	(3.6-9.6)	85	25.5%	(18.3-28.8)	191	46.5%	(40.5-52.6)	106	23.0%	(18.2-27.8)	1	0.3%	(0.0-1.0)	409	30.1%	(27.0-33.1)
cell	58	6.4%	(4.4-8.3)	178	21.4%	(18.0-24.8)	397	47.0%	(42.9-51.2)	200	24.6%	(21.0-28.2)	5	0.5%	(0.0-1.1)	838	69.9%	(66.9-73.0)	
Total	84	6.4%	(4.8-8.1)	263	22.1%	(19.2-24.9)	588	46.9%	(43.5-50.3)	306	24.1%	(21.2-27.0)	6	0.5%	(0.0-0.9)	1247	100.0%	(-,-)	

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		Poor			Fair			Good			Excellent			UNK/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	
<b>Table C01Q08. Overall, how well do you think NDOT has PERFORMED in maintaining roadside rest areas?</b>																			
Overall Total	Total	79	7.5%	(5.6-9.3)	174	14.5%	(12.1-17.0)	324	25.2%	(22.3-28.2)	184	13.8%	(11.4-16.1)	485	39.0%	(35.7-42.3)	1246	100.0%	(-)
	Male	51	8.8%	(6.1-11.5)	107	15.4%	(12.0-18.7)	177	25.9%	(21.7-30.1)	92	13.3%	(10.1-16.5)	244	36.7%	(32.2-41.1)	671	49.7%	(46.2-53.1)
	Female	28	6.2%	(3.6-8.7)	67	13.7%	(10.1-17.3)	147	24.6%	(20.3-28.9)	92	14.3%	(10.9-17.7)	241	41.3%	(36.4-46.2)	575	50.3%	(46.9-53.8)
Age Group	Total	79	7.5%	(5.6-9.3)	174	14.5%	(12.1-17.0)	324	25.2%	(22.3-28.2)	184	13.8%	(11.4-16.1)	485	39.0%	(35.7-42.3)	1246	100.0%	(-)
	Age 18 to 24	3	1.5%	(0.0-3.4)	31	29.0%	(18.7-39.2)	40	38.2%	(27.2-49.2)	27	21.2%	(12.3-30.2)	14	10.1%	(3.6-16.6)	115	11.0%	(8.7-13.3)
	Age 25 to 44	27	9.4%	(5.5-13.2)	43	12.6%	(8.4-16.9)	108	25.7%	(20.3-31.2)	49	13.3%	(9.0-17.6)	137	38.9%	(32.7-45.1)	364	34.1%	(30.7-37.5)
	Age 45 to 64	28	7.8%	(4.6-10.9)	53	11.0%	(7.5-14.5)	104	20.5%	(16.0-25.0)	57	11.4%	(7.9-14.9)	213	49.3%	(43.7-54.9)	455	30.6%	(27.6-33.6)
	Age 65 or older	11	6.3%	(2.3-10.3)	30	13.0%	(8.1-18.0)	44	22.6%	(15.8-29.4)	36	13.5%	(8.5-18.5)	92	44.6%	(36.7-52.4)	213	14.4%	(12.2-16.5)
District	Total	79	7.5%	(5.6-9.3)	174	14.5%	(12.1-17.0)	324	25.2%	(22.3-28.2)	184	13.8%	(11.4-16.1)	485	39.0%	(35.7-42.3)	1246	100.0%	(-)
	One	44	8.3%	(5.9-10.7)	77	14.9%	(11.8-18.1)	125	24.8%	(20.9-28.6)	67	13.0%	(10.1-16.0)	210	39.0%	(34.7-43.2)	523	74.6%	(72.4-76.8)
	Two	28	4.8%	(3.1-6.6)	76	12.8%	(10.1-15.6)	148	25.7%	(22.1-29.3)	89	15.7%	(12.7-18.7)	239	40.9%	(36.9-45.0)	580	22.4%	(20.4-24.5)
	Three	7	7.3%	(0.7-13.9)	21	17.1%	(9.3-24.9)	51	33.3%	(25.2-41.4)	28	17.8%	(11.5-24.2)	36	24.5%	(17.2-31.9)	143	2.9%	(2.4-3.5)
Professional Truck Driver	Total	79	7.5%	(5.6-9.3)	174	14.5%	(12.1-17.0)	324	25.2%	(22.3-28.2)	184	13.8%	(11.4-16.1)	485	39.0%	(35.7-42.3)	1246	100.0%	(-)
	Yes	7	14.3%	(3.2-25.4)	12	13.2%	(3.8-22.6)	13	24.8%	(10.7-38.9)	9	11.5%	(2.2-20.7)	20	36.3%	(21.1-51.4)	61	4.9%	(3.4-6.4)
	No	63	6.8%	(4.9-8.7)	150	14.4%	(11.7-17.0)	293	25.2%	(22.0-28.4)	164	13.6%	(11.2-16.1)	444	40.0%	(36.5-43.6)	1114	95.1%	(93.6-96.6)
	Total	70	7.1%	(5.3-9.0)	162	14.3%	(11.8-16.8)	306	25.2%	(22.1-28.3)	173	13.5%	(11.1-15.9)	464	39.8%	(36.4-43.3)	1175	100.0%	(-)
Race	White, not Hispanic	48	6.9%	(4.6-9.1)	100	10.7%	(8.2-13.3)	210	23.0%	(19.4-26.5)	120	12.2%	(9.6-14.8)	376	47.2%	(43.0-51.4)	854	68.8%	(65.4-72.3)
	Hispanic	6	4.4%	(0.2-8.7)	17	16.2%	(7.7-24.7)	37	32.9%	(22.1-43.7)	27	28.2%	(17.6-38.8)	20	18.2%	(9.5-27.0)	107	11.1%	(8.7-13.5)
	Black or African American	5	14.2%	(2.4-25.9)	9	21.2%	(7.3-35.2)	12	30.3%	(14.8-45.8)	6	14.6%	(2.7-26.4)	8	19.8%	(6.6-32.9)	40	5.5%	(3.7-7.3)
	American Indian or Alaska Native	3	12.8%	(0.0-28.2)	8	45.0%	(18.0-72.1)	5	16.5%	(0.1-33.0)	3	9.7%	(0.0-22.1)	3	15.9%	(0.0-37.1)	22	1.7%	(0.8-2.5)
Phone	Asian or Pacific Islander	3	9.7%	(0.0-20.2)	11	25.9%	(11.2-40.6)	12	23.9%	(10.1-37.7)	6	8.9%	(0.3-17.6)	15	31.5%	(16.5-46.5)	47	5.7%	(3.9-7.5)
	Multi-Racial	3	10.0%	(0.0-21.0)	5	12.4%	(0.7-24.1)	16	38.0%	(21.3-54.8)	5	11.8%	(0.3-23.3)	20	27.7%	(14.1-41.4)	49	5.0%	(3.4-6.6)
	Total	69	7.4%	(5.4-9.3)	154	13.8%	(11.3-16.4)	298	25.4%	(22.2-28.5)	169	13.7%	(11.2-16.1)	448	39.7%	(36.2-43.2)	1138	100.0%	(-)
	landline	27	7.2%	(4.0-10.4)	53	13.6%	(9.5-17.8)	97	22.0%	(17.0-26.9)	62	12.5%	(8.6-16.3)	170	44.7%	(38.7-50.7)	409	30.1%	(27.0-33.2)
	cell	52	7.6%	(5.3-9.9)	121	14.9%	(11.9-17.9)	227	26.6%	(22.9-30.3)	122	14.3%	(11.4-17.2)	315	36.5%	(32.6-40.5)	837	69.9%	(66.8-73.0)
	Total	79	7.5%	(5.6-9.3)	174	14.5%	(12.1-17.0)	324	25.2%	(22.3-28.2)	184	13.8%	(11.4-16.1)	485	39.0%	(35.7-42.3)	1246	100.0%	(-)

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		Snow removal and ice control			The removal of graffiti			Landscaping at interchanges and bridges			Removing litter and garbage along the roadways			Maintaining visible lane lines on the pavement			Maintaining road signs		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total	Total	249	10.4%	(8.8-12.0)	31	3.5%	(2.2-4.9)	34	2.9%	(1.8-4.1)	88	9.1%	(7.0-11.2)	213	22.5%	(19.5-25.5)	50	4.8%	(3.3-6.3)
	Male	119	8.3%	(6.6-10.1)	20	4.3%	(2.2-6.3)	24	3.8%	(2.0-5.6)	47	9.0%	(6.1-11.8)	102	18.9%	(15.1-22.7)	24	4.1%	(2.2-6.0)
Gender	Female	130	12.4%	(9.8-15.0)	11	2.8%	(1.0-4.6)	10	2.0%	(0.6-3.5)	41	9.2%	(6.2-12.2)	111	26.1%	(21.5-30.7)	26	5.5%	(3.1-7.9)
	Total	249	10.4%	(8.8-12.0)	31	3.5%	(2.2-4.9)	34	2.9%	(1.8-4.1)	88	9.1%	(7.0-11.2)	213	22.5%	(19.5-25.5)	50	4.8%	(3.3-6.3)
Age Group	Age 18 to 24	28	12.3%	(7.0-17.6)	5	7.0%	(0.7-13.3)	5	6.8%	(0.7-13.0)	14	14.0%	(5.9-22.0)	24	27.7%	(17.3-38.1)	4	2.8%	(0.0-6.4)
	Age 25 to 44	67	8.3%	(5.9-10.8)	11	4.0%	(1.4-6.6)	10	1.9%	(0.4-3.4)	21	7.6%	(4.1-11.1)	61	22.7%	(17.1-28.2)	14	5.1%	(2.1-8.1)
	Age 45 to 64	104	11.6%	(9.0-14.3)	11	3.0%	(1.1-4.9)	6	1.8%	(0.3-3.3)	31	9.2%	(5.7-12.6)	76	21.3%	(16.4-26.1)	18	4.9%	(2.4-7.5)
	Age 65 or older	38	12.9%	(7.9-17.8)	4	3.1%	(0.0-6.2)	9	4.0%	(1.1-7.0)	14	7.6%	(3.2-12.0)	37	23.2%	(16.2-30.2)	9	4.1%	(1.0-7.3)
	Total	249	10.4%	(8.8-12.0)	31	3.5%	(2.2-4.9)	34	2.9%	(1.8-4.1)	88	9.1%	(7.0-11.2)	213	22.5%	(19.5-25.5)	50	4.8%	(3.3-6.3)
District	One	15	3.0%	(1.5-4.5)	22	4.3%	(2.5-6.1)	17	3.1%	(1.6-4.6)	55	10.7%	(7.9-13.4)	134	26.4%	(22.5-30.3)	27	5.3%	(3.3-7.3)
	Two	177	30.9%	(27.1-34.7)	8	1.3%	(0.4-2.2)	13	2.3%	(1.1-3.6)	25	4.4%	(2.7-6.1)	69	11.8%	(9.2-14.5)	20	3.5%	(2.0-5.0)
	Three	57	39.6%	(30.7-48.5)	1	0.6%	(0.0-1.8)	4	2.8%	(0.1-5.6)	8	4.9%	(1.4-8.3)	10	7.1%	(2.8-11.4)	3	1.9%	(0.0-4.2)
	Total	249	10.4%	(8.8-12.0)	31	3.5%	(2.2-4.9)	34	2.9%	(1.8-4.1)	88	9.1%	(7.0-11.2)	213	22.5%	(19.5-25.5)	50	4.8%	(3.3-6.3)
Professional Truck Driver	Yes	8	7.4%	(1.7-13.1)	2	5.0%	(0.0-13.0)	1	2.3%	(0.0-6.8)	3	1.4%	(0.0-3.3)	15	29.8%	(15.3-44.4)	4	6.5%	(0.0-14.1)
	No	234	10.8%	(9.1-12.4)	29	3.7%	(2.2-5.2)	31	3.0%	(1.7-4.2)	81	9.4%	(7.2-11.7)	187	22.5%	(19.3-25.7)	42	4.5%	(2.9-6.1)
	Total	242	10.6%	(9.0-12.2)	31	3.8%	(2.3-5.2)	32	2.9%	(1.7-4.1)	84	9.0%	(6.9-11.2)	202	22.9%	(19.8-26.0)	46	4.6%	(3.1-6.2)
	White, not Hispanic	201	13.2%	(10.9-15.4)	11	1.8%	(0.6-2.9)	18	1.8%	(0.8-2.8)	51	7.9%	(5.5-10.3)	151	25.3%	(21.4-29.2)	27	3.4%	(1.8-4.9)
	Hispanic	16	7.9%	(3.2-12.6)	9	9.8%	(2.6-17.0)	5	5.7%	(0.0-11.6)	15	16.4%	(7.6-25.1)	11	10.6%	(3.6-17.5)	6	6.5%	(0.5-12.4)
Race	Black or African American	3	2.3%	(0.0-5.1)	3	9.2%	(0.0-19.4)	2	4.7%	(0.0-12.1)	6	15.5%	(3.2-27.7)	11	30.5%	(14.7-46.3)	2	5.6%	(0.0-13.2)
	American Indian or Alaska Native	5	11.5%	(0.3-22.7)	1	11.8%	(0.0-32.9)	0	.	(-)	1	10.7%	(0.0-30.1)	3	5.7%	(0.0-12.8)	2	14.1%	(0.0-32.3)
	Asian or Pacific Islander	5	3.9%	(0.3-7.5)	4	6.8%	(0.0-14.6)	2	5.4%	(0.0-13.0)	5	10.2%	(0.2-20.2)	8	24.1%	(9.6-38.6)	4	5.1%	(0.0-11.3)
	Multi-Racial	4	3.1%	(0.0-6.2)	3	10.3%	(0.0-21.8)	1	1.0%	(0.0-3.0)	2	1.7%	(0.0-4.2)	10	21.9%	(7.7-36.1)	1	3.9%	(0.0-11.4)
	Total	234	10.6%	(9.0-12.3)	31	3.9%	(2.4-5.4)	29	2.6%	(1.5-3.8)	80	9.0%	(6.8-11.1)	195	23.0%	(19.8-26.2)	45	4.7%	(3.1-6.3)
Phone	landline	92	11.0%	(8.2-13.8)	12	4.3%	(1.7-6.9)	14	3.3%	(1.2-5.4)	24	7.7%	(4.2-11.1)	67	23.7%	(18.3-29.2)	20	6.2%	(3.1-9.4)
	cell	157	10.1%	(8.2-12.0)	19	3.2%	(1.6-4.8)	20	2.7%	(1.3-4.1)	64	9.7%	(7.1-12.3)	146	22.0%	(18.4-25.6)	30	4.2%	(2.5-5.9)
	Total	249	10.4%	(8.8-12.0)	31	3.5%	(2.2-4.9)	34	2.9%	(1.8-4.1)	88	9.1%	(7.0-11.2)	213	22.5%	(19.5-25.5)	50	4.8%	(3.3-6.3)

		Table C01009 - part 2. What do you think should be the HIGHEST PRIORITY for NDOT in maintaining the State Highway or road that you travel on most often?												Total					
		Maintaining the roadway surface				Maintaining roadside rest areas				Other						UNK/Refused/Missing			
		N	%	C.I.(95%)		N	%	C.I.(95%)		N	%	C.I.(95%)				N	%	C.I.(95%)	
<b>Overall Total</b>	Total	493	39.4%	(36.1-42.8)	21	1.4%	(0.6-2.1)	48	4.6%	(3.1-6.0)	13	1.4%	(0.6-2.2)	1240	100.0%	(-)			
<b>Gender</b>	Male	289	44.3%	(39.7-49.0)	14	1.9%	(0.6-3.2)	22	3.7%	(1.9-5.6)	7	1.7%	(0.4-3.0)	668	49.7%	(46.3-53.2)			
	Female	204	34.6%	(29.8-39.3)	7	0.8%	(0.1-1.6)	26	5.4%	(3.1-7.7)	6	1.1%	(0.1-2.2)	572	50.3%	(46.8-53.7)			
	Total	493	39.4%	(36.1-42.8)	21	1.4%	(0.6-2.1)	48	4.6%	(3.1-6.0)	13	1.4%	(0.6-2.2)	1240	100.0%	(-)			
<b>Age Group</b>	Age 18 to 24	30	25.7%	(15.9-35.5)	3	3.0%	(0.0-6.8)	2	0.7%	(0.0-1.6)	0	.	(-)	115	11.1%	(8.8-13.4)			
	Age 25 to 44	157	43.8%	(37.5-50.1)	4	0.8%	(0.0-1.9)	18	5.3%	(2.4-8.1)	1	0.5%	(0.0-1.5)	364	34.4%	(31.0-37.8)			
	Age 45 to 64	184	41.0%	(35.5-46.5)	8	1.2%	(0.1-2.2)	12	4.3%	(1.7-6.9)	5	1.8%	(0.1-3.5)	455	30.9%	(27.9-33.9)			
	Age 65 or older	86	37.3%	(29.9-44.8)	4	1.2%	(0.0-2.7)	8	4.0%	(0.8-7.3)	4	2.5%	(0.0-5.0)	213	14.5%	(12.3-16.6)			
	Total	493	39.4%	(36.1-42.8)	21	1.4%	(0.6-2.1)	48	4.6%	(3.1-6.0)	13	1.4%	(0.6-2.2)	1240	100.0%	(-)			
<b>District</b>	One	207	39.5%	(35.1-43.8)	6	1.1%	(0.2-2.0)	25	4.9%	(3.0-6.9)	10	1.7%	(0.6-2.8)	518	74.5%	(72.2-76.7)			
	Two	235	40.0%	(36.0-44.0)	9	1.6%	(0.5-2.6)	20	3.6%	(2.0-5.1)	3	0.6%	(0.0-1.2)	579	22.6%	(20.5-24.7)			
	Three	51	34.7%	(26.3-43.0)	6	6.0%	(0.0-12.3)	3	2.4%	(0.0-5.4)	0	.	(-)	143	3.0%	(2.4-3.5)			
	Total	493	39.4%	(36.1-42.8)	21	1.4%	(0.6-2.1)	48	4.6%	(3.1-6.0)	13	1.4%	(0.6-2.2)	1240	100.0%	(-)			
<b>Professional Truck Driver</b>	Yes	23	41.1%	(25.6-56.6)	3	1.8%	(0.0-4.0)	2	4.6%	(0.0-12.0)	0	.	(-)	61	4.9%	(3.4-6.4)			
	No	444	39.4%	(35.9-43.0)	16	1.2%	(0.5-2.0)	40	4.2%	(2.7-5.7)	10	1.2%	(0.4-2.0)	1114	95.1%	(93.6-96.6)			
	Total	467	39.5%	(36.1-43.0)	19	1.2%	(0.5-2.0)	42	4.3%	(2.8-5.7)	10	1.2%	(0.4-1.9)	1175	100.0%	(-)			
<b>Race</b>	White, not Hispanic	348	40.8%	(36.6-44.9)	13	1.2%	(0.3-2.1)	28	3.7%	(2.1-5.4)	6	1.0%	(0.1-1.8)	854	68.8%	(65.4-72.3)			
	Hispanic	38	34.9%	(24.0-45.9)	2	1.5%	(0.0-3.7)	4	5.7%	(0.0-11.5)	1	1.1%	(0.0-3.1)	107	11.1%	(8.7-13.5)			
	Black or African American	10	24.8%	(10.5-39.2)	0	.	(-)	2	5.6%	(0.0-13.2)	1	1.7%	(0.0-5.2)	40	5.5%	(3.7-7.3)			
	American Indian or Alaska Native	7	26.0%	(3.6-48.5)	2	8.7%	(0.0-21.1)	1	11.5%	(0.0-32.3)	0	.	(-)	22	1.7%	(0.8-2.5)			
	Asian or Pacific Islander	15	37.2%	(21.1-53.2)	1	0.6%	(0.0-1.9)	1	0.8%	(0.0-2.4)	2	5.7%	(0.0-13.4)	47	5.7%	(3.9-7.5)			
	Multi-Racial	25	50.7%	(33.7-67.6)	2	3.5%	(0.0-8.6)	1	3.8%	(0.0-11.2)	0	.	(-)	49	5.0%	(3.4-6.6)			
	Total	454	39.6%	(36.0-43.1)	20	1.3%	(0.6-2.1)	40	4.1%	(2.6-5.5)	10	1.2%	(0.4-2.0)	1138	100.0%	(-)			
<b>Phone</b>	landline	149	36.5%	(30.8-42.3)	8	1.3%	(0.1-2.6)	16	4.0%	(1.7-6.3)	5	1.9%	(0.1-3.7)	407	30.2%	(27.1-33.2)			
	cell	344	40.7%	(36.6-44.8)	13	1.4%	(0.5-2.3)	32	4.8%	(2.9-6.7)	8	1.2%	(0.3-2.1)	833	69.8%	(66.8-72.9)			
	Total	493	39.4%	(36.1-42.8)	21	1.4%	(0.6-2.1)	48	4.6%	(3.1-6.0)	13	1.4%	(0.6-2.2)	1240	100.0%	(-)			

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		Yes				No				Total	
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	
<b>Table C02Q01. During the past YEAR, have you contacted or attempted to contact NDOT regarding a highway maintenance issue?</b>											
<b>Overall Total</b>	Total	51	4.1%	(2.7-5.4)	1181	95.9%	(94.6-97.3)	1232	100.0%	(-)	
<b>Gender</b>	Male	29	4.0%	(2.1-5.8)	634	96.0%	(94.2-97.9)	663	49.6%	(46.1-53.0)	
	Female	22	4.2%	(2.1-6.2)	547	95.8%	(93.8-97.9)	569	50.4%	(47.0-53.9)	
<b>Age Group</b>	Total	51	4.1%	(2.7-5.4)	1181	95.9%	(94.6-97.3)	1232	100.0%	(-)	
	Age 18 to 24	5	3.1%	(0.0-6.5)	110	96.9%	(93.5-100.0)	115	11.2%	(8.9-13.5)	
	Age 25 to 44	16	4.8%	(2.0-7.6)	348	95.2%	(92.4-98.0)	364	34.7%	(31.2-38.1)	
	Age 45 to 64	21	3.8%	(1.8-5.8)	434	96.2%	(94.2-98.2)	455	31.1%	(28.1-34.2)	
	Age 65 or older	5	2.5%	(0.0-5.3)	208	97.5%	(94.7-100.0)	213	14.6%	(12.4-16.8)	
<b>District</b>	Total	51	4.1%	(2.7-5.4)	1181	95.9%	(94.6-97.3)	1232	100.0%	(-)	
	One	20	4.1%	(2.3-5.9)	493	95.9%	(94.1-97.7)	513	74.4%	(72.1-76.6)	
	Two	22	3.8%	(2.2-5.3)	555	96.2%	(94.7-97.8)	577	22.7%	(20.6-24.8)	
	Three	9	5.5%	(1.9-9.1)	133	94.5%	(90.9-98.1)	142	2.9%	(2.4-3.5)	
	Total	51	4.1%	(2.7-5.4)	1181	95.9%	(94.6-97.3)	1232	100.0%	(-)	
<b>Professional Truck Driver</b>	Yes	6	8.5%	(0.3-16.8)	55	91.5%	(83.2-99.7)	61	4.9%	(3.4-6.4)	
	No	43	3.9%	(2.4-5.3)	1071	96.1%	(94.7-97.6)	1114	95.1%	(93.6-96.6)	
	Total	49	4.1%	(2.7-5.5)	1126	95.9%	(94.5-97.3)	1175	100.0%	(-)	
<b>Race</b>	White, not Hispanic	38	4.2%	(2.5-5.9)	816	95.8%	(94.1-97.5)	854	68.8%	(65.4-72.3)	
	Hispanic	2	0.6%	(0.0-1.5)	105	99.4%	(98.5-100.0)	107	11.1%	(8.7-13.5)	
	Black or African American	1	3.5%	(0.0-10.1)	39	96.5%	(89.9-100.0)	40	5.5%	(3.7-7.3)	
	American Indian or Alaska Native	1	11.8%	(0.0-32.9)	21	88.2%	(67.1-100.0)	22	1.7%	(0.8-2.5)	
	Asian or Pacific Islander	0	.	(-)	47	100.0%	(100.0-100.0)	47	5.7%	(3.9-7.5)	
<b>Phone</b>	Multi-Racial	3	8.4%	(0.0-18.3)	46	91.6%	(81.7-100.0)	49	5.0%	(3.4-6.6)	
	Total	47	4.1%	(2.6-5.5)	1091	95.9%	(94.5-97.4)	1138	100.0%	(-)	
	landline	15	4.1%	(1.6-6.6)	390	95.9%	(93.4-98.4)	405	30.3%	(27.2-33.4)	
	cell	36	4.0%	(2.4-5.7)	791	96.0%	(94.3-97.6)	827	69.7%	(66.6-72.8)	
	Total	51	4.1%	(2.7-5.4)	1181	95.9%	(94.6-97.3)	1232	100.0%	(-)	

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		In Person			By Letter			By Telephone			By Email			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		10	12.9%	(2.2-23.6)	1	0.9%	(0.0-2.6)	32	69.3%	(53.2-85.4)	8	16.9%	(3.2-30.7)	51	100.0%	(-)
<b>Gender</b>																
	Male	7	20.2%	(0.5-39.8)	1	1.8%	(0.0-5.5)	18	72.7%	(52.2-93.3)	3	5.3%	(0.0-11.9)	29	48.3%	(30.4-66.1)
	Female	3	6.1%	(0.0-13.7)	0	.	(-)	14	66.1%	(41.7-90.5)	5	27.7%	(3.8-51.7)	22	51.7%	(33.9-69.6)
	<b>Total</b>	10	12.9%	(2.2-23.6)	1	0.9%	(0.0-2.6)	32	69.3%	(53.2-85.4)	8	16.9%	(3.2-30.7)	51	100.0%	(-)
<b>Age Group</b>																
	Age 18 to 24	1	14.7%	(0.0-44.7)	0	.	(-)	2	25.2%	(0.0-63.7)	2	60.1%	(10.2-100.0)	5	8.6%	(0.0-18.1)
	Age 25 to 44	1	10.5%	(0.0-30.5)	0	.	(-)	12	74.8%	(48.0-100.0)	3	14.7%	(0.0-35.7)	16	41.1%	(22.8-59.3)
	Age 45 to 64	6	20.9%	(0.7-41.2)	0	.	(-)	12	59.6%	(32.3-87.0)	3	19.4%	(0.0-43.7)	21	29.2%	(14.4-44.1)
	Age 65 or older	2	13.3%	(0.0-36.8)	1	9.6%	(0.0-30.2)	2	77.1%	(43.6-100.0)	0	.	(-)	5	9.1%	(0.0-19.0)
	<b>Total</b>	10	12.9%	(2.2-23.6)	1	0.9%	(0.0-2.6)	32	69.3%	(53.2-85.4)	8	16.9%	(3.2-30.7)	51	100.0%	(-)
<b>District</b>																
	One	2	9.2%	(0.0-22.3)	0	.	(-)	15	74.2%	(53.8-94.5)	3	16.6%	(0.0-34.2)	20	75.0%	(63.8-86.3)
	Two	5	23.1%	(4.6-41.7)	1	4.1%	(0.0-12.4)	12	54.2%	(32.5-76.0)	4	18.5%	(1.5-35.5)	22	21.0%	(10.7-31.3)
	Three	3	28.0%	(0.0-57.0)	0	.	(-)	5	57.1%	(23.1-91.1)	1	14.9%	(0.0-42.3)	9	4.0%	(1.0-7.0)
	<b>Total</b>	10	12.9%	(2.2-23.6)	1	0.9%	(0.0-2.6)	32	69.3%	(53.2-85.4)	8	16.9%	(3.2-30.7)	51	100.0%	(-)
<b>Professional Truck Driver</b>																
	Yes	3	25.5%	(0.0-60.3)	0	.	(-)	3	74.5%	(39.7-100.0)	0	.	(-)	6	10.1%	(0.1-20.2)
	No	7	12.2%	(0.2-24.1)	1	1.0%	(0.0-3.1)	27	67.1%	(48.9-85.3)	8	19.7%	(3.9-35.5)	43	89.9%	(79.8-99.9)
	<b>Total</b>	10	13.5%	(2.3-24.8)	1	0.9%	(0.0-2.8)	30	67.8%	(51.1-84.6)	8	17.7%	(3.4-32.1)	49	100.0%	(-)
<b>Race</b>																
	White, not Hispanic	9	18.0%	(2.4-33.7)	1	1.3%	(0.0-4.1)	23	73.7%	(56.7-90.7)	5	6.9%	(0.3-13.6)	38	70.8%	(52.7-88.9)
	Hispanic	0	.	(-)	0	.	(-)	2	100.0%	(100.0-100.0)	0	.	(-)	2	1.7%	(0.0-4.2)
	Black or African American	0	.	(-)	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)	1	4.7%	(0.0-14.0)
	American Indian or Alaska Native	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)	0	.	(-)	1	4.8%	(0.0-14.3)
	Multi-Racial	1	13.5%	(0.0-42.5)	0	.	(-)	0	.	(-)	2	86.5%	(57.5-100.0)	3	10.3%	(0.0-22.8)
	<b>Total</b>	10	14.2%	(2.4-25.9)	1	1.0%	(0.0-2.9)	28	66.3%	(48.9-83.8)	8	18.6%	(3.6-33.5)	47	100.0%	(-)
<b>Phone</b>																
	landline	2	4.2%	(0.0-11.2)	0	.	(-)	12	93.9%	(85.6-100.0)	1	1.9%	(0.0-6.0)	15	30.7%	(14.2-47.3)
	cell	8	16.8%	(1.9-31.6)	1	1.3%	(0.0-3.8)	20	58.4%	(37.3-79.5)	7	23.6%	(4.7-42.4)	36	69.3%	(52.7-85.8)
	<b>Total</b>	10	12.9%	(2.2-23.6)	1	0.9%	(0.0-2.6)	32	69.3%	(53.2-85.4)	8	16.9%	(3.2-30.7)	51	100.0%	(-)



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		Snow removal and ice control						The removal of graffiti			Landscaping at interchanges and bridges			Removing litter and garbage along the roadways			Maintaining visible lane lines on the pavement		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		4	6.8%	(0.0-15.9)	1	1.0%	(0.0-2.9)	2	1.7%	(0.0-4.2)	7	22.0%	(5.5-38.5)	5	12.4%	(0.4-24.4)			
<b>Gender</b>		3	11.4%	(0.0-28.6)	0	.	(-)	2	3.4%	(0.0-8.7)	3	16.9%	(0.0-37.5)	2	7.1%	(0.0-18.4)			
Male		1	2.5%	(0.0-7.6)	1	1.9%	(0.0-5.8)	0	.	(-)	4	26.9%	(1.7-52.1)	3	17.4%	(0.0-37.8)			
Female		4	6.8%	(0.0-15.9)	1	1.0%	(0.0-2.9)	2	1.7%	(0.0-4.2)	7	22.0%	(5.5-38.5)	5	12.4%	(0.4-24.4)			
<b>Age Group</b>		1	14.7%	(0.0-44.7)	0	.	(-)	0	.	(-)	0	.	(-)	1	49.5%	(0.0-100.0)			
Age 18 to 24		1	10.5%	(0.0-30.5)	0	.	(-)	2	4.0%	(0.0-10.3)	5	43.7%	(12.6-74.8)	1	2.5%	(0.0-7.7)			
Age 25 to 44		2	4.1%	(0.0-10.5)	1	3.3%	(0.0-9.9)	0	.	(-)	1	1.3%	(0.0-4.1)	2	11.8%	(0.0-29.8)			
Age 45 to 64		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	1	38.6%	(0.0-96.4)			
Age 65 or older		4	6.8%	(0.0-15.9)	1	1.0%	(0.0-2.9)	2	1.7%	(0.0-4.2)	7	22.0%	(5.5-38.5)	5	12.4%	(0.4-24.4)			
<b>District</b>		1	5.7%	(0.0-17.0)	0	.	(-)	0	.	(-)	5	27.9%	(6.7-49.1)	3	13.9%	(0.0-29.3)			
One		2	10.4%	(0.0-24.9)	1	4.8%	(0.0-14.3)	1	5.4%	(0.0-15.9)	0	.	(-)	2	9.2%	(0.0-21.9)			
Two		1	9.7%	(0.0-28.6)	0	.	(-)	1	14.9%	(0.0-42.3)	2	21.1%	(0.0-48.4)	0	.	(-)			
Three		4	6.8%	(0.0-15.9)	1	1.0%	(0.0-2.9)	2	1.7%	(0.0-4.2)	7	22.0%	(5.5-38.5)	5	12.4%	(0.4-24.4)			
<b>Professional Truck Driver</b>		1	13.1%	(0.0-39.7)	0	.	(-)	0	.	(-)	0	.	(-)	1	8.4%	(0.0-26.1)			
Yes		3	6.4%	(0.0-16.5)	1	1.1%	(0.0-3.4)	2	1.9%	(0.0-4.9)	7	25.4%	(6.8-43.9)	4	13.3%	(0.0-27.0)			
No		4	7.1%	(0.0-16.5)	1	1.0%	(0.0-3.0)	2	1.7%	(0.0-4.4)	7	22.8%	(5.8-39.8)	5	12.8%	(0.4-25.2)			
<b>Race</b>		3	8.5%	(0.0-21.6)	1	1.5%	(0.0-4.5)	1	1.7%	(0.0-5.0)	4	14.9%	(0.0-32.6)	4	12.3%	(0.0-25.9)			
White, not Hispanic		0	.	(-)	0	.	(-)	1	38.4%	(0.0-100.0)	0	.	(-)	0	.	(-)			
Hispanic		0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)			
Black or African American		0	.	(-)	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)	0	.	(-)			
American Indian or Alaska Native		1	13.5%	(0.0-42.5)	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)			
Multi-Racial		4	7.4%	(0.0-17.3)	1	1.0%	(0.0-3.2)	2	1.8%	(0.0-4.6)	6	20.1%	(3.2-37.0)	5	13.4%	(0.4-26.4)			
<b>Phone</b>		1	1.3%	(0.0-3.9)	0	.	(-)	0	.	(-)	3	27.0%	(0.0-57.6)	1	11.4%	(0.0-33.0)			
landline		3	9.4%	(0.0-22.3)	1	1.4%	(0.0-4.3)	2	2.4%	(0.0-6.1)	4	19.8%	(0.2-39.3)	4	12.8%	(0.0-27.3)			
cell		4	6.8%	(0.0-15.9)	1	1.0%	(0.0-2.9)	2	1.7%	(0.0-4.2)	7	22.0%	(5.5-38.5)	5	12.4%	(0.4-24.4)			
<b>Total</b>																			

		Maintaining road signs				Maintaining the roadway surface				Other (specify)				Total		
		N	%	C.I.(95%)		N	%	C.I.(95%)		N	%	C.I.(95%)		N	%	C.I.(95%)
<b>Overall Total</b>		4	7.1%	(0.0-16.3)		9	17.5%	(3.9-31.2)		18	31.5%	(15.3-47.7)		50	100.0%	(-)
<b>Gender</b>																
	Male	2	3.5%	(0.0-8.6)		7	33.0%	(9.0-57.1)		10	24.7%	(5.8-43.6)		29	48.8%	(30.8-66.9)
	Female	2	10.6%	(0.0-27.5)		2	2.8%	(0.0-7.1)		8	38.0%	(12.7-63.3)		21	51.2%	(33.1-69.2)
	Total	4	7.1%	(0.0-16.3)		9	17.5%	(3.9-31.2)		18	31.5%	(15.3-47.7)		50	100.0%	(-)
<b>Age Group</b>																
	Age 18 to 24	0	.	(-)		0	.	(-)		3	35.8%	(0.0-82.2)		5	8.7%	(0.0-18.3)
	Age 25 to 44	1	10.7%	(0.0-31.1)		3	22.1%	(0.0-48.4)		3	6.5%	(0.0-14.9)		16	41.5%	(23.1-59.9)
	Age 45 to 64	2	6.0%	(0.0-14.8)		5	25.4%	(1.4-49.3)		8	48.2%	(19.9-76.4)		21	29.6%	(14.5-44.6)
	Age 65 or older	1	9.6%	(0.0-30.2)		1	9.6%	(0.0-30.2)		2	42.3%	(0.0-99.7)		5	9.2%	(0.0-19.2)
	Total	4	7.1%	(0.0-16.3)		9	17.5%	(3.9-31.2)		18	31.5%	(15.3-47.7)		50	100.0%	(-)
<b>District</b>																
	One	1	5.9%	(0.0-17.3)		4	18.5%	(1.0-36.0)		6	28.1%	(7.9-48.4)		20	75.9%	(64.8-86.9)
	Two	3	13.2%	(0.0-27.8)		3	13.2%	(0.0-27.8)		9	43.8%	(21.5-66.0)		21	20.1%	(10.0-30.2)
	Three	0	.	(-)		2	21.1%	(0.0-48.4)		3	33.2%	(0.5-65.8)		9	4.0%	(1.0-7.1)
	Total	4	7.1%	(0.0-16.3)		9	17.5%	(3.9-31.2)		18	31.5%	(15.3-47.7)		50	100.0%	(-)
<b>Professional Truck Driver</b>																
	Yes	0	.	(-)		2	12.3%	(0.0-33.1)		2	66.2%	(25.5-100.0)		6	10.1%	(0.1-20.2)
	No	4	8.2%	(0.0-18.8)		7	18.8%	(3.4-34.3)		15	24.8%	(9.3-40.3)		43	89.9%	(79.8-99.9)
	Total	4	7.4%	(0.0-16.9)		9	18.2%	(4.1-32.3)		17	29.0%	(13.1-44.9)		49	100.0%	(-)
<b>Race</b>																
	White, not Hispanic	3	4.1%	(0.0-9.0)		6	20.0%	(1.5-38.6)		16	37.0%	(16.9-57.1)		38	70.8%	(52.7-88.9)
	Hispanic	0	.	(-)		1	61.6%	(0.0-100.0)		0	.	(-)		2	1.7%	(0.0-4.2)
	Black or African American	0	.	(-)		0	.	(-)		0	.	(-)		1	4.7%	(0.0-14.0)
	American Indian or Alaska Native	0	.	(-)		0	.	(-)		0	.	(-)		1	4.8%	(0.0-14.3)
	Multi-Racial	1	46.6%	(0.0-100.0)		0	.	(-)		1	40.0%	(0.0-100.0)		3	10.3%	(0.0-22.8)
	Total	4	7.7%	(0.0-17.7)		8	18.1%	(3.5-32.8)		17	30.4%	(13.8-46.9)		47	100.0%	(-)
<b>Phone</b>																
	landline	1	2.6%	(0.0-8.1)		2	11.7%	(0.0-29.6)		7	46.1%	(13.6-78.5)		15	31.1%	(14.3-47.9)
	cell	3	9.1%	(0.0-22.1)		7	20.2%	(2.3-38.1)		11	24.9%	(7.7-42.1)		35	68.9%	(52.1-85.7)
	Total	4	7.1%	(0.0-16.3)		9	17.5%	(3.9-31.2)		18	31.5%	(15.3-47.7)		50	100.0%	(-)

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		Yes			No			Don't know/Not sure			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C02Q02c. Was the maintenance issue fixed or resolved in what you consider to be a timely manner?</b>													
<b>Overall Total</b>		19	36.5%	(19.2-53.9)	28	54.7%	(36.7-72.7)	3	8.8%	(0.0-19.7)	50	100.0%	(-,-)
<b>Gender</b>													
	Male	10	23.2%	(4.6-41.7)	16	58.9%	(34.9-82.9)	3	18.0%	(0.0-38.7)	29	48.8%	(30.8-66.9)
	Female	9	49.3%	(22.8-75.8)	12	50.7%	(24.2-77.2)	0	.	(-,-)	21	51.2%	(33.1-69.2)
	<b>Total</b>	19	36.5%	(19.2-53.9)	28	54.7%	(36.7-72.7)	3	8.8%	(0.0-19.7)	50	100.0%	(-,-)
<b>Age Group</b>													
	Age 18 to 24	3	39.9%	(0.0-89.8)	1	49.5%	(0.0-100.0)	1	10.6%	(0.0-33.0)	5	8.7%	(0.0-18.3)
	Age 25 to 44	5	36.0%	(6.0-66.1)	10	53.5%	(22.5-84.5)	1	10.5%	(0.0-30.5)	16	41.5%	(23.1-59.9)
	Age 45 to 64	9	37.4%	(10.3-64.6)	12	62.6%	(35.4-89.7)	0	.	(-,-)	21	29.6%	(14.5-44.6)
	Age 65 or older	1	38.6%	(0.0-96.4)	4	61.4%	(3.6-100.0)	0	.	(-,-)	5	9.2%	(0.0-19.2)
	<b>Total</b>	19	36.5%	(19.2-53.9)	28	54.7%	(36.7-72.7)	3	8.8%	(0.0-19.7)	50	100.0%	(-,-)
<b>District</b>													
	One	7	35.4%	(13.3-57.4)	11	54.3%	(31.3-77.3)	2	10.3%	(0.0-24.5)	20	75.9%	(64.8-86.9)
	Two	8	39.5%	(17.4-61.5)	12	55.9%	(33.6-78.3)	1	4.6%	(0.0-13.7)	21	20.1%	(10.0-30.2)
	Three	4	44.1%	(9.8-78.3)	5	55.9%	(21.7-90.2)	0	.	(-,-)	9	4.0%	(1.0-7.1)
	<b>Total</b>	19	36.5%	(19.2-53.9)	28	54.7%	(36.7-72.7)	3	8.8%	(0.0-19.7)	50	100.0%	(-,-)
<b>Professional Truck Driver</b>													
	Yes	2	52.1%	(1.0-100.0)	4	47.9%	(0.0-99.0)	0	.	(-,-)	6	10.1%	(0.1-20.2)
	No	16	32.2%	(14.1-50.3)	24	57.7%	(38.3-77.0)	3	10.1%	(0.0-22.6)	43	89.9%	(79.8-99.9)
	<b>Total</b>	18	34.2%	(16.9-51.6)	28	56.7%	(38.4-74.9)	3	9.1%	(0.0-20.4)	49	100.0%	(-,-)
<b>Race</b>													
	White, not Hispanic	14	34.1%	(14.0-54.2)	22	57.8%	(36.5-79.1)	2	8.1%	(0.0-21.2)	38	70.8%	(52.7-88.9)
	Hispanic	1	38.4%	(0.0-100.0)	1	61.6%	(0.0-100.0)	0	.	(-,-)	2	1.7%	(0.0-4.2)
	Black or African American	0	.	(-,-)	1	100.0%	(100.0-100.0)	0	.	(-,-)	1	4.7%	(0.0-14.0)
	American Indian or Alaska Native	1	100.0%	(100.0-100.0)	0	.	(-,-)	0	.	(-,-)	1	4.8%	(0.0-14.3)
	Multi-Racial	2	60.0%	(0.0-100.0)	1	40.0%	(0.0-100.0)	0	.	(-,-)	3	10.3%	(0.0-22.8)
	<b>Total</b>	18	35.8%	(17.8-53.8)	27	58.4%	(39.8-77.1)	2	5.7%	(0.0-15.2)	47	100.0%	(-,-)
<b>Phone</b>													
	landline	6	45.1%	(12.5-77.8)	8	43.6%	(11.8-75.5)	1	11.2%	(0.0-32.6)	15	31.1%	(14.3-47.9)
	cell	13	32.7%	(12.6-52.7)	20	59.7%	(38.4-81.0)	2	7.7%	(0.0-20.2)	35	68.9%	(52.1-85.7)
	<b>Total</b>	19	36.5%	(19.2-53.9)	28	54.7%	(36.7-72.7)	3	8.8%	(0.0-19.7)	50	100.0%	(-,-)

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		Electronic message signs along freeways			Radio			TV			E-mail alerts			Internet or NDOT Website			Toll-free phone number about current road condition		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		515	47.8%	(44.4-51.3)	124	8.3%	(6.6-10.1)	109	9.0%	(7.0-10.9)	29	2.1%	(1.1-3.0)	122	8.4%	(6.5-10.2)	145	7.7%	(6.2-9.3)
<b>Gender</b>		280	47.5%	(42.8-52.3)	69	9.5%	(6.9-12.1)	56	8.9%	(6.3-11.6)	17	2.9%	(1.2-4.6)	60	6.6%	(4.5-8.7)	77	8.0%	(5.8-10.2)
	Female	235	48.2%	(43.1-53.2)	55	7.2%	(4.8-9.6)	53	9.0%	(6.2-11.8)	12	1.2%	(0.4-2.0)	62	10.2%	(7.2-13.2)	68	7.5%	(5.2-9.8)
	<b>Total</b>	515	47.8%	(44.4-51.3)	124	8.3%	(6.6-10.1)	109	9.0%	(7.0-10.9)	29	2.1%	(1.1-3.0)	122	8.4%	(6.5-10.2)	145	7.7%	(6.2-9.3)
<b>Age Group</b>	Age 18 to 24	52	49.7%	(38.5-60.9)	14	10.8%	(4.2-17.5)	6	5.9%	(0.3-11.4)	3	1.4%	(0.0-3.0)	11	8.1%	(2.4-13.8)	7	3.7%	(0.0-7.4)
	Age 25 to 44	160	49.7%	(43.3-56.0)	29	5.5%	(2.9-8.1)	21	5.6%	(2.7-8.4)	11	2.8%	(0.8-4.8)	47	10.8%	(7.0-14.6)	26	4.4%	(2.2-6.6)
	Age 45 to 64	195	48.8%	(43.1-54.4)	44	8.3%	(5.4-11.1)	38	8.9%	(5.7-12.1)	12	2.1%	(0.6-3.6)	46	8.5%	(5.5-11.6)	72	12.6%	(9.1-16.1)
	Age 65 or older	79	44.2%	(36.3-52.1)	25	11.3%	(6.5-16.2)	31	15.0%	(9.4-20.6)	2	0.8%	(0.0-2.1)	14	5.0%	(1.9-8.1)	35	10.2%	(6.2-14.2)
	<b>Total</b>	515	47.8%	(44.4-51.3)	124	8.3%	(6.6-10.1)	109	9.0%	(7.0-10.9)	29	2.1%	(1.1-3.0)	122	8.4%	(6.5-10.2)	145	7.7%	(6.2-9.3)
<b>District</b>	One	260	52.0%	(47.5-56.5)	40	7.1%	(4.9-9.3)	49	9.0%	(6.5-11.5)	9	1.8%	(0.6-2.9)	34	7.0%	(4.7-9.4)	29	5.2%	(3.3-7.1)
	Two	208	36.1%	(32.1-40.0)	68	11.9%	(9.2-14.5)	55	9.6%	(7.1-12.0)	18	3.2%	(1.7-4.6)	69	12.3%	(9.5-15.0)	83	14.3%	(11.4-17.1)
	Three	47	34.8%	(25.9-43.7)	16	13.2%	(5.9-20.6)	5	3.4%	(0.4-6.4)	2	1.2%	(0.0-2.8)	19	12.3%	(6.8-17.8)	33	21.0%	(14.2-27.7)
	<b>Total</b>	515	47.8%	(44.4-51.3)	124	8.3%	(6.6-10.1)	109	9.0%	(7.0-10.9)	29	2.1%	(1.1-3.0)	122	8.4%	(6.5-10.2)	145	7.7%	(6.2-9.3)
<b>Professional Truck Driver</b>	Yes	25	49.1%	(33.5-64.8)	6	11.1%	(1.7-20.5)	2	7.1%	(0.0-16.6)	0	.	(-)	7	10.3%	(1.4-19.1)	12	14.1%	(4.9-23.3)
	No	471	48.4%	(44.8-52.1)	113	8.2%	(6.4-10.0)	97	8.3%	(6.4-10.2)	29	2.3%	(1.2-3.3)	113	8.6%	(6.7-10.6)	130	7.6%	(5.9-9.2)
	<b>Total</b>	496	48.5%	(44.9-52.0)	119	8.3%	(6.5-10.1)	99	8.2%	(6.4-10.1)	29	2.2%	(1.2-3.1)	120	8.7%	(6.8-10.7)	142	7.9%	(6.3-9.5)
<b>Race</b>	White, not Hispanic	348	47.5%	(43.2-51.7)	88	7.6%	(5.7-9.5)	70	8.1%	(5.9-10.2)	21	1.9%	(0.9-3.0)	94	10.0%	(7.5-12.4)	116	9.1%	(7.1-11.2)
	Hispanic	46	43.6%	(32.2-55.1)	13	14.5%	(6.2-22.8)	11	11.3%	(3.8-18.8)	3	2.7%	(0.0-6.4)	5	4.6%	(0.0-9.5)	7	5.9%	(0.6-11.3)
	Black or African American	23	56.5%	(39.7-73.2)	2	5.2%	(0.0-12.7)	4	9.8%	(0.0-19.9)	0	.	(-)	1	0.9%	(0.0-2.6)	5	11.2%	(0.6-21.8)
	American Indian or Alaska Native	6	41.4%	(14.4-68.3)	0	.	(-)	1	1.7%	(0.0-5.1)	1	2.7%	(0.0-8.2)	3	18.0%	(0.0-40.0)	5	9.9%	(0.1-19.7)
	Asian or Pacific Islander	20	45.9%	(29.5-62.3)	8	16.1%	(4.4-27.8)	4	6.3%	(0.0-13.2)	1	3.4%	(0.0-9.9)	4	7.6%	(0.0-16.0)	1	0.6%	(0.0-1.9)
	Multi-Racial	29	64.5%	(48.4-80.5)	0	.	(-)	3	3.6%	(0.0-8.6)	0	.	(-)	6	8.1%	(0.0-16.5)	4	3.5%	(0.0-7.0)
	<b>Total</b>	479	48.3%	(44.7-51.9)	114	8.2%	(6.4-10.1)	94	8.1%	(6.2-10.0)	28	2.1%	(1.1-3.1)	115	8.6%	(6.7-10.6)	139	8.0%	(6.3-9.6)
<b>Phone</b>	landline	164	45.7%	(39.6-51.7)	39	7.6%	(4.7-10.4)	46	13.3%	(9.1-17.5)	5	1.5%	(0.0-3.0)	45	9.6%	(6.1-13.1)	52	9.2%	(6.0-12.4)
	cell	351	48.8%	(44.6-53.0)	85	8.7%	(6.5-10.9)	63	7.1%	(5.0-9.1)	24	2.3%	(1.1-3.5)	77	7.9%	(5.7-10.0)	93	7.1%	(5.3-8.9)
	<b>Total</b>	515	47.8%	(44.4-51.3)	124	8.3%	(6.6-10.1)	109	9.0%	(7.0-10.9)	29	2.1%	(1.1-3.0)	122	8.4%	(6.5-10.2)	145	7.7%	(6.2-9.3)

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*Table C02Q03 – part 2. Which of the following is the best way for the Nevada Department of Transportation to provide you with CURRENT/NDOT roadway conditions?*

	In-Car GPS system			Text messages sent to cell phone			Other			UNK/Refused/Missing			Total		
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	26	2.8%	(1.6-4.0)	105	10.5%	(8.2-12.7)	26	1.7%	(0.9-2.5)	22	1.7%	(0.8-2.6)	1223	100.0%	(-,-)
<b>Gender</b>															
Male	19	3.6%	(1.7-5.4)	56	9.8%	(6.9-12.8)	14	1.5%	(0.5-2.5)	12	1.7%	(0.5-2.9)	660	49.7%	(46.2-53.1)
Female	7	2.0%	(0.5-3.6)	49	11.1%	(7.7-14.5)	12	1.8%	(0.6-3.1)	10	1.8%	(0.5-3.1)	563	50.3%	(46.9-53.8)
<b>Total</b>	26	2.8%	(1.6-4.0)	105	10.5%	(8.2-12.7)	26	1.7%	(0.9-2.5)	22	1.7%	(0.8-2.6)	1223	100.0%	(-,-)
<b>Age Group</b>															
Age 18 to 24	4	5.3%	(0.0-10.8)	16	13.1%	(5.6-20.6)	0	.	(-,-)	2	2.0%	(0.0-5.2)	115	11.3%	(8.9-13.7)
Age 25 to 44	10	3.1%	(0.9-5.4)	53	16.6%	(11.7-21.4)	5	0.6%	(0.1-1.1)	2	1.0%	(0.0-2.4)	364	35.0%	(31.6-38.5)
Age 45 to 64	6	1.8%	(0.2-3.5)	24	5.6%	(2.9-8.2)	10	1.8%	(0.4-3.3)	8	1.6%	(0.2-3.0)	455	31.5%	(28.4-34.5)
Age 65 or older	4	2.4%	(0.0-5.0)	7	4.6%	(1.1-8.1)	8	3.7%	(0.6-6.7)	8	2.8%	(0.5-5.1)	213	14.7%	(12.5-17.0)
<b>Total</b>	26	2.8%	(1.6-4.0)	105	10.5%	(8.2-12.7)	26	1.7%	(0.9-2.5)	22	1.7%	(0.8-2.6)	1223	100.0%	(-,-)
<b>District</b>															
One	16	3.3%	(1.7-4.9)	54	11.6%	(8.7-14.6)	8	1.4%	(0.4-2.4)	8	1.6%	(0.5-2.8)	507	74.2%	(72.0-76.5)
Two	7	1.2%	(0.3-2.1)	41	7.2%	(5.1-9.4)	13	2.3%	(1.0-3.5)	12	2.1%	(0.9-3.2)	574	22.8%	(20.7-24.9)
Three	3	2.6%	(0.0-5.6)	10	7.1%	(2.8-11.5)	5	3.1%	(0.4-5.9)	2	1.3%	(0.0-3.1)	142	3.0%	(2.4-3.5)
<b>Total</b>	26	2.8%	(1.6-4.0)	105	10.5%	(8.2-12.7)	26	1.7%	(0.9-2.5)	22	1.7%	(0.8-2.6)	1223	100.0%	(-,-)
<b>Professional Truck Driver</b>															
Yes	3	3.6%	(0.0-8.5)	5	3.9%	(0.3-7.5)	0	.	(-,-)	1	0.8%	(0.0-2.3)	61	4.9%	(3.4-6.4)
No	21	2.7%	(1.4-4.0)	96	10.7%	(8.3-13.1)	24	1.5%	(0.8-2.2)	20	1.7%	(0.8-2.6)	1114	95.1%	(93.6-96.6)
<b>Total</b>	24	2.7%	(1.5-4.0)	101	10.4%	(8.1-12.7)	24	1.4%	(0.7-2.1)	21	1.6%	(0.8-2.5)	1175	100.0%	(-,-)
<b>Race</b>															
White, not Hispanic	11	1.6%	(0.4-2.7)	74	11.3%	(8.4-14.2)	15	1.3%	(0.5-2.1)	17	1.8%	(0.7-2.8)	854	68.8%	(65.4-72.3)
Hispanic	2	0.8%	(0.0-1.9)	17	14.9%	(6.8-23.0)	3	1.6%	(0.0-3.8)	0	.	(-,-)	107	11.1%	(8.7-13.5)
Black or African American	3	9.8%	(0.0-20.3)	1	3.8%	(0.0-11.1)	1	2.8%	(0.0-8.3)	0	.	(-,-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	1	5.8%	(0.0-16.9)	1	2.2%	(0.0-6.5)	2	3.9%	(0.0-9.6)	2	14.4%	(0.0-35.6)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	3	5.7%	(0.0-12.8)	4	10.3%	(0.0-20.7)	0	.	(-,-)	2	4.1%	(0.0-10.7)	47	5.7%	(3.9-7.5)
Multi-Racial	4	14.6%	(1.3-27.9)	2	4.9%	(0.0-12.6)	1	0.8%	(0.0-2.3)	0	.	(-,-)	49	5.0%	(3.4-6.6)
<b>Total</b>	24	2.8%	(1.5-4.1)	101	10.8%	(8.4-13.1)	23	1.4%	(0.7-2.2)	21	1.7%	(0.8-2.6)	1138	100.0%	(-,-)
<b>Phone</b>															
landline	5	1.5%	(0.0-3.1)	22	5.7%	(2.8-8.7)	13	2.6%	(0.8-4.3)	13	3.3%	(1.1-5.5)	404	30.6%	(27.5-33.7)
cell	21	3.4%	(1.7-5.0)	83	12.6%	(9.6-15.5)	13	1.3%	(0.4-2.1)	9	1.0%	(0.2-1.8)	819	69.4%	(66.3-72.5)
<b>Total</b>	26	2.8%	(1.6-4.0)	105	10.5%	(8.2-12.7)	26	1.7%	(0.9-2.5)	22	1.7%	(0.8-2.6)	1223	100.0%	(-,-)

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	Table C02Q04a. Did you know that NDOT has a toll-free road condition number, 511 or 1-877-NV-ROADS that provides information about road conditions on State Highways?													
	Yes				No				Don't know/Not sure				Total	
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%
<b>Overall Total</b>	690	41.9%	(38.6-45.2)	525	57.7%	(54.4-61.1)	5	0.3%	(0.0-0.7)	1220	100.0%	(-)		
<b>Gender</b>														
Male	390	47.9%	(43.2-52.6)	265	51.7%	(47.0-56.4)	2	0.4%	(0.0-1.1)	657	49.6%	(46.2-53.1)		
Female	300	36.0%	(31.5-40.6)	260	63.7%	(59.1-68.3)	3	0.2%	(0.0-0.5)	563	50.4%	(46.9-53.8)		
<b>Total</b>	690	41.9%	(38.6-45.2)	525	57.7%	(54.4-61.1)	5	0.3%	(0.0-0.7)	1220	100.0%	(-)		
<b>Age Group</b>														
Age 18 to 24	42	28.5%	(18.8-38.2)	71	70.8%	(61.1-80.5)	2	0.7%	(0.0-1.7)	115	11.3%	(9.0-13.7)		
Age 25 to 44	195	41.0%	(34.9-47.1)	168	58.5%	(52.4-64.6)	1	0.5%	(0.0-1.5)	364	35.1%	(31.6-38.5)		
Age 45 to 64	294	48.3%	(42.7-53.9)	160	51.6%	(46.0-57.2)	1	0.1%	(0.0-0.4)	455	31.5%	(28.4-34.6)		
Age 65 or older	121	42.3%	(34.7-49.8)	91	57.5%	(49.9-65.0)	1	0.2%	(0.0-0.7)	213	14.8%	(12.6-17.0)		
<b>Total</b>	690	41.9%	(38.6-45.2)	525	57.7%	(54.4-61.1)	5	0.3%	(0.0-0.7)	1220	100.0%	(-)		
<b>District</b>														
One	161	31.0%	(26.9-35.1)	345	68.8%	(64.6-72.9)	1	0.2%	(0.0-0.7)	507	74.3%	(72.1-76.5)		
Two	429	74.1%	(70.4-77.8)	140	25.3%	(21.7-29.0)	3	0.6%	(0.0-1.2)	572	22.7%	(20.6-24.8)		
Three	100	69.0%	(60.2-77.7)	40	30.1%	(21.4-38.9)	1	0.9%	(0.0-2.6)	141	2.9%	(2.4-3.5)		
<b>Total</b>	690	41.9%	(38.6-45.2)	525	57.7%	(54.4-61.1)	5	0.3%	(0.0-0.7)	1220	100.0%	(-)		
<b>Professional Truck Driver</b>														
Yes	46	67.1%	(52.0-82.3)	15	32.9%	(17.7-48.0)	0	.	(-)	61	4.9%	(3.4-6.4)		
No	625	41.2%	(37.8-44.7)	484	58.4%	(54.9-61.9)	5	0.4%	(0.0-0.8)	1114	95.1%	(93.6-96.6)		
<b>Total</b>	671	42.5%	(39.1-45.9)	499	57.2%	(53.8-60.6)	5	0.3%	(0.0-0.7)	1175	100.0%	(-)		
<b>Race</b>														
White, not Hispanic	524	45.7%	(41.5-49.8)	327	53.9%	(49.8-58.1)	3	0.4%	(0.0-1.0)	854	68.8%	(65.4-72.3)		
Hispanic	45	32.6%	(22.2-43.0)	61	66.9%	(56.5-77.4)	1	0.5%	(0.0-1.5)	107	11.1%	(8.7-13.5)		
Black or African American	14	28.6%	(13.6-43.6)	26	71.4%	(56.4-86.4)	0	.	(-)	40	5.5%	(3.7-7.3)		
American Indian or Alaska Native	13	65.4%	(40.9-89.9)	8	32.9%	(8.6-57.3)	1	1.7%	(0.0-5.1)	22	1.7%	(0.8-2.5)		
Asian or Pacific Islander	14	22.7%	(9.4-36.0)	33	77.3%	(64.0-90.6)	0	.	(-)	47	5.7%	(3.9-7.5)		
Multi-Racial	32	59.3%	(42.6-76.1)	17	40.7%	(23.9-57.4)	0	.	(-)	49	5.0%	(3.4-6.6)		
<b>Total</b>	652	42.6%	(39.1-46.0)	481	57.1%	(53.6-60.6)	5	0.4%	(0.0-0.8)	1138	100.0%	(-)		
<b>Phone</b>														
landline	227	37.6%	(32.0-43.1)	176	62.3%	(56.8-67.9)	1	0.1%	(0.0-0.3)	404	30.6%	(27.5-33.8)		
cell	463	43.8%	(39.7-47.9)	349	55.7%	(51.6-59.8)	4	0.4%	(0.0-1.0)	816	69.4%	(66.2-72.5)		
<b>Total</b>	690	41.9%	(38.6-45.2)	525	57.7%	(54.4-61.1)	5	0.3%	(0.0-0.7)	1220	100.0%	(-)		

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	Yes						No			Don't know/Not sure			Total		
	Yes		C.I.(95%)		N	%	No		C.I.(95%)	N	%	Don't know/Not sure		N	%
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	288	33.5%	(29.2-37.9)	400	66.3%	(61.9-70.6)	2	0.2%	(0.0-0.5)	690	100.0%	(-)			(-)
<b>Gender</b>															
Male	167	33.0%	(27.3-38.6)	222	66.9%	(61.2-72.5)	1	0.2%	(0.0-0.5)	390	56.7%	(51.9-61.4)			
Female	121	34.3%	(27.6-41.0)	178	65.4%	(58.8-72.1)	1	0.3%	(0.0-0.7)	300	43.3%	(38.6-48.1)			
Total	288	33.5%	(29.2-37.9)	400	66.3%	(61.9-70.6)	2	0.2%	(0.0-0.5)	690	100.0%	(-)			(-)
<b>Age Group</b>															
Age 18 to 24	11	22.2%	(6.9-37.5)	30	76.6%	(61.2-92.0)	1	1.2%	(0.0-3.5)	42	7.7%	(4.8-10.6)			
Age 25 to 44	81	35.4%	(26.9-43.8)	114	64.6%	(56.2-73.1)	0	.	(-)	195	34.3%	(29.5-39.1)			
Age 45 to 64	136	35.7%	(29.2-42.1)	158	64.3%	(57.9-70.8)	0	.	(-)	294	36.3%	(31.9-40.7)			
Age 65 or older	49	35.2%	(25.4-44.9)	71	64.1%	(54.3-73.9)	1	0.7%	(0.0-2.2)	121	14.9%	(11.9-17.9)			
Total	288	33.5%	(29.2-37.9)	400	66.3%	(61.9-70.6)	2	0.2%	(0.0-0.5)	690	100.0%	(-)			(-)
<b>District</b>															
One	38	23.4%	(16.7-30.2)	123	76.6%	(69.8-83.3)	0	.	(-)	161	54.9%	(50.4-59.5)			
Two	198	45.5%	(40.8-50.3)	229	54.0%	(49.2-58.8)	2	0.5%	(0.0-1.2)	429	40.2%	(36.0-44.4)			
Three	52	48.8%	(38.3-59.4)	48	51.2%	(40.6-61.7)	0	.	(-)	100	4.8%	(3.8-5.9)			
Total	288	33.5%	(29.2-37.9)	400	66.3%	(61.9-70.6)	2	0.2%	(0.0-0.5)	690	100.0%	(-)			(-)
<b>Professional Truck Driver</b>															
Yes	29	48.4%	(30.0-66.8)	17	51.6%	(33.2-70.0)	0	.	(-)	46	7.7%	(5.0-10.4)			
No	249	32.3%	(27.8-36.8)	374	67.5%	(63.0-72.0)	2	0.2%	(0.0-0.5)	625	92.3%	(89.6-95.0)			
Total	278	33.5%	(29.1-37.9)	391	66.3%	(61.9-70.7)	2	0.2%	(0.0-0.5)	671	100.0%	(-)			(-)
<b>Race</b>															
White, not Hispanic	237	38.5%	(33.3-43.7)	285	61.2%	(56.0-66.4)	2	0.3%	(0.0-0.7)	524	73.8%	(69.1-78.6)			
Hispanic	16	24.3%	(9.3-39.4)	29	75.7%	(60.6-90.7)	0	.	(-)	45	8.5%	(5.5-11.5)			
Black or African American	1	2.6%	(0.0-7.8)	13	97.4%	(92.2-100.0)	0	.	(-)	14	3.7%	(1.5-5.9)			
American Indian or Alaska Native	6	45.0%	(11.2-78.9)	7	55.0%	(21.1-88.8)	0	.	(-)	13	2.6%	(0.8-4.3)			
Asian or Pacific Islander	3	9.1%	(0.0-20.3)	11	90.9%	(79.7-100.0)	0	.	(-)	14	3.0%	(1.1-5.0)			
Multi-Racial	14	36.9%	(16.8-57.0)	18	63.1%	(43.0-83.2)	0	.	(-)	32	7.0%	(4.1-9.8)			
Total	278	34.7%	(30.2-39.2)	372	65.1%	(60.6-69.6)	2	0.2%	(0.0-0.5)	652	100.0%	(-)			(-)
<b>Phone</b>															
landline	86	32.3%	(24.7-39.9)	140	67.3%	(59.7-74.9)	1	0.4%	(0.0-1.2)	227	27.5%	(23.4-31.5)			
cell	202	34.0%	(28.8-39.2)	260	65.9%	(60.7-71.1)	1	0.1%	(0.0-0.4)	463	72.5%	(68.5-76.6)			
Total	288	33.5%	(29.2-37.9)	400	66.3%	(61.9-70.6)	2	0.2%	(0.0-0.5)	690	100.0%	(-)			(-)

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		Very dissatisfied			Somewhat dissatisfied			Neither dissatisfied nor satisfied			Somewhat satisfied			Very satisfied			Not sure/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	<b>Total</b>	13	5.9%	(2.1-9.7)	14	3.7%	(1.6-5.8)	34	11.3%	(6.6-16.0)	110	38.8%	(31.5-46.1)	116	39.1%	(31.8-46.3)	1	1.3%	(0.0-3.7)	288	100.0%	(-)
<b>Gender</b>	<b>Male</b>	10	9.0%	(2.6-15.4)	10	4.7%	(1.4-8.0)	19	11.8%	(5.4-18.2)	69	42.0%	(32.3-51.6)	58	30.3%	(21.7-38.8)	1	2.3%	(0.0-6.6)	167	55.7%	(48.2-63.2)
	<b>Female</b>	3	2.0%	(0.0-4.3)	4	2.4%	(0.0-4.8)	15	10.7%	(3.9-17.5)	41	34.8%	(23.8-45.8)	58	50.1%	(38.6-61.6)	0	.	(-)	121	44.3%	(36.8-51.8)
	<b>Total</b>	13	5.9%	(2.1-9.7)	14	3.7%	(1.6-5.8)	34	11.3%	(6.6-16.0)	110	38.8%	(31.5-46.1)	116	39.1%	(31.8-46.3)	1	1.3%	(0.0-3.7)	288	100.0%	(-)
<b>Age Group</b>	<b>Age 18 to 24</b>	1	5.2%	(0.0-15.7)	1	5.2%	(0.0-15.7)	1	7.3%	(0.0-21.6)	4	22.9%	(0.0-47.2)	4	59.4%	(25.7-93.1)	0	.	(-)	11	5.1%	(1.3-8.9)
	<b>Age 25 to 44</b>	5	6.8%	(0.0-14.1)	2	1.7%	(0.0-4.0)	13	14.7%	(4.6-24.8)	27	35.0%	(21.3-48.8)	33	38.3%	(24.4-52.2)	1	3.5%	(0.0-10.2)	81	36.2%	(28.5-43.8)
	<b>Age 45 to 64</b>	4	6.6%	(0.0-13.2)	7	3.7%	(0.8-6.7)	15	11.1%	(4.6-17.6)	54	40.1%	(30.1-50.2)	56	38.4%	(28.7-48.1)	0	.	(-)	136	38.6%	(31.7-45.5)
	<b>Age 65 or older</b>	1	0.6%	(0.0-1.9)	4	8.7%	(0.0-18.0)	3	5.8%	(0.0-12.3)	20	47.3%	(30.8-63.9)	21	37.5%	(22.6-52.5)	0	.	(-)	49	15.6%	(10.8-20.4)
	<b>Total</b>	13	5.9%	(2.1-9.7)	14	3.7%	(1.6-5.8)	34	11.3%	(6.6-16.0)	110	38.8%	(31.5-46.1)	116	39.1%	(31.8-46.3)	1	1.3%	(0.0-3.7)	288	100.0%	(-)
<b>District</b>	<b>One</b>	4	9.3%	(0.3-18.3)	1	1.6%	(0.0-4.9)	4	10.6%	(0.4-20.8)	16	40.6%	(24.5-56.7)	12	34.6%	(18.7-50.6)	1	3.3%	(0.0-9.6)	38	38.4%	(30.0-46.8)
	<b>Two</b>	8	4.1%	(1.3-6.9)	10	4.9%	(1.9-7.9)	20	10.6%	(6.2-15.1)	75	37.7%	(30.9-44.5)	85	42.6%	(35.7-49.6)	0	.	(-)	198	54.6%	(46.7-62.4)
	<b>Three</b>	1	1.4%	(0.0-4.2)	3	5.4%	(0.0-11.4)	10	20.3%	(8.9-31.7)	19	37.4%	(23.9-50.9)	19	35.6%	(22.3-48.8)	0	.	(-)	52	7.1%	(5.0-9.2)
	<b>Total</b>	13	5.9%	(2.1-9.7)	14	3.7%	(1.6-5.8)	34	11.3%	(6.6-16.0)	110	38.8%	(31.5-46.1)	116	39.1%	(31.8-46.3)	1	1.3%	(0.0-3.7)	288	100.0%	(-)
	<b>Yes</b>	4	18.3%	(0.0-39.7)	3	5.4%	(0.0-12.1)	7	16.3%	(3.3-29.4)	7	29.7%	(6.2-53.1)	8	30.2%	(7.9-52.6)	0	.	(-)	29	11.1%	(6.1-16.2)
<b>Professional Truck Driver</b>	<b>No</b>	7	3.9%	(0.7-7.2)	11	3.6%	(1.3-5.9)	26	10.8%	(5.6-16.0)	98	39.1%	(31.3-46.9)	106	41.1%	(33.2-48.9)	1	1.5%	(0.0-4.3)	249	88.9%	(83.8-93.9)
	<b>Total</b>	11	5.5%	(1.7-9.4)	14	3.8%	(1.6-6.0)	33	11.4%	(6.6-16.3)	105	38.1%	(30.7-45.4)	114	39.9%	(32.4-47.3)	1	1.3%	(0.0-3.8)	278	100.0%	(-)
	<b>White, not Hispanic</b>	9	4.2%	(1.0-7.3)	12	4.2%	(1.6-6.8)	27	12.3%	(6.7-17.9)	93	38.7%	(30.7-46.6)	95	39.1%	(31.1-47.1)	1	1.6%	(0.0-4.7)	237	82.0%	(75.6-88.4)
	<b>Hispanic</b>	2	27.0%	(0.0-62.3)	1	2.0%	(0.0-6.0)	2	4.8%	(0.0-12.0)	4	16.2%	(0.0-33.8)	7	50.1%	(15.7-84.5)	0	.	(-)	16	6.0%	(2.0-9.9)
	<b>Black or African American</b>	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)	0	.	(-)	1	0.3%	(0.0-0.8)
<b>Race</b>	<b>American Indian or Alaska Native</b>	0	.	(-)	0	.	(-)	1	9.7%	(0.0-29.4)	4	80.2%	(51.1-100.0)	1	10.1%	(0.0-30.6)	0	.	(-)	6	3.3%	(0.1-6.5)
	<b>Asian or Pacific Islander</b>	0	.	(-)	0	.	(-)	0	.	(-)	0	.	(-)	3	100.0%	(100.0-100.0)	0	.	(-)	3	0.8%	(0.0-1.7)
	<b>Multi-Racial</b>	1	10.8%	(0.0-30.8)	0	.	(-)	3	10.1%	(0.0-22.9)	3	32.3%	(0.4-64.3)	7	46.8%	(14.4-79.2)	0	.	(-)	14	7.4%	(2.8-12.0)
	<b>Total</b>	12	5.8%	(1.9-9.7)	13	3.6%	(1.4-5.7)	33	11.4%	(6.6-16.3)	105	38.0%	(30.6-45.3)	114	39.9%	(32.4-47.3)	1	1.3%	(0.0-3.8)	278	100.0%	(-)
	<b>landline cell</b>	3	4.8%	(0.0-11.0)	4	4.1%	(0.0-8.3)	14	15.5%	(5.2-25.9)	34	36.0%	(23.1-48.9)	31	39.5%	(25.7-53.4)	0	.	(-)	86	26.5%	(20.1-32.9)
<b>Phone</b>	<b>cell</b>	10	6.3%	(1.6-11.0)	10	3.5%	(1.0-6.0)	20	9.8%	(4.7-14.9)	76	39.8%	(31.1-48.5)	85	38.9%	(30.3-47.4)	1	1.7%	(0.0-5.0)	202	73.5%	(67.1-79.9)
	<b>Total</b>	13	5.9%	(2.1-9.7)	14	3.7%	(1.6-5.8)	34	11.3%	(6.6-16.0)	110	38.8%	(31.5-46.1)	116	39.1%	(31.8-46.3)	1	1.3%	(0.0-3.7)	288	100.0%	(-)



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		Yes						No						Don't know/Not sure						Total	
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)		
<b>Table C02.Q05a. Did you know that NDOT has a website, WWW.NevadaDOT.com?</b>																					
<b>Overall Total</b>	Total	674	49.3%	(45.8-52.8)	536	49.8%	(46.3-53.2)	10	0.9%	(0.3-1.6)	1220	100.0%	(-)								
<b>Gender</b>	Male	388	55.2%	(50.5-59.9)	262	43.4%	(38.7-48.1)	7	1.4%	(0.3-2.5)	657	49.6%	(46.2-53.1)								
	Female	286	43.5%	(38.5-48.4)	274	56.0%	(51.1-61.0)	3	0.5%	(0.0-1.1)	563	50.4%	(46.9-53.8)								
	Total	674	49.3%	(45.8-52.8)	536	49.8%	(46.3-53.2)	10	0.9%	(0.3-1.6)	1220	100.0%	(-)								
<b>Age Group</b>	Age 18 to 24	57	42.0%	(31.1-53.0)	58	58.0%	(47.0-68.9)	0	.	(-)	115	11.3%	(9.0-13.7)								
	Age 25 to 44	224	55.1%	(48.7-61.5)	139	44.4%	(38.0-50.7)	1	0.5%	(0.0-1.5)	364	35.1%	(31.6-38.5)								
	Age 45 to 64	265	51.7%	(46.0-57.3)	187	47.5%	(41.9-53.2)	3	0.8%	(0.0-1.8)	455	31.5%	(28.4-34.6)								
	Age 65 or older	92	38.4%	(30.8-45.9)	116	58.5%	(50.8-66.2)	5	3.1%	(0.3-5.9)	213	14.8%	(12.6-17.0)								
	Total	674	49.3%	(45.8-52.8)	536	49.8%	(46.3-53.2)	10	0.9%	(0.3-1.6)	1220	100.0%	(-)								
<b>District</b>	One	222	44.5%	(40.0-48.9)	278	54.5%	(50.0-58.9)	7	1.1%	(0.3-1.9)	507	74.3%	(72.1-76.5)								
	Two	371	64.4%	(60.4-68.4)	198	35.1%	(31.1-39.0)	3	0.5%	(0.0-1.2)	572	22.7%	(20.6-24.8)								
	Three	81	54.6%	(45.3-63.8)	60	45.4%	(36.2-54.7)	0	.	(-)	141	2.9%	(2.4-3.5)								
	Total	674	49.3%	(45.8-52.8)	536	49.8%	(46.3-53.2)	10	0.9%	(0.3-1.6)	1220	100.0%	(-)								
	Total	40	53.8%	(38.0-69.5)	21	46.2%	(30.5-62.0)	0	.	(-)	61	4.9%	(3.4-6.4)								
<b>Professional Truck Driver</b>	Yes	611	49.4%	(45.8-53.1)	494	49.6%	(46.0-53.2)	9	1.0%	(0.3-1.7)	1114	95.1%	(93.6-96.6)								
	No	651	49.6%	(46.1-53.2)	515	49.4%	(45.9-53.0)	9	0.9%	(0.3-1.6)	1175	100.0%	(-)								
	Total	495	51.5%	(47.2-55.7)	354	47.9%	(43.7-52.1)	5	0.7%	(0.1-1.3)	854	68.8%	(65.4-72.3)								
	White, not Hispanic	60	52.4%	(40.9-63.9)	47	47.6%	(36.1-59.1)	0	.	(-)	107	11.1%	(8.7-13.5)								
	Hispanic	17	40.0%	(23.5-56.5)	22	57.9%	(41.3-74.5)	1	2.1%	(0.0-6.3)	40	5.5%	(3.7-7.3)								
<b>Race</b>	American Indian or Alaska Native	11	60.1%	(35.0-85.3)	11	39.9%	(14.7-65.0)	0	.	(-)	22	1.7%	(0.8-2.5)								
	Asian or Pacific Islander	14	25.8%	(11.8-39.7)	30	67.5%	(52.4-82.6)	3	6.8%	(0.0-15.1)	47	5.7%	(3.9-7.5)								
	Multi-Racial	28	60.6%	(44.3-77.0)	21	39.4%	(23.0-55.7)	0	.	(-)	49	5.0%	(3.4-6.6)								
	Total	635	50.0%	(46.4-53.6)	494	49.1%	(45.5-52.7)	9	1.0%	(0.3-1.6)	1138	100.0%	(-)								
	Total	212	46.8%	(40.8-52.8)	190	52.6%	(46.6-58.6)	2	0.6%	(0.0-1.6)	404	30.6%	(27.5-33.8)								
<b>Phone</b>	landline	462	50.4%	(46.2-54.6)	346	48.5%	(44.3-52.8)	8	1.1%	(0.3-1.9)	816	69.4%	(66.2-72.5)								
	cell	674	49.3%	(45.8-52.8)	536	49.8%	(46.3-53.2)	10	0.9%	(0.3-1.6)	1220	100.0%	(-)								
	Total																				

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		Yes			No			Don't know/Not sure			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		284	36.3%	(31.8-40.8)	385	62.8%	(58.2-67.3)	5	1.0%	(0.0-2.0)	674	100.0%	(-)
<b>Gender</b>	Male	170	38.6%	(32.6-44.7)	216	61.1%	(55.1-67.2)	2	0.3%	(0.0-0.6)	388	55.5%	(50.8-60.3)
	Female	114	33.3%	(26.6-40.0)	169	64.8%	(58.0-71.7)	3	1.8%	(0.0-4.1)	286	44.5%	(39.7-49.2)
	<b>Total</b>	284	36.3%	(31.8-40.8)	385	62.8%	(58.2-67.3)	5	1.0%	(0.0-2.0)	674	100.0%	(-)
<b>Age Group</b>	Age 18 to 24	21	33.8%	(18.2-49.4)	35	65.4%	(49.8-81.0)	1	0.8%	(0.0-2.3)	57	9.7%	(6.6-12.7)
	Age 25 to 44	112	42.3%	(34.3-50.4)	110	55.8%	(47.7-63.9)	2	1.9%	(0.0-4.4)	224	39.2%	(34.4-44.0)
	Age 45 to 64	114	35.7%	(28.7-42.7)	150	64.1%	(57.1-71.1)	1	0.2%	(0.0-0.7)	265	33.0%	(28.7-37.3)
	Age 65 or older	28	28.6%	(18.0-39.2)	63	70.8%	(60.1-81.4)	1	0.6%	(0.0-1.9)	92	11.5%	(8.8-14.2)
	<b>Total</b>	284	36.3%	(31.8-40.8)	385	62.8%	(58.2-67.3)	5	1.0%	(0.0-2.0)	674	100.0%	(-)
<b>District</b>	One	67	30.3%	(24.0-36.5)	153	68.7%	(62.4-74.9)	2	1.1%	(0.0-2.6)	222	67.0%	(63.4-70.7)
	Two	181	48.8%	(43.7-54.0)	187	50.4%	(45.3-55.5)	3	0.8%	(0.0-1.6)	371	29.7%	(26.3-33.2)
	Three	36	45.6%	(34.4-56.7)	45	54.4%	(43.3-65.6)	0	.	(-)	81	3.3%	(2.5-4.0)
	<b>Total</b>	284	36.3%	(31.8-40.8)	385	62.8%	(58.2-67.3)	5	1.0%	(0.0-2.0)	674	100.0%	(-)
	Professional Truck Driver	20	49.3%	(29.4-69.2)	20	50.7%	(30.8-70.6)	0	.	(-)	40	5.3%	(3.2-7.3)
<b>Race</b>	No	257	36.3%	(31.5-41.0)	349	62.7%	(57.9-67.4)	5	1.1%	(0.0-2.2)	611	94.7%	(92.7-96.8)
	<b>Total</b>	277	37.0%	(32.3-41.6)	369	62.0%	(57.4-66.7)	5	1.0%	(0.0-2.1)	651	100.0%	(-)
	White, not Hispanic	218	37.4%	(32.1-42.7)	273	61.3%	(55.9-66.6)	4	1.3%	(0.0-2.9)	495	70.9%	(66.1-75.6)
	Hispanic	23	35.3%	(20.3-50.2)	37	64.7%	(49.8-79.7)	0	.	(-)	60	11.7%	(8.2-15.1)
	Black or African American	4	17.0%	(0.0-35.5)	13	83.0%	(64.5-100.0)	0	.	(-)	17	4.4%	(2.1-6.7)
<b>Phone</b>	American Indian or Alaska Native	6	58.6%	(22.8-94.5)	5	41.4%	(5.5-77.2)	0	.	(-)	11	2.0%	(0.6-3.5)
	Asian or Pacific Islander	6	50.2%	(19.2-81.1)	7	46.9%	(16.3-77.6)	1	2.9%	(0.0-8.8)	14	2.9%	(1.1-4.7)
	Multi-Racial	10	34.1%	(13.1-55.0)	18	65.9%	(45.0-86.9)	0	.	(-)	28	6.1%	(3.5-8.7)
	<b>Total</b>	270	36.6%	(32.0-41.3)	360	62.3%	(57.6-67.0)	5	1.0%	(0.0-2.1)	635	100.0%	(-)
	landline cell	75 209	30.8% 38.5%	(23.0-38.5) (33.0-44.0)	137 248	69.2% 60.1%	(61.5-77.0) (54.6-65.7)	0 5	. 1.4%	(-) (0.0-2.8)	212 462	29.1% 70.9%	(24.8-33.3) (66.7-75.2)
<b>Total</b>	284	36.3%	(31.8-40.8)	385	62.8%	(58.2-67.3)	5	1.0%	(0.0-2.0)	674	100.0%	(-)	

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		Very difficult			Somewhat difficult			Neither difficult nor easy			Somewhat easy			Very easy			Not sure/Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total		1	0.3%	(0.0-0.9)	17	6.1%	(2.5-9.6)	63	20.8%	(14.9-26.8)	109	38.5%	(31.1-45.9)	90	33.4%	(26.2-40.6)	4	0.9%	(0.0-1.8)	284	100.0%	(-)
Gender		0	.	(-)	8	4.5%	(1.1-7.9)	47	27.1%	(18.5-35.7)	66	35.9%	(26.7-45.1)	46	31.3%	(21.9-40.7)	3	1.1%	(0.0-2.5)	170	59.1%	(51.7-66.6)
	Female	1	0.7%	(0.0-2.1)	9	8.4%	(1.4-15.4)	16	11.7%	(4.7-18.7)	43	42.2%	(30.3-54.2)	44	36.4%	(25.1-47.7)	1	0.5%	(0.0-1.6)	114	40.9%	(33.4-48.3)
	Total	1	0.3%	(0.0-0.9)	17	6.1%	(2.5-9.6)	63	20.8%	(14.9-26.8)	109	38.5%	(31.1-45.9)	90	33.4%	(26.2-40.6)	4	0.9%	(0.0-1.8)	284	100.0%	(-)
Age Group	Age 18 to 24	1	3.2%	(0.0-9.7)	0	.	(-)	4	19.0%	(0.0-41.3)	6	23.7%	(1.5-45.8)	10	54.1%	(26.5-81.7)	0	.	(-)	21	9.0%	(4.2-13.8)
	Age 25 to 44	0	.	(-)	10	8.3%	(1.8-14.7)	29	22.4%	(12.8-32.0)	38	38.6%	(26.6-50.5)	33	29.6%	(18.7-40.6)	2	1.1%	(0.0-2.6)	112	45.7%	(38.1-53.4)
	Age 45 to 64	0	.	(-)	4	3.4%	(0.0-7.4)	23	19.1%	(10.4-27.8)	50	44.5%	(32.8-56.2)	35	31.8%	(20.6-42.9)	2	1.2%	(0.0-3.0)	114	32.5%	(25.8-39.1)
	Age 65 or older	0	.	(-)	3	13.1%	(0.0-27.8)	4	15.4%	(0.0-32.6)	11	31.2%	(12.9-49.5)	10	40.3%	(19.0-61.5)	0	.	(-)	28	9.1%	(5.3-12.8)
	Total	1	0.3%	(0.0-0.9)	17	6.1%	(2.5-9.6)	63	20.8%	(14.9-26.8)	109	38.5%	(31.1-45.9)	90	33.4%	(26.2-40.6)	4	0.9%	(0.0-1.8)	284	100.0%	(-)
District	One	0	.	(-)	5	6.5%	(0.6-12.3)	13	19.1%	(9.4-28.7)	27	40.1%	(28.0-52.2)	22	34.3%	(22.5-46.2)	0	.	(-)	67	55.9%	(48.9-62.9)
	Two	1	0.7%	(0.0-2.2)	10	5.6%	(2.2-9.0)	43	23.6%	(17.3-29.8)	65	35.5%	(28.4-42.5)	58	32.4%	(25.5-39.3)	4	2.2%	(0.0-4.4)	181	40.0%	(33.4-46.6)
	Three	0	.	(-)	2	5.6%	(0.0-13.3)	7	18.2%	(5.6-30.8)	17	45.9%	(29.2-62.7)	10	30.2%	(14.3-46.1)	0	.	(-)	36	4.1%	(2.6-5.6)
	Total	1	0.3%	(0.0-0.9)	17	6.1%	(2.5-9.6)	63	20.8%	(14.9-26.8)	109	38.5%	(31.1-45.9)	90	33.4%	(26.2-40.6)	4	0.9%	(0.0-1.8)	284	100.0%	(-)
Professional Truck Driver	Yes	0	.	(-)	2	6.2%	(0.0-15.2)	5	14.5%	(0.5-28.4)	7	48.4%	(19.5-77.3)	5	27.3%	(1.2-53.5)	1	3.6%	(0.0-10.6)	20	7.0%	(3.1-10.9)
	No	1	0.3%	(0.0-1.0)	14	5.9%	(2.1-9.7)	56	21.3%	(14.9-27.7)	98	37.1%	(29.4-44.7)	85	34.6%	(27.0-42.3)	3	0.7%	(0.0-1.5)	257	93.0%	(89.1-96.9)
	Total	1	0.3%	(0.0-0.9)	16	6.0%	(2.4-9.6)	61	20.8%	(14.7-26.9)	105	37.9%	(30.4-45.3)	90	34.1%	(26.8-41.5)	4	0.9%	(0.0-1.8)	277	100.0%	(-)
Race	White, not Hispanic	0	.	(-)	12	5.0%	(1.8-8.1)	49	22.1%	(15.1-29.1)	90	41.6%	(33.1-50.1)	64	30.4%	(22.4-38.4)	3	1.0%	(0.0-2.0)	218	72.4%	(64.8-80.0)
	Hispanic	0	.	(-)	2	4.5%	(0.0-11.0)	3	5.6%	(0.0-12.4)	7	30.4%	(6.8-54.1)	11	59.4%	(34.7-84.2)	0	.	(-)	23	11.2%	(5.8-16.7)
	Black or African American	0	.	(-)	0	.	(-)	1	12.7%	(0.0-38.9)	1	50.9%	(0.0-100.0)	2	36.4%	(0.0-87.8)	0	.	(-)	4	2.1%	(0.0-4.4)
	American Indian or Alaska Native	1	9.6%	(0.0-29.2)	1	33.4%	(0.0-83.5)	0	.	(-)	1	32.7%	(0.0-82.4)	3	24.3%	(0.0-55.4)	0	.	(-)	6	3.2%	(0.1-6.3)
	Asian or Pacific Islander	0	.	(-)	0	.	(-)	2	32.5%	(0.0-76.5)	0	.	(-)	4	67.5%	(23.5-100.0)	0	.	(-)	6	4.0%	(0.3-7.7)
	Multi-Racial	0	.	(-)	1	3.8%	(0.0-11.4)	2	35.5%	(0.0-73.5)	3	33.0%	(0.0-68.8)	3	23.1%	(0.0-53.4)	1	4.6%	(0.0-14.0)	10	5.6%	(1.5-9.7)
	Total	1	0.3%	(0.0-0.9)	17	6.5%	(2.7-10.2)	57	20.2%	(14.1-26.3)	103	37.7%	(30.1-45.2)	88	34.4%	(27.0-41.9)	4	0.9%	(0.0-1.9)	270	100.0%	(-)
Phone	landline	0	.	(-)	6	7.9%	(0.0-16.3)	15	20.9%	(9.0-32.9)	25	27.9%	(14.9-40.9)	28	42.5%	(27.7-57.4)	1	0.8%	(0.0-2.2)	75	24.7%	(18.3-31.1)
	cell	1	0.4%	(0.0-1.1)	11	5.5%	(1.7-9.3)	48	20.8%	(13.9-27.7)	84	42.0%	(33.3-50.7)	62	30.4%	(22.2-38.6)	3	0.9%	(0.0-2.0)	209	75.3%	(68.9-81.7)
	Total	1	0.3%	(0.0-0.9)	17	6.1%	(2.5-9.6)	63	20.8%	(14.9-26.8)	109	38.5%	(31.1-45.9)	90	33.4%	(26.2-40.6)	4	0.9%	(0.0-1.8)	284	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		825	68.3%	(65.1-71.6)	370	30.5%	(27.3-33.7)	13	1.0%	(0.3-1.7)	1	0.1%	(0.0-0.3)	1209	100.0%	(-)
<b>Gender</b>																
	Male	437	66.6%	(62.1-71.1)	209	32.8%	(28.3-37.3)	5	0.4%	(0.0-0.8)	1	0.2%	(0.0-0.5)	652	49.8%	(46.4-53.3)
	Female	388	70.1%	(65.4-74.7)	161	28.3%	(23.7-32.9)	8	1.6%	(0.3-3.0)	0	.	(-)	557	50.2%	(46.7-53.6)
<b>Age Group</b>																
	Total	825	68.3%	(65.1-71.6)	370	30.5%	(27.3-33.7)	13	1.0%	(0.3-1.7)	1	0.1%	(0.0-0.3)	1209	100.0%	(-)
	Age 18 to 24	84	72.3%	(62.3-82.3)	31	27.7%	(17.7-37.7)	0	.	(-)	0	.	(-)	115	11.5%	(9.1-13.9)
	Age 25 to 44	263	70.5%	(64.6-76.3)	95	28.0%	(22.2-33.8)	6	1.5%	(0.0-3.0)	0	.	(-)	364	35.5%	(32.0-39.0)
	Age 45 to 64	332	72.6%	(67.5-77.6)	119	26.6%	(21.6-31.6)	4	0.8%	(0.0-1.8)	0	.	(-)	455	31.9%	(28.8-35.0)
	Age 65 or older	113	58.4%	(50.7-66.1)	96	39.4%	(31.9-47.0)	3	1.6%	(0.0-3.7)	1	0.6%	(0.0-1.8)	213	15.0%	(12.7-17.2)
<b>District</b>																
	Total	825	68.3%	(65.1-71.6)	370	30.5%	(27.3-33.7)	13	1.0%	(0.3-1.7)	1	0.1%	(0.0-0.3)	1209	100.0%	(-)
	One	339	68.2%	(64.0-72.4)	156	30.8%	(26.6-34.9)	4	0.9%	(0.0-1.8)	1	0.1%	(0.0-0.4)	500	74.1%	(71.9-76.4)
	Two	400	70.2%	(66.4-74.0)	160	28.3%	(24.6-32.1)	8	1.5%	(0.5-2.5)	0	.	(-)	568	22.9%	(20.8-25.0)
	Three	86	58.3%	(49.0-67.6)	54	40.9%	(31.6-50.2)	1	0.8%	(0.0-2.3)	0	.	(-)	141	3.0%	(2.4-3.5)
<b>Professional Truck Driver</b>																
	Total	825	68.3%	(65.1-71.6)	370	30.5%	(27.3-33.7)	13	1.0%	(0.3-1.7)	1	0.1%	(0.0-0.3)	1209	100.0%	(-)
	Yes	40	60.7%	(45.2-76.2)	21	39.3%	(23.8-54.8)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
	No	771	69.9%	(66.6-73.2)	329	28.9%	(25.6-32.2)	13	1.1%	(0.4-1.9)	1	0.1%	(0.0-0.3)	1114	95.1%	(93.6-96.6)
<b>Race</b>																
	Total	811	69.5%	(66.2-72.7)	350	29.4%	(26.2-32.6)	13	1.1%	(0.3-1.8)	1	0.1%	(0.0-0.3)	1175	100.0%	(-)
	White, not Hispanic	584	68.7%	(64.8-72.6)	261	30.4%	(26.5-34.2)	9	1.0%	(0.2-1.7)	0	.	(-)	854	68.8%	(65.4-72.3)
	Hispanic	76	67.5%	(56.6-78.5)	27	27.9%	(17.4-38.5)	3	3.7%	(0.0-8.3)	1	0.9%	(0.0-2.6)	107	11.1%	(8.7-13.5)
	Black or African American	26	65.6%	(49.7-81.6)	14	34.4%	(18.4-50.3)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
	American Indian or Alaska Native	13	67.9%	(44.0-91.8)	9	32.1%	(8.2-56.0)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)
	Asian or Pacific Islander	33	71.9%	(57.4-86.4)	13	27.5%	(13.0-42.0)	1	0.6%	(0.0-1.9)	0	.	(-)	47	5.7%	(3.9-7.5)
	Multi-Racial	39	75.1%	(59.9-90.3)	10	24.9%	(9.7-40.1)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Phone</b>																
	Total	783	68.9%	(65.6-72.2)	341	29.9%	(26.6-33.2)	13	1.1%	(0.4-1.9)	1	0.1%	(0.0-0.3)	1138	100.0%	(-)
	landline	258	65.0%	(59.2-70.8)	139	33.6%	(27.9-39.3)	4	1.4%	(0.0-2.9)	0	.	(-)	401	30.5%	(27.4-33.7)
	cell	567	69.8%	(65.9-73.7)	231	29.2%	(25.3-33.0)	9	0.9%	(0.1-1.6)	1	0.1%	(0.0-0.4)	808	69.5%	(66.3-72.6)
	Total	825	68.3%	(65.1-71.6)	370	30.5%	(27.3-33.7)	13	1.0%	(0.3-1.7)	1	0.1%	(0.0-0.3)	1209	100.0%	(-)

		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<i>Table C02Q06b. Interested in using NDOT's website to obtain future project planning information</i>																
<b>Overall Total</b>	Total	698	59.8%	(56.4-63.2)	494	38.7%	(35.4-42.1)	16	1.3%	(0.5-2.1)	1	0.2%	(0.0-0.5)	1209	100.0%	(-)
<b>Gender</b>	Male	385	62.1%	(57.5-66.7)	257	36.5%	(31.9-41.0)	10	1.5%	(0.3-2.6)	0	.	(-)	652	49.8%	(46.4-53.3)
	Female	313	57.5%	(52.5-62.5)	237	41.0%	(36.0-46.0)	6	1.2%	(0.1-2.3)	1	0.3%	(0.0-1.0)	557	50.2%	(46.7-53.6)
<b>Age Group</b>	Total	698	59.8%	(56.4-63.2)	494	38.7%	(35.4-42.1)	16	1.3%	(0.5-2.1)	1	0.2%	(0.0-0.5)	1209	100.0%	(-)
	Age 18 to 24	78	71.4%	(61.5-81.2)	37	28.6%	(18.8-38.5)	0	.	(-)	0	.	(-)	115	11.5%	(9.1-13.9)
	Age 25 to 44	213	59.0%	(52.8-65.3)	144	38.9%	(32.8-45.1)	7	2.0%	(0.2-3.8)	0	.	(-)	364	35.5%	(32.0-39.0)
	Age 45 to 64	277	62.4%	(57.0-67.9)	175	37.1%	(31.6-42.5)	3	0.5%	(0.0-1.2)	0	.	(-)	455	31.9%	(28.8-35.0)
	Age 65 or older	95	48.0%	(40.1-55.8)	112	49.1%	(41.3-57.0)	6	2.9%	(0.1-5.7)	0	.	(-)	213	15.0%	(12.7-17.2)
<b>District</b>	Total	698	59.8%	(56.4-63.2)	494	38.7%	(35.4-42.1)	16	1.3%	(0.5-2.1)	1	0.2%	(0.0-0.5)	1209	100.0%	(-)
	One	303	61.0%	(56.7-65.4)	190	37.5%	(33.1-41.8)	6	1.3%	(0.2-2.3)	1	0.2%	(0.0-0.7)	500	74.1%	(71.9-76.4)
	Two	326	57.3%	(53.2-61.4)	234	41.2%	(37.1-45.3)	8	1.5%	(0.5-2.5)	0	.	(-)	568	22.9%	(20.8-25.0)
	Three	69	47.2%	(38.1-56.2)	70	51.6%	(42.5-60.7)	2	1.2%	(0.0-3.0)	0	.	(-)	141	3.0%	(2.4-3.5)
	Total	698	59.8%	(56.4-63.2)	494	38.7%	(35.4-42.1)	16	1.3%	(0.5-2.1)	1	0.2%	(0.0-0.5)	1209	100.0%	(-)
<b>Professional Truck Driver</b>	Yes	38	61.7%	(46.4-76.9)	22	36.0%	(20.9-51.1)	1	2.3%	(0.0-6.8)	.	.	.	61	4.9%	(3.4-6.4)
	No	644	60.1%	(56.6-63.6)	455	38.6%	(35.1-42.1)	15	1.3%	(0.5-2.2)	.	.	.	1114	95.1%	(93.6-96.6)
<b>Race</b>	Total	682	60.2%	(56.7-63.6)	477	38.5%	(35.0-41.9)	16	1.4%	(0.5-2.2)	.	.	.	1175	100.0%	(-)
	White, not Hispanic	476	56.7%	(52.6-60.9)	363	41.4%	(37.2-45.5)	15	1.9%	(0.7-3.1)	.	.	.	854	68.8%	(65.4-72.3)
	Hispanic	71	68.8%	(58.2-79.4)	36	31.2%	(20.6-41.8)	0	.	(-)	.	.	.	107	11.1%	(8.7-13.5)
	Black or African American	27	68.3%	(52.6-83.9)	13	31.7%	(16.1-47.4)	0	.	(-)	.	.	.	40	5.5%	(3.7-7.3)
	American Indian or Alaska Native	12	74.1%	(55.6-92.7)	10	25.9%	(7.3-44.4)	0	.	(-)	.	.	.	22	1.7%	(0.8-2.5)
	Asian or Pacific Islander	30	66.2%	(50.9-81.6)	17	33.8%	(18.4-49.1)	0	.	(-)	.	.	.	47	5.7%	(3.9-7.5)
	Multi-Racial	32	59.9%	(43.1-76.7)	17	40.1%	(23.3-56.9)	0	.	(-)	.	.	.	49	5.0%	(3.4-6.6)
	Total	661	60.1%	(56.6-63.7)	462	38.6%	(35.1-42.0)	15	1.3%	(0.5-2.1)	.	.	.	1138	100.0%	(-)
	landline cell	202	54.2%	(48.2-60.2)	195	45.1%	(39.0-51.1)	4	0.7%	(0.0-1.7)	0	.	(-)	401	30.5%	(27.4-33.7)
	Total	496	62.2%	(58.1-66.3)	299	36.0%	(31.9-40.0)	12	1.6%	(0.5-2.6)	1	0.2%	(0.0-0.7)	808	69.5%	(66.3-72.6)
	698	59.8%	(56.4-63.2)	494	38.7%	(35.4-42.1)	16	1.3%	(0.5-2.1)	1	0.2%	(0.0-0.5)	1209	100.0%	(-)	

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**Table C02.Q006c.**  
*Interested in using NDOT's website to obtain current weather and road condition information*

	Yes			No			Don't know/Not sure			Refused/Missing			Total		
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	909	70.0%	(66.7-73.2)	294	29.6%	(26.3-32.8)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1209	100.0%	(-)
<b>Gender</b>															
Male	469	66.7%	(62.1-71.3)	181	33.2%	(28.6-37.8)	1	0.1%	(0.0-0.2)	1	0.0%	(0.0-0.1)	652	49.8%	(46.4-53.3)
Female	440	73.2%	(68.6-77.9)	113	26.0%	(21.4-30.6)	4	0.8%	(0.0-1.6)	0	.	(-)	557	50.2%	(46.7-53.6)
<b>Age Group</b>															
Total	909	70.0%	(66.7-73.2)	294	29.6%	(26.3-32.8)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1209	100.0%	(-)
Age 18 to 24	87	69.5%	(59.0-80.1)	27	30.0%	(19.4-40.6)	1	0.5%	(0.0-1.4)	0	.	(-)	115	11.5%	(9.1-13.9)
Age 25 to 44	288	72.2%	(66.4-78.1)	76	27.8%	(21.9-33.6)	0	.	(-)	0	.	(-)	364	35.5%	(32.0-39.0)
Age 45 to 64	347	70.1%	(64.8-75.4)	107	29.8%	(24.5-35.2)	0	.	(-)	1	0.1%	(0.0-0.1)	455	31.9%	(28.8-35.0)
Age 65 or older	148	68.0%	(60.6-75.5)	61	29.5%	(22.2-36.7)	4	2.5%	(0.0-5.3)	0	.	(-)	213	15.0%	(12.7-17.2)
<b>District</b>															
Total	909	70.0%	(66.7-73.2)	294	29.6%	(26.3-32.8)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1209	100.0%	(-)
One	328	65.8%	(61.6-70.1)	170	33.8%	(29.5-38.0)	2	0.4%	(0.0-0.9)	0	.	(-)	500	74.1%	(71.9-76.4)
Two	470	82.7%	(79.5-85.8)	95	16.7%	(13.6-19.8)	3	0.6%	(0.0-1.3)	0	.	(-)	568	22.9%	(20.8-25.0)
Three	111	75.3%	(66.0-84.5)	29	24.2%	(15.0-33.4)	0	.	(-)	1	0.5%	(0.0-1.6)	141	3.0%	(2.4-3.5)
<b>Professional Truck Driver</b>															
Total	909	70.0%	(66.7-73.2)	294	29.6%	(26.3-32.8)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1209	100.0%	(-)
Yes	45	67.5%	(52.4-82.5)	16	32.5%	(17.5-47.6)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
No	844	70.5%	(67.1-73.9)	264	29.0%	(25.6-32.4)	5	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.1)	1114	95.1%	(93.6-96.6)
<b>Race</b>															
Total	889	70.3%	(67.0-73.7)	280	29.2%	(25.9-32.5)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1175	100.0%	(-)
White, not Hispanic	648	70.1%	(66.1-74.0)	201	29.3%	(25.4-33.3)	4	0.6%	(0.0-1.2)	1	0.0%	(0.0-0.1)	854	68.8%	(65.4-72.3)
Hispanic	82	70.9%	(60.2-81.6)	24	28.6%	(17.9-39.2)	1	0.5%	(0.0-1.5)	0	.	(-)	107	11.1%	(8.7-13.5)
Black or African American	36	87.2%	(75.5-98.9)	4	12.8%	(1.1-24.5)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	17	85.2%	(70.6-99.8)	5	14.8%	(0.2-29.4)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	37	72.7%	(57.8-87.6)	10	27.3%	(12.4-42.2)	0	.	(-)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial	35	57.5%	(40.4-74.6)	14	42.5%	(25.4-59.6)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Phone</b>															
Total	866	70.5%	(67.1-73.9)	266	29.0%	(25.6-32.4)	5	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.1)	1138	100.0%	(-)
landline	291	69.7%	(64.1-75.4)	107	29.6%	(23.9-35.2)	2	0.6%	(0.0-1.6)	1	0.1%	(0.0-0.2)	401	30.5%	(27.4-33.7)
cell	618	70.1%	(66.1-74.1)	187	29.6%	(25.6-33.6)	3	0.3%	(0.0-0.8)	0	.	(-)	808	69.5%	(66.3-72.6)
<b>Total</b>	909	70.0%	(66.7-73.2)	294	29.6%	(26.3-32.8)	5	0.4%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1209	100.0%	(-)

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	Yes			No			Don't know/Not sure			Refused/Missing			Total		
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	843	70.3%	(67.2-73.5)	356	29.2%	(26.0-32.3)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1207	100.0%	(-)
<b>Gender</b>															
Male	440	68.0%	(63.5-72.4)	209	31.9%	(27.4-36.3)	2	0.1%	(0.0-0.3)	1	0.0%	(0.0-0.1)	652	50.0%	(46.5-53.5)
Female	403	72.7%	(68.2-77.2)	147	26.5%	(22.0-31.0)	5	0.8%	(0.0-1.7)	0	.	(-)	555	50.0%	(46.5-53.5)
<b>Total</b>	843	70.3%	(67.2-73.5)	356	29.2%	(26.0-32.3)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1207	100.0%	(-)
<b>Age Group</b>															
Age 18 to 24	86	76.7%	(67.4-86.0)	29	23.3%	(14.0-32.6)	0	.	(-)	0	.	(-)	115	11.5%	(9.1-13.9)
Age 25 to 44	269	72.4%	(66.7-78.1)	95	27.6%	(21.9-33.3)	0	.	(-)	0	.	(-)	364	35.6%	(32.2-39.1)
Age 45 to 64	317	69.7%	(64.6-74.9)	135	30.0%	(24.9-35.2)	2	0.2%	(0.0-0.4)	1	0.1%	(0.0-0.1)	455	32.0%	(28.9-35.1)
Age 65 or older	130	63.5%	(55.9-71.1)	78	33.7%	(26.3-41.1)	5	2.8%	(0.0-5.6)	0	.	(-)	213	15.0%	(12.8-17.2)
<b>Total</b>	843	70.3%	(67.2-73.5)	356	29.2%	(26.0-32.3)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1207	100.0%	(-)
<b>District</b>															
One	347	70.3%	(66.2-74.4)	149	29.3%	(25.2-33.4)	2	0.4%	(0.0-0.9)	0	.	(-)	498	74.1%	(71.8-76.3)
Two	403	71.1%	(67.3-74.8)	161	28.2%	(24.5-32.0)	4	0.7%	(0.0-1.4)	0	.	(-)	568	23.0%	(20.8-25.1)
Three	93	64.3%	(55.0-73.6)	46	34.4%	(25.1-43.7)	1	0.8%	(0.0-2.3)	1	0.5%	(0.0-1.6)	141	3.0%	(2.4-3.6)
<b>Total</b>	843	70.3%	(67.2-73.5)	356	29.2%	(26.0-32.3)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1207	100.0%	(-)
<b>Professional Truck Driver</b>															
Yes	40	64.4%	(49.2-79.5)	21	35.6%	(20.5-50.8)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
No	786	71.3%	(68.1-74.6)	320	28.1%	(24.9-31.4)	7	0.5%	(0.0-1.0)	1	0.0%	(0.0-0.1)	1114	95.1%	(93.6-96.6)
<b>Total</b>	826	71.0%	(67.8-74.2)	341	28.5%	(25.3-31.7)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1175	100.0%	(-)
<b>Race</b>															
White, not Hispanic	581	68.6%	(64.7-72.4)	265	30.7%	(26.8-34.5)	7	0.7%	(0.1-1.4)	1	0.0%	(0.0-0.1)	854	68.8%	(65.4-72.3)
Hispanic	80	73.9%	(63.7-84.1)	27	26.1%	(15.9-36.3)	0	.	(-)	0	.	(-)	107	11.1%	(8.7-13.5)
Black or African American	34	85.0%	(73.1-96.8)	6	15.0%	(3.2-26.9)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	16	84.6%	(70.0-99.1)	6	15.4%	(0.9-30.0)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	33	65.9%	(50.1-81.7)	14	34.1%	(18.3-49.9)	0	.	(-)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial	40	73.9%	(58.4-89.5)	9	26.1%	(10.5-41.6)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Total</b>	799	70.7%	(67.4-73.9)	331	28.8%	(25.5-32.0)	7	0.5%	(0.0-1.0)	1	0.0%	(0.0-0.1)	1138	100.0%	(-)
<b>Phone</b>															
landline	264	66.5%	(60.8-72.1)	133	32.8%	(27.1-38.4)	3	0.7%	(0.0-1.7)	1	0.1%	(0.0-0.2)	401	30.6%	(27.5-33.8)
cell	579	72.0%	(68.2-75.9)	223	27.6%	(23.8-31.4)	4	0.4%	(0.0-0.8)	0	.	(-)	806	69.4%	(66.2-72.5)
<b>Total</b>	843	70.3%	(67.2-73.5)	356	29.2%	(26.0-32.3)	7	0.5%	(0.0-0.9)	1	0.0%	(0.0-0.0)	1207	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C02006e. Interested in using NDOT's website to obtain general information about NDOT</b>																
Overall Total		496	40.8%	(37.3-44.2)	695	57.9%	(54.4-61.3)	13	1.2%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1207	100.0%	(-)
	Male	270	40.2%	(35.5-44.8)	377	59.4%	(54.7-64.0)	2	0.1%	(0.0-0.3)	3	0.3%	(0.0-0.7)	652	50.0%	(46.5-53.5)
Gender	Female	226	41.3%	(36.3-46.4)	318	56.3%	(51.3-61.4)	11	2.3%	(0.7-3.9)	0	.	(-)	555	50.0%	(46.5-53.5)
	Total	496	40.8%	(37.3-44.2)	695	57.9%	(54.4-61.3)	13	1.2%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1207	100.0%	(-)
Age Group	Age 18 to 24	51	44.8%	(33.6-55.9)	64	55.2%	(44.1-66.4)	0	.	(-)	0	.	(-)	115	11.5%	(9.1-13.9)
	Age 25 to 44	163	41.7%	(35.5-47.9)	196	57.1%	(50.8-63.3)	5	1.3%	(0.0-2.7)	0	.	(-)	364	35.6%	(32.2-39.1)
	Age 45 to 64	182	39.6%	(34.1-45.1)	269	59.6%	(54.1-65.1)	3	0.7%	(0.0-1.8)	1	0.1%	(0.0-0.1)	455	32.0%	(28.9-35.1)
	Age 65 or older	75	38.5%	(30.8-46.3)	133	58.3%	(50.5-66.1)	4	2.6%	(0.0-5.4)	1	0.6%	(0.0-1.8)	213	15.0%	(12.8-17.2)
	Total	496	40.8%	(37.3-44.2)	695	57.9%	(54.4-61.3)	13	1.2%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1207	100.0%	(-)
District	One	201	40.3%	(35.9-44.7)	290	58.2%	(53.8-62.7)	6	1.3%	(0.3-2.4)	1	0.1%	(0.0-0.4)	498	74.1%	(71.8-76.3)
	Two	245	43.2%	(39.0-47.3)	317	55.7%	(51.6-59.9)	5	0.9%	(0.1-1.8)	1	0.2%	(0.0-0.5)	568	23.0%	(20.8-25.1)
	Three	50	33.5%	(25.3-41.6)	88	64.6%	(56.2-72.9)	2	1.5%	(0.0-3.5)	1	0.5%	(0.0-1.6)	141	3.0%	(2.4-3.6)
	Total	496	40.8%	(37.3-44.2)	695	57.9%	(54.4-61.3)	13	1.2%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1207	100.0%	(-)
	Professional Truck Driver	28	43.1%	(27.7-58.4)	33	56.9%	(41.6-72.3)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
Race	No	456	40.7%	(37.1-44.3)	642	57.8%	(54.2-61.4)	13	1.3%	(0.5-2.2)	3	0.2%	(0.0-0.4)	1114	95.1%	(93.6-96.6)
	Total	484	40.8%	(37.3-44.3)	675	57.8%	(54.3-61.3)	13	1.3%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1175	100.0%	(-)
	White, not Hispanic	325	37.3%	(33.2-41.3)	517	61.1%	(57.0-65.2)	11	1.6%	(0.5-2.7)	1	0.0%	(0.0-0.1)	854	68.8%	(65.4-72.3)
	Hispanic	56	48.5%	(37.0-60.0)	48	49.8%	(38.3-61.3)	1	0.4%	(0.0-1.3)	2	1.2%	(0.0-3.1)	107	11.1%	(8.7-13.5)
	Black or African American	24	57.9%	(41.2-74.7)	16	42.1%	(25.3-58.8)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
Phone	American Indian or Alaska Native	8	46.3%	(19.4-73.1)	13	43.1%	(17.6-68.6)	1	10.7%	(0.0-30.1)	0	.	(-)	22	1.7%	(0.8-2.5)
	Asian or Pacific Islander	20	38.0%	(22.4-53.7)	27	62.0%	(46.3-77.6)	0	.	(-)	0	.	(-)	47	5.7%	(3.9-7.5)
	Multi-Racial	26	57.4%	(40.8-74.0)	23	42.6%	(26.0-59.2)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
	Total	465	40.4%	(36.9-43.9)	657	58.1%	(54.6-61.7)	13	1.3%	(0.5-2.2)	3	0.2%	(0.0-0.4)	1138	100.0%	(-)
	landline cell	142	33.7%	(28.0-39.4)	252	63.8%	(57.9-69.6)	6	2.4%	(0.3-4.6)	1	0.1%	(0.0-0.2)	401	30.6%	(27.5-33.8)
Total	496	40.8%	(37.3-44.2)	695	57.9%	(54.4-61.3)	13	1.2%	(0.4-2.1)	3	0.1%	(0.0-0.3)	1207	100.0%	(-)	



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		Yes			No			Don't know/Not sure			Refuse/ Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C02Q06f.</b> <i>Interested in using NDOT's website to obtain a specific question or concern you may have</i>																
<b>Overall Total</b>		495	42.2%	(38.8-45.7)	693	56.4%	(52.9-59.9)	15	1.1%	(0.5-1.8)	3	0.3%	(0.0-0.6)	1206	100.0%	(-)
<b>Gender</b>																
Male		243	37.3%	(32.7-41.9)	398	61.3%	(56.7-66.0)	8	1.2%	(0.3-2.1)	2	0.2%	(0.0-0.6)	651	49.9%	(46.4-53.4)
Female		252	47.2%	(42.1-52.3)	295	51.5%	(46.4-56.6)	7	1.1%	(0.0-2.2)	1	0.3%	(0.0-0.9)	555	50.1%	(46.6-53.6)
<b>Total</b>		495	42.2%	(38.8-45.7)	693	56.4%	(52.9-59.9)	15	1.1%	(0.5-1.8)	3	0.3%	(0.0-0.6)	1206	100.0%	(-)
<b>Age Group</b>																
Age 18 to 24		48	42.6%	(31.5-53.8)	66	55.8%	(44.6-67.0)	1	1.6%	(0.0-4.6)	0	.	(-)	115	11.5%	(9.1-13.9)
Age 25 to 44		178	48.4%	(42.1-54.7)	182	50.7%	(44.4-57.1)	4	0.9%	(0.0-2.0)	0	.	(-)	364	35.7%	(32.2-39.1)
Age 45 to 64		187	42.6%	(37.0-48.2)	261	55.9%	(50.3-61.6)	6	1.4%	(0.2-2.6)	1	0.1%	(0.0-0.1)	455	32.1%	(28.9-35.2)
Age 65 or older		62	28.5%	(21.5-35.6)	145	68.6%	(61.4-75.8)	4	1.3%	(0.0-2.7)	2	1.6%	(0.0-3.8)	213	15.0%	(12.8-17.3)
<b>Total</b>		495	42.2%	(38.8-45.7)	693	56.4%	(52.9-59.9)	15	1.1%	(0.5-1.8)	3	0.3%	(0.0-0.6)	1206	100.0%	(-)
<b>District</b>																
One		204	42.4%	(37.9-46.8)	285	56.3%	(51.8-60.8)	6	1.1%	(0.2-1.9)	2	0.3%	(0.0-0.8)	497	74.0%	(71.7-76.3)
Two		240	42.7%	(38.6-46.8)	320	55.8%	(51.7-59.9)	8	1.5%	(0.5-2.5)	0	.	(-)	568	23.0%	(20.9-25.1)
Three		51	35.1%	(26.8-43.5)	88	63.6%	(55.2-72.0)	1	0.7%	(0.0-2.1)	1	0.5%	(0.0-1.6)	141	3.0%	(2.4-3.6)
<b>Total</b>		495	42.2%	(38.8-45.7)	693	56.4%	(52.9-59.9)	15	1.1%	(0.5-1.8)	3	0.3%	(0.0-0.6)	1206	100.0%	(-)
<b>Professional Truck Driver</b>																
Yes		20	31.4%	(16.9-45.8)	40	66.3%	(51.6-81.0)	1	2.3%	(0.0-6.8)	0	.	(-)	61	4.9%	(3.4-6.4)
No		465	42.9%	(39.3-46.6)	633	55.7%	(52.1-59.3)	13	1.1%	(0.4-1.8)	3	0.3%	(0.0-0.6)	1114	95.1%	(93.6-96.6)
<b>Total</b>		485	42.4%	(38.9-45.9)	673	56.2%	(52.7-59.8)	14	1.1%	(0.4-1.8)	3	0.3%	(0.0-0.6)	1175	100.0%	(-)
<b>Race</b>																
White, not Hispanic		354	43.6%	(39.4-47.8)	489	55.2%	(51.0-59.4)	9	1.0%	(0.2-1.8)	2	0.3%	(0.0-0.7)	854	68.8%	(65.4-72.3)
Hispanic		42	40.1%	(28.7-51.4)	64	59.0%	(47.7-70.4)	0	.	(-)	1	0.9%	(0.0-2.6)	107	11.1%	(8.7-13.5)
Black or African American		11	25.3%	(10.8-39.8)	29	74.7%	(60.2-89.2)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native		5	20.3%	(0.0-41.1)	15	71.3%	(47.9-94.6)	2	8.4%	(0.0-22.1)	0	.	(-)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander		19	36.1%	(20.6-51.6)	26	59.8%	(43.8-75.7)	2	4.1%	(0.0-10.7)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial		27	55.2%	(38.3-72.0)	21	43.9%	(27.0-60.7)	1	1.0%	(0.0-3.0)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Total</b>		468	42.2%	(38.7-45.8)	653	56.4%	(52.8-60.0)	14	1.1%	(0.4-1.8)	3	0.3%	(0.0-0.6)	1138	100.0%	(-)
<b>Phone</b>																
landline		157	41.0%	(35.0-47.0)	240	58.2%	(52.2-64.3)	2	0.2%	(0.0-0.5)	2	0.5%	(0.0-1.5)	401	30.7%	(27.5-33.8)
cell		338	42.8%	(38.5-47.0)	453	55.6%	(51.3-59.8)	13	1.5%	(0.6-2.5)	1	0.1%	(0.0-0.4)	805	69.3%	(66.2-72.5)
<b>Total</b>		495	42.2%	(38.8-45.7)	693	56.4%	(52.9-59.9)	15	1.1%	(0.5-1.8)	3	0.3%	(0.0-0.6)	1206	100.0%	(-)

	Table C02Q06g. Is there anything else that you would like to see on NDOT's website that was not already mentioned?										Yes			No			Don't know/Not sure			Refused/Missing			Total							
	Yes		No		Don't know/Not sure		Refused/Missing		Total		Yes		No		Don't know/Not sure		Refused/Missing		Total		Yes		No		Don't know/Not sure		Refused/Missing		Total	
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
Overall Total	100	8.7%	(6.7-10.6)	1088	90.3%	(88.3-92.3)	16	1.0%	(0.4-1.5)	2	0.1%	(0.0-0.2)	1206	100.0%	(-)															
Gender																														
Male	64	10.9%	(7.9-13.9)	579	88.1%	(85.0-91.2)	8	1.0%	(0.2-1.8)	0	.	(-)	651	49.9%	(46.4-53.4)															
Female	36	6.4%	(3.9-8.9)	509	92.5%	(89.9-95.1)	8	0.9%	(0.2-1.7)	2	0.1%	(0.0-0.3)	555	50.1%	(46.6-53.6)															
Total	100	8.7%	(6.7-10.6)	1088	90.3%	(88.3-92.3)	16	1.0%	(0.4-1.5)	2	0.1%	(0.0-0.2)	1206	100.0%	(-)															
Age Group																														
Age 18 to 24	2	0.7%	(0.0-1.7)	113	99.3%	(98.3-100.0)	0	.	(-)	0	.	(-)	115	11.5%	(9.1-13.9)															
Age 25 to 44	35	10.4%	(6.5-14.3)	327	89.4%	(85.5-93.3)	2	0.2%	(0.0-0.6)	0	.	(-)	364	35.7%	(32.2-39.1)															
Age 45 to 64	49	11.9%	(8.2-15.5)	397	86.1%	(82.2-90.0)	8	1.9%	(0.4-3.5)	1	0.1%	(0.0-0.4)	455	32.1%	(28.9-35.2)															
Age 65 or older	10	3.1%	(0.9-5.2)	197	95.2%	(92.7-97.8)	5	1.5%	(0.2-2.9)	1	0.1%	(0.0-0.4)	213	15.0%	(12.8-17.3)															
Total	100	8.7%	(6.7-10.6)	1088	90.3%	(88.3-92.3)	16	1.0%	(0.4-1.5)	2	0.1%	(0.0-0.2)	1206	100.0%	(-)															
District																														
One	46	9.0%	(6.5-11.6)	447	90.3%	(87.7-93.0)	4	0.7%	(0.0-1.3)	0	.	(-)	497	74.0%	(71.7-76.3)															
Two	47	8.1%	(5.9-10.4)	509	89.7%	(87.2-92.2)	11	2.0%	(0.8-3.2)	1	0.2%	(0.0-0.5)	568	23.0%	(20.9-25.1)															
Three	7	4.6%	(1.2-8.0)	132	94.2%	(90.4-98.0)	1	0.5%	(0.0-1.6)	1	0.7%	(0.0-2.1)	141	3.0%	(2.4-3.6)															
Total	100	8.7%	(6.7-10.6)	1088	90.3%	(88.3-92.3)	16	1.0%	(0.4-1.5)	2	0.1%	(0.0-0.2)	1206	100.0%	(-)															
Professional Truck Driver																														
Yes	6	9.4%	(0.5-18.4)	54	88.2%	(78.4-98.0)	1	2.3%	(0.0-6.8)	0	.	(-)	61	4.9%	(3.4-6.4)															
No	92	8.7%	(6.6-10.7)	1007	90.4%	(88.3-92.5)	13	0.8%	(0.3-1.4)	2	0.1%	(0.0-0.2)	1114	95.1%	(93.6-96.6)															
Total	98	8.7%	(6.7-10.7)	1061	90.3%	(88.2-92.4)	14	0.9%	(0.3-1.5)	2	0.1%	(0.0-0.2)	1175	100.0%	(-)															
Race																														
White, not Hispanic	72	8.7%	(6.3-11.1)	770	90.1%	(87.6-92.6)	11	1.1%	(0.4-1.9)	1	0.1%	(0.0-0.2)	854	68.8%	(65.4-72.3)															
Hispanic	7	7.2%	(1.3-13.2)	100	92.8%	(86.8-98.7)	0	.	(-)	0	.	(-)	107	11.1%	(8.7-13.5)															
Black or African American	2	3.7%	(0.0-9.3)	37	94.2%	(87.3-100.0)	1	2.1%	(0.0-6.3)	0	.	(-)	40	5.5%	(3.7-7.3)															
American Indian or Alaska Native	5	38.6%	(10.9-66.3)	17	61.4%	(33.7-89.1)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)															
Asian or Pacific Islander	3	4.9%	(0.0-11.8)	43	94.4%	(87.5-100.0)	1	0.6%	(0.0-1.9)	0	.	(-)	47	5.7%	(3.9-7.5)															
Multi-Racial	7	15.5%	(3.5-27.5)	40	83.1%	(71.0-95.2)	2	1.3%	(0.0-3.4)	0	.	(-)	49	5.0%	(3.4-6.6)															
Total	97	8.8%	(6.8-10.8)	1024	90.1%	(88.0-92.2)	15	1.0%	(0.4-1.6)	2	0.1%	(0.0-0.2)	1138	100.0%	(-)															
Phone																														
landline	36	8.9%	(5.6-12.3)	357	89.3%	(85.7-92.9)	7	1.7%	(0.2-3.2)	1	0.1%	(0.0-0.2)	401	30.7%	(27.5-33.8)															
cell	64	8.6%	(6.2-11.0)	731	90.7%	(88.3-93.2)	9	0.6%	(0.2-1.1)	1	0.1%	(0.0-0.2)	805	69.3%	(66.2-72.5)															
Total	100	8.7%	(6.7-10.6)	1088	90.3%	(88.3-92.3)	16	1.0%	(0.4-1.5)	2	0.1%	(0.0-0.2)	1206	100.0%	(-)															

Nevada Department of Transportation (NDOT)  
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	Very dissatisfied			Somewhat dissatisfied			Neither dissatisfied nor satisfied			Somewhat satisfied			Very satisfied			Not sure/Refused/Missing			Total		
	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	21	2.7%	(1.5-3.9)	82	8.3%	(6.3-10.4)	364	31.4%	(28.1-34.6)	484	36.4%	(33.1-39.8)	243	20.3%	(17.5-23.1)	10	0.9%	(0.2-1.5)	1204	100.0%	(-)
<b>Gender</b>																					
Male	12	2.7%	(1.0-4.4)	41	6.8%	(4.3-9.2)	198	31.6%	(27.1-36.1)	270	38.7%	(34.1-43.3)	125	20.0%	(16.2-23.8)	4	0.3%	(0.0-0.6)	650	50.0%	(46.5-53.5)
Female	9	2.7%	(0.9-4.5)	41	9.9%	(6.6-13.1)	166	31.2%	(26.4-35.9)	214	34.2%	(29.4-39.0)	118	20.6%	(16.5-24.7)	6	1.5%	(0.2-2.8)	554	50.0%	(46.5-53.5)
<b>Total</b>	21	2.7%	(1.5-3.9)	82	8.3%	(6.3-10.4)	364	31.4%	(28.1-34.6)	484	36.4%	(33.1-39.8)	243	20.3%	(17.5-23.1)	10	0.9%	(0.2-1.5)	1204	100.0%	(-)
<b>Age Group</b>																					
Age 18 to 24	1	1.7%	(0.0-5.0)	11	11.2%	(3.8-18.5)	30	25.9%	(16.2-35.7)	47	41.2%	(30.2-52.3)	26	20.0%	(11.2-28.7)	0	.	(-)	115	11.5%	(9.1-14.0)
Age 25 to 44	6	2.3%	(0.3-4.3)	25	8.3%	(4.7-12.0)	128	36.8%	(30.7-43.0)	139	32.6%	(26.8-38.4)	63	19.2%	(14.1-24.3)	3	0.8%	(0.0-1.8)	364	35.7%	(32.3-39.2)
Age 45 to 64	8	3.2%	(1.0-5.4)	27	6.6%	(3.7-9.4)	134	29.8%	(24.6-34.9)	188	39.0%	(33.6-44.5)	96	20.9%	(16.3-25.4)	2	0.6%	(0.0-1.6)	455	32.1%	(29.0-35.2)
Age 65 or older	4	2.3%	(0.0-5.0)	13	7.6%	(3.1-12.1)	58	29.6%	(22.3-36.9)	81	33.7%	(26.4-41.0)	53	25.2%	(18.4-31.9)	4	1.6%	(0.0-3.7)	213	15.1%	(12.8-17.3)
<b>Total</b>	21	2.7%	(1.5-3.9)	82	8.3%	(6.3-10.4)	364	31.4%	(28.1-34.6)	484	36.4%	(33.1-39.8)	243	20.3%	(17.5-23.1)	10	0.9%	(0.2-1.5)	1204	100.0%	(-)
<b>District</b>																					
One	17	3.5%	(1.8-5.1)	46	9.6%	(6.9-12.3)	155	31.8%	(27.6-36.1)	172	34.0%	(29.7-38.3)	102	20.3%	(16.6-23.9)	4	0.9%	(0.0-1.8)	496	74.0%	(71.7-76.3)
Two	3	0.5%	(0.0-1.1)	27	4.6%	(2.9-6.3)	170	30.3%	(26.4-34.1)	245	43.1%	(39.0-47.2)	117	20.6%	(17.3-24.0)	5	0.9%	(0.1-1.7)	567	23.0%	(20.9-25.1)
Three	1	0.5%	(0.0-1.4)	9	6.0%	(2.1-9.9)	39	28.4%	(19.9-36.9)	67	46.0%	(37.0-55.0)	24	18.6%	(10.7-26.6)	1	0.5%	(0.0-1.4)	141	3.0%	(2.4-3.6)
<b>Total</b>	21	2.7%	(1.5-3.9)	82	8.3%	(6.3-10.4)	364	31.4%	(28.1-34.6)	484	36.4%	(33.1-39.8)	243	20.3%	(17.5-23.1)	10	0.9%	(0.2-1.5)	1204	100.0%	(-)
<b>Professional Truck Driver</b>																					
Yes	0	.	(-)	7	10.7%	(0.8-20.7)	18	27.0%	(13.3-40.6)	21	30.5%	(16.6-44.4)	14	31.5%	(16.4-46.6)	1	0.3%	(0.0-0.9)	61	4.9%	(3.4-6.4)
No	21	2.9%	(1.6-4.2)	71	7.9%	(5.8-10.0)	338	31.8%	(28.4-35.2)	449	36.5%	(33.0-39.9)	226	20.0%	(17.1-22.8)	9	0.9%	(0.2-1.7)	1114	95.1%	(93.6-96.6)
<b>Total</b>	21	2.8%	(1.5-4.0)	78	8.0%	(6.0-10.0)	356	31.6%	(28.3-34.9)	470	36.2%	(32.8-39.6)	240	20.5%	(17.7-23.4)	10	0.9%	(0.2-1.6)	1175	100.0%	(-)
<b>Race</b>																					
White, not Hispanic	13	2.5%	(1.0-4.0)	54	7.3%	(5.0-9.6)	252	31.0%	(27.0-34.9)	353	37.1%	(33.1-41.1)	175	21.2%	(17.7-24.6)	7	1.0%	(0.1-1.9)	854	68.8%	(65.4-72.3)
Hispanic	1	1.5%	(0.0-4.5)	7	6.6%	(0.6-12.6)	40	36.5%	(25.5-47.5)	36	37.1%	(25.9-48.3)	22	17.8%	(9.3-26.3)	1	0.4%	(0.0-1.3)	107	11.1%	(8.7-13.5)
Black or African American	2	5.9%	(0.0-13.8)	4	10.5%	(0.2-20.8)	11	25.1%	(10.7-39.5)	12	30.9%	(15.3-46.5)	11	27.6%	(12.4-42.7)	0	.	(-)	40	5.5%	(3.7-7.3)
American Indian or Alaska Native	1	7.1%	(0.0-20.4)	1	1.7%	(0.0-5.1)	8	29.1%	(6.1-52.1)	5	19.8%	(0.0-41.5)	6	31.7%	(6.8-56.5)	1	10.7%	(0.0-30.1)	22	1.7%	(0.8-2.5)
Asian or Pacific Islander	0	.	(-)	4	13.1%	(1.2-25.0)	15	38.7%	(22.6-54.8)	16	28.5%	(14.3-42.6)	12	19.7%	(6.9-32.5)	0	.	(-)	47	5.7%	(3.9-7.5)
Multi-Racial	2	5.7%	(0.0-13.6)	6	15.3%	(2.7-27.9)	13	24.7%	(10.5-38.9)	21	36.0%	(19.9-52.0)	7	18.3%	(4.5-32.1)	0	.	(-)	49	5.0%	(3.4-6.6)
<b>Total</b>	19	2.6%	(1.3-3.9)	78	8.2%	(6.1-10.3)	348	32.0%	(28.6-35.4)	451	35.7%	(32.3-39.1)	233	20.6%	(17.7-23.5)	9	0.9%	(0.2-1.6)	1138	100.0%	(-)
<b>landline</b>	8	3.3%	(0.9-5.7)	27	7.3%	(4.1-10.5)	118	31.9%	(26.1-37.7)	163	36.8%	(31.0-42.6)	82	20.0%	(15.2-24.8)	2	0.7%	(0.0-1.8)	400	30.7%	(27.5-33.9)
<b>cell</b>	13	2.4%	(1.0-3.8)	55	8.8%	(6.2-11.3)	246	31.1%	(27.2-35.1)	321	36.3%	(32.2-40.3)	161	20.4%	(17.0-23.9)	8	1.0%	(0.1-1.8)	804	69.3%	(66.1-72.5)
<b>Total</b>	21	2.7%	(1.5-3.9)	82	8.3%	(6.3-10.4)	364	31.4%	(28.1-34.6)	484	36.4%	(33.1-39.8)	243	20.3%	(17.5-23.1)	10	0.9%	(0.2-1.5)	1204	100.0%	(-)

Nevada Department of Transportation (NDOT)  
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		Poor signal timing on local roads						Not enough travel lanes to accommodate traffic			Construction			Winter or stormy weather		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	<b>Total</b>	251	19.0%	(16.3-21.6)	155	12.8%	(10.4-15.1)	410	39.7%	(36.2-43.2)	95	4.2%	(3.1-5.3)			
	<b>Gender</b>															
	Male	144	22.2%	(18.3-26.1)	81	12.8%	(9.6-16.1)	219	37.3%	(32.6-42.0)	56	4.6%	(3.0-6.3)			
	Female	107	15.7%	(12.2-19.2)	74	12.7%	(9.3-16.1)	191	42.1%	(36.9-47.2)	39	3.8%	(2.3-5.3)			
<b>Age Group</b>	<b>Total</b>	251	19.0%	(16.3-21.6)	155	12.8%	(10.4-15.1)	410	39.7%	(36.2-43.2)	95	4.2%	(3.1-5.3)			
	Age 18 to 24	12	5.8%	(1.6-10.0)	20	17.7%	(9.1-26.3)	49	49.0%	(37.8-60.2)	8	5.3%	(0.6-10.0)			
	Age 25 to 44	76	19.3%	(14.4-24.2)	52	11.5%	(7.7-15.4)	128	41.2%	(34.9-47.5)	29	4.0%	(2.0-6.0)			
	Age 45 to 64	106	22.3%	(17.7-26.9)	57	13.9%	(9.9-17.9)	154	35.7%	(30.2-41.1)	35	3.5%	(2.2-4.8)			
	Age 65 or older	49	22.0%	(15.7-28.4)	23	10.7%	(5.8-15.6)	61	33.3%	(25.7-40.9)	19	5.5%	(2.6-8.4)			
	<b>Total</b>	251	19.0%	(16.3-21.6)	155	12.8%	(10.4-15.1)	410	39.7%	(36.2-43.2)	95	4.2%	(3.1-5.3)			
<b>District</b>	<b>One</b>	87	17.0%	(13.6-20.3)	60	12.4%	(9.4-15.5)	210	43.7%	(39.1-48.2)	7	1.6%	(0.4-2.8)			
	<b>Two</b>	146	26.0%	(22.3-29.6)	76	13.6%	(10.8-16.5)	156	28.1%	(24.3-31.8)	59	10.3%	(7.8-12.8)			
	<b>Three</b>	18	14.5%	(6.9-22.0)	19	14.2%	(8.2-20.3)	44	30.6%	(22.0-39.2)	29	20.9%	(13.8-28.0)			
	<b>Total</b>	251	19.0%	(16.3-21.6)	155	12.8%	(10.4-15.1)	410	39.7%	(36.2-43.2)	95	4.2%	(3.1-5.3)			
<b>Professional Truck Driver</b>	<b>Yes</b>	13	24.8%	(11.1-38.5)	8	16.1%	(4.3-27.9)	23	35.2%	(20.1-50.2)	3	1.6%	(0.0-3.5)			
	<b>No</b>	235	18.6%	(15.9-21.3)	147	12.8%	(10.4-15.2)	381	39.9%	(36.3-43.5)	92	4.4%	(3.2-5.6)			
	<b>Total</b>	248	18.9%	(16.2-21.5)	155	12.9%	(10.6-15.3)	404	39.6%	(36.1-43.2)	95	4.3%	(3.1-5.4)			
	<b>White, not Hispanic</b>	200	22.5%	(19.0-25.9)	106	11.6%	(8.9-14.2)	275	37.1%	(32.9-41.2)	70	4.0%	(2.9-5.1)			
<b>Race</b>	<b>Hispanic</b>	15	10.7%	(4.2-17.3)	24	22.5%	(12.8-32.2)	37	36.5%	(25.4-47.6)	8	5.7%	(0.7-10.7)			
	<b>Black or African American</b>	4	8.7%	(0.0-17.9)	3	6.2%	(0.0-13.6)	20	57.3%	(40.8-73.8)	2	4.1%	(0.0-10.9)			
	<b>American Indian or Alaska Native</b>	5	15.1%	(0.0-30.7)	4	11.0%	(0.0-22.4)	7	37.4%	(11.1-63.7)	3	6.2%	(0.0-13.6)			
	<b>Asian or Pacific Islander</b>	6	9.8%	(0.4-19.1)	4	12.2%	(0.9-23.5)	25	56.3%	(40.1-72.5)	3	2.2%	(0.0-4.7)			
	<b>Multi-Racial</b>	5	8.4%	(0.0-17.1)	7	13.8%	(2.5-25.2)	23	50.8%	(33.9-67.7)	5	7.5%	(0.0-16.1)			
	<b>Total</b>	240	18.9%	(16.2-21.7)	151	12.9%	(10.5-15.3)	390	39.3%	(35.7-42.9)	92	4.2%	(3.1-5.4)			
<b>Phone</b>	<b>landline</b>	82	20.0%	(15.2-24.8)	47	10.5%	(6.9-14.0)	139	42.2%	(36.1-48.3)	39	4.3%	(2.7-6.0)			
	<b>cell</b>	169	18.5%	(15.3-21.7)	108	13.8%	(10.8-16.8)	271	38.5%	(34.3-42.8)	56	4.1%	(2.7-5.6)			
	<b>Total</b>	251	19.0%	(16.3-21.6)	155	12.8%	(10.4-15.1)	410	39.7%	(36.2-43.2)	95	4.2%	(3.1-5.3)			

		Accidents on the roadways				Other (specify)				Not sure/Refused/Missing				Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>		138	13.6%	(11.1-16.1)	96	8.2%	(6.3-10.1)	44	2.6%	(1.7-3.6)	1189	100.0%	(-)	100.0%	(-)	
<b>Gender</b>																
	Male	68	12.1%	(8.9-15.3)	55	8.6%	(5.9-11.3)	21	2.3%	(1.2-3.5)	644	50.3%	(46.8-53.8)	50.3%	(46.8-53.8)	
	Female	70	15.0%	(11.2-18.8)	41	7.8%	(5.0-10.6)	23	2.9%	(1.4-4.5)	545	49.7%	(46.2-53.2)	49.7%	(46.2-53.2)	
	<b>Total</b>	138	13.6%	(11.1-16.1)	96	8.2%	(6.3-10.1)	44	2.6%	(1.7-3.6)	1189	100.0%	(-)	100.0%	(-)	
<b>Age Group</b>																
	Age 18 to 24	18	16.6%	(8.1-25.1)	7	5.2%	(0.3-10.1)	1	0.5%	(0.0-1.4)	115	11.7%	(9.3-14.2)	11.7%	(9.3-14.2)	
	Age 25 to 44	40	12.8%	(8.4-17.1)	36	10.9%	(6.9-14.9)	3	0.3%	(0.0-0.7)	364	36.3%	(32.8-39.8)	36.3%	(32.8-39.8)	
	Age 45 to 64	53	14.3%	(10.2-18.5)	33	6.7%	(4.0-9.4)	17	3.6%	(1.5-5.7)	455	32.6%	(29.4-35.8)	32.6%	(29.4-35.8)	
	Age 65 or older	24	12.9%	(7.4-18.4)	18	8.8%	(4.2-13.4)	19	6.8%	(3.3-10.2)	213	15.3%	(13.0-17.6)	15.3%	(13.0-17.6)	
	<b>Total</b>	138	13.6%	(11.1-16.1)	96	8.2%	(6.3-10.1)	44	2.6%	(1.7-3.6)	1189	100.0%	(-)	100.0%	(-)	
<b>District</b>																
	One	74	15.1%	(11.9-18.4)	39	8.1%	(5.6-10.7)	12	2.0%	(0.9-3.2)	489	74.0%	(71.7-76.3)	74.0%	(71.7-76.3)	
	Two	52	9.2%	(6.8-11.6)	49	8.8%	(6.5-11.2)	22	4.0%	(2.3-5.6)	560	23.0%	(20.9-25.2)	23.0%	(20.9-25.2)	
	Three	12	8.1%	(3.6-12.6)	8	5.0%	(1.5-8.5)	10	6.7%	(2.6-10.9)	140	3.0%	(2.4-3.6)	3.0%	(2.4-3.6)	
	<b>Total</b>	138	13.6%	(11.1-16.1)	96	8.2%	(6.3-10.1)	44	2.6%	(1.7-3.6)	1189	100.0%	(-)	100.0%	(-)	
<b>Professional Truck Driver</b>																
	Yes	7	15.8%	(4.1-27.4)	5	5.1%	(0.2-10.1)	2	1.5%	(0.0-3.6)	61	4.9%	(3.4-6.4)	4.9%	(3.4-6.4)	
	No	129	13.6%	(11.0-16.1)	91	8.5%	(6.4-10.5)	39	2.3%	(1.4-3.2)	1114	95.1%	(93.6-96.6)	95.1%	(93.6-96.6)	
	<b>Total</b>	136	13.7%	(11.1-16.2)	96	8.3%	(6.3-10.3)	41	2.3%	(1.4-3.2)	1175	100.0%	(-)	100.0%	(-)	
<b>Race</b>																
	White, not Hispanic	102	14.4%	(11.3-17.4)	71	8.4%	(6.1-10.7)	30	2.1%	(1.2-3.1)	854	68.8%	(65.4-72.3)	68.8%	(65.4-72.3)	
	Hispanic	12	12.0%	(4.5-19.5)	7	9.3%	(2.0-16.6)	4	3.3%	(0.0-6.9)	107	11.1%	(8.7-13.5)	11.1%	(8.7-13.5)	
	Black or African American	5	12.2%	(1.4-23.0)	6	11.4%	(1.0-21.8)	0	.	(-)	40	5.5%	(3.7-7.3)	5.5%	(3.7-7.3)	
	American Indian or Alaska Native	1	11.5%	(0.0-32.3)	2	18.8%	(0.0-42.3)	0	.	(-)	22	1.7%	(0.8-2.5)	1.7%	(0.8-2.5)	
	Asian or Pacific Islander	5	10.0%	(0.5-19.5)	1	3.7%	(0.0-10.8)	3	5.8%	(0.0-12.9)	47	5.7%	(3.9-7.5)	5.7%	(3.9-7.5)	
	Multi-Racial	6	14.4%	(1.7-27.1)	2	1.7%	(0.0-4.1)	1	3.4%	(0.0-9.9)	49	5.0%	(3.4-6.6)	5.0%	(3.4-6.6)	
	<b>Total</b>	134	14.0%	(11.4-16.5)	92	8.3%	(6.3-10.3)	39	2.4%	(1.4-3.3)	1138	100.0%	(-)	100.0%	(-)	
<b>Phone</b>																
	landline	35	10.9%	(6.9-14.8)	34	8.4%	(5.0-11.8)	21	3.8%	(1.7-5.9)	397	30.8%	(27.6-34.0)	30.8%	(27.6-34.0)	
	cell	103	14.8%	(11.7-17.9)	62	8.1%	(5.8-10.5)	23	2.1%	(1.1-3.1)	792	69.2%	(66.0-72.4)	69.2%	(66.0-72.4)	
	<b>Total</b>	138	13.6%	(11.1-16.1)	96	8.2%	(6.3-10.1)	44	2.6%	(1.7-3.6)	1189	100.0%	(-)	100.0%	(-)	

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q03. Have you used any NEVADA Highway Rest Areas in THE PAST YEAR?</b>																
<b>Overall Total</b>	<b>Total</b>	365	25.4%	(22.4-28.3)	819	74.0%	(71.1-77.0)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1189	100.0%	(-)
	<b>Gender</b>	<b>Male</b>	210	26.4%	(22.4-30.5)	431	72.8%	(68.7-76.8)	2	0.4%	(0.0-1.1)	1	0.4%	(0.0-1.1)	644	50.3%
	<b>Female</b>	155	24.3%	(20.0-28.6)	388	75.3%	(71.0-79.7)	2	0.4%	(0.0-1.1)	0	.	(-)	545	49.7%	(46.2-53.2)
<b>Age Group</b>	<b>Total</b>	365	25.4%	(22.4-28.3)	819	74.0%	(71.1-77.0)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1189	100.0%	(-)
	<b>Age 18 to 24</b>	19	15.1%	(7.3-22.8)	95	83.4%	(75.2-91.5)	1	1.6%	(0.0-4.6)	0	.	(-)	115	11.7%	(9.3-14.2)
	<b>Age 25 to 44</b>	109	24.6%	(19.3-29.9)	253	74.8%	(69.5-80.2)	1	0.1%	(0.0-0.2)	1	0.5%	(0.0-1.5)	364	36.3%	(32.8-39.8)
	<b>Age 45 to 64</b>	159	29.1%	(24.1-34.1)	294	70.2%	(65.2-75.3)	2	0.7%	(0.0-1.6)	0	.	(-)	455	32.6%	(29.4-35.8)
	<b>Age 65 or older</b>	69	28.0%	(21.1-34.8)	144	72.0%	(65.2-78.9)	0	.	(-)	0	.	(-)	213	15.3%	(13.0-17.6)
<b>District</b>	<b>Total</b>	365	25.4%	(22.4-28.3)	819	74.0%	(71.1-77.0)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1189	100.0%	(-)
	<b>One</b>	112	22.3%	(18.5-26.0)	373	76.9%	(73.1-80.7)	3	0.5%	(0.0-1.2)	1	0.2%	(0.0-0.7)	489	74.0%	(71.7-76.3)
	<b>Two</b>	180	31.5%	(27.6-35.3)	380	68.5%	(64.7-72.4)	0	.	(-)	0	.	(-)	560	23.0%	(20.9-25.2)
	<b>Three</b>	73	54.6%	(45.6-63.6)	66	44.8%	(35.8-53.7)	1	0.6%	(0.0-1.9)	0	.	(-)	140	3.0%	(2.4-3.6)
	<b>Total</b>	365	25.4%	(22.4-28.3)	819	74.0%	(71.1-77.0)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1189	100.0%	(-)
<b>Professional Truck Driver</b>	<b>Yes</b>	20	26.4%	(13.5-39.3)	41	73.6%	(60.7-86.5)	0	.	(-)	0	.	(-)	61	4.9%	(3.4-6.4)
	<b>No</b>	343	25.4%	(22.4-28.5)	766	73.9%	(70.8-77.0)	4	0.5%	(0.0-1.0)	1	0.2%	(0.0-0.6)	1114	95.1%	(93.6-96.6)
	<b>Total</b>	363	25.5%	(22.5-28.5)	807	73.9%	(70.9-76.9)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1175	100.0%	(-)
	<b>White, not Hispanic</b>	279	26.2%	(22.7-29.7)	571	73.2%	(69.6-76.7)	3	0.4%	(0.0-0.8)	1	0.3%	(0.0-0.8)	854	68.8%	(65.4-72.3)
	<b>Hispanic</b>	30	27.8%	(17.5-38.2)	77	72.2%	(61.8-82.5)	0	.	(-)	0	.	(-)	107	11.1%	(8.7-13.5)
<b>Race</b>	<b>Black or African American</b>	6	15.4%	(3.6-27.2)	34	84.6%	(72.8-96.4)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)
	<b>American Indian or Alaska Native</b>	8	31.2%	(7.5-54.9)	14	68.8%	(45.1-92.5)	0	.	(-)	0	.	(-)	22	1.7%	(0.8-2.5)
	<b>Asian or Pacific Islander</b>	9	13.9%	(3.2-24.6)	37	82.7%	(70.6-94.8)	1	3.4%	(0.0-9.9)	0	.	(-)	47	5.7%	(3.9-7.5)
	<b>Multi-Racial</b>	14	30.2%	(14.5-45.9)	35	69.8%	(54.1-85.5)	0	.	(-)	0	.	(-)	49	5.0%	(3.4-6.6)
	<b>Total</b>	352	25.3%	(22.3-28.3)	781	74.1%	(71.0-77.1)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.6)	1138	100.0%	(-)
<b>Phone</b>	<b>landline</b>	123	24.4%	(19.4-29.5)	274	75.6%	(70.5-80.6)	0	.	(-)	0	.	(-)	397	30.8%	(27.6-34.0)
	<b>cell</b>	242	25.8%	(22.1-29.4)	545	73.4%	(69.7-77.0)	4	0.6%	(0.0-1.3)	1	0.3%	(0.0-0.8)	792	69.2%	(66.0-72.4)
	<b>Total</b>	365	25.4%	(22.4-28.3)	819	74.0%	(71.1-77.0)	4	0.4%	(0.0-0.9)	1	0.2%	(0.0-0.5)	1189	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q04a.</b>																
<b>I prefer to stop where food or gas can be purchased.</b>																
<b>Overall Total</b>	Total	502	62.4%	(58.4-66.4)	305	36.4%	(32.4-40.3)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	818	100.0%	(-)
<b>Gender</b>	Male	258	61.1%	(55.5-66.7)	167	37.7%	(32.2-43.3)	5	1.2%	(0.0-2.4)	0	.	(-)	430	49.3%	(45.2-53.5)
	Female	244	63.7%	(57.9-69.4)	138	35.0%	(29.3-40.7)	3	0.6%	(0.0-1.5)	3	0.7%	(0.0-1.6)	388	50.7%	(46.5-54.8)
<b>Age Group</b>	Total	502	62.4%	(58.4-66.4)	305	36.4%	(32.4-40.3)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	818	100.0%	(-)
	Age 18 to 24	70	70.4%	(59.0-81.9)	25	29.6%	(18.1-41.0)	0	.	(-)	0	.	(-)	95	13.2%	(10.2-16.2)
	Age 25 to 44	166	63.9%	(56.7-71.0)	85	35.4%	(28.2-42.5)	2	0.8%	(0.0-2.1)	0	.	(-)	253	36.7%	(32.6-40.9)
	Age 45 to 64	170	60.7%	(54.1-67.3)	121	37.9%	(31.4-44.5)	2	0.7%	(0.0-1.7)	1	0.7%	(0.0-2.1)	294	31.0%	(27.3-34.7)
	Age 65 or older	78	58.5%	(49.3-67.8)	62	39.9%	(30.7-49.1)	3	1.2%	(0.0-2.9)	1	0.4%	(0.0-1.3)	144	14.9%	(12.2-17.6)
	Total	502	62.4%	(58.4-66.4)	305	36.4%	(32.4-40.3)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	818	100.0%	(-)
<b>District</b>	One	233	63.0%	(58.0-68.0)	134	35.7%	(30.7-40.7)	4	1.0%	(0.0-2.0)	1	0.3%	(0.0-0.8)	372	76.8%	(74.3-79.3)
	Two	226	59.8%	(54.8-64.8)	151	39.3%	(34.4-44.3)	1	0.3%	(0.0-0.8)	2	0.6%	(0.0-1.4)	380	21.4%	(18.9-23.8)
	Three	43	68.2%	(57.0-79.4)	20	27.2%	(16.6-37.9)	3	4.6%	(0.0-9.8)	0	.	(-)	66	1.8%	(1.4-2.3)
<b>Professional Truck Driver</b>	Total	502	62.4%	(58.4-66.4)	305	36.4%	(32.4-40.3)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	818	100.0%	(-)
	Yes	23	53.7%	(34.9-72.5)	16	40.6%	(22.0-59.1)	2	5.8%	(0.0-13.6)	0	.	(-)	41	4.9%	(3.1-6.6)
	No	471	62.8%	(58.6-66.9)	286	36.2%	(32.1-40.3)	6	0.7%	(0.0-1.4)	3	0.4%	(0.0-0.9)	766	95.1%	(93.4-96.9)
<b>Race</b>	Total	494	62.3%	(58.3-66.4)	302	36.4%	(32.4-40.5)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	807	100.0%	(-)
	White, not Hispanic	346	61.3%	(56.4-66.2)	217	37.1%	(32.2-41.9)	6	1.2%	(0.1-2.4)	2	0.4%	(0.0-1.1)	571	68.0%	(63.9-72.1)
	Hispanic	49	60.6%	(47.3-73.8)	28	39.4%	(26.2-52.7)	0	.	(-)	0	.	(-)	77	10.8%	(8.1-13.6)
	Black or African American	24	70.8%	(54.0-87.7)	10	29.2%	(12.3-46.0)	0	.	(-)	0	.	(-)	34	6.3%	(4.1-8.5)
	American Indian or Alaska Native	8	52.5%	(19.2-85.9)	5	45.5%	(11.9-79.0)	1	2.0%	(0.0-6.2)	0	.	(-)	14	1.5%	(0.5-2.6)
	Asian or Pacific Islander	24	69.0%	(52.5-85.6)	12	30.1%	(13.6-46.6)	1	0.9%	(0.0-2.7)	0	.	(-)	37	6.3%	(4.1-8.5)
<b>Phone</b>	Multi-Racial	18	52.9%	(32.8-72.9)	17	47.1%	(27.1-67.2)	0	.	(-)	0	.	(-)	35	4.7%	(2.9-6.6)
	Total	478	62.1%	(58.0-66.2)	293	36.6%	(32.6-40.7)	8	0.9%	(0.1-1.7)	2	0.3%	(0.0-0.8)	781	100.0%	(-)
	landline	161	62.4%	(55.5-69.3)	106	36.0%	(29.1-42.8)	3	0.6%	(0.0-1.4)	3	1.1%	(0.0-2.6)	273	31.3%	(27.5-35.1)
	cell	341	62.4%	(57.5-67.3)	199	36.5%	(31.6-41.4)	5	1.0%	(0.0-2.1)	0	.	(-)	545	68.7%	(64.9-72.5)
	Total	502	62.4%	(58.4-66.4)	305	36.4%	(32.4-40.3)	8	0.9%	(0.1-1.7)	3	0.3%	(0.0-0.8)	818	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q04b. I didn't feel safe.</b>																
<b>Overall Total</b>	Total	138	17.3%	(14.2-20.5)	661	80.4%	(77.0-83.7)	15	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	817	100.0%	(-)
	Male	48	13.1%	(9.1-17.1)	375	85.1%	(81.0-89.3)	7	1.8%	(0.3-3.2)	0	.	(-)	430	49.4%	(45.3-53.6)
<b>Gender</b>	Female	90	21.4%	(16.6-26.3)	286	75.7%	(70.6-80.8)	8	2.5%	(0.6-4.4)	3	0.4%	(0.0-0.8)	387	50.6%	(46.4-54.7)
	Total	138	17.3%	(14.2-20.5)	661	80.4%	(77.0-83.7)	15	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	817	100.0%	(-)
<b>Age Group</b>	Age 18 to 24	19	19.3%	(9.6-28.9)	76	80.7%	(71.1-90.4)	0	.	(-)	0	.	(-)	95	13.3%	(10.2-16.3)
	Age 25 to 44	38	13.7%	(8.7-18.7)	213	84.9%	(79.7-90.2)	2	1.4%	(0.0-3.2)	0	.	(-)	253	36.8%	(32.7-41.0)
	Age 45 to 64	48	19.1%	(13.5-24.6)	238	78.0%	(72.1-83.9)	8	3.0%	(0.5-5.4)	0	.	(-)	294	31.1%	(27.4-34.7)
	Age 65 or older	28	19.8%	(12.0-27.6)	109	74.5%	(66.1-83.0)	5	4.8%	(0.4-9.1)	2	0.9%	(0.0-2.1)	144	14.9%	(12.3-17.6)
<b>District</b>	Total	138	17.3%	(14.2-20.5)	661	80.4%	(77.0-83.7)	15	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	817	100.0%	(-)
	One	66	17.7%	(13.7-21.7)	295	79.8%	(75.6-84.0)	10	2.5%	(0.9-4.0)	0	.	(-)	371	76.8%	(74.2-79.3)
	Two	54	14.9%	(11.2-18.6)	319	83.2%	(79.3-87.0)	4	1.0%	(0.0-2.0)	3	0.9%	(0.0-1.9)	380	21.4%	(19.0-23.8)
	Three	18	29.1%	(17.7-40.4)	47	69.7%	(58.3-81.2)	1	1.2%	(0.0-3.6)	0	.	(-)	66	1.8%	(1.4-2.3)
<b>Professional Truck Driver</b>	Total	138	17.3%	(14.2-20.5)	661	80.4%	(77.0-83.7)	15	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	817	100.0%	(-)
	Yes	8	26.8%	(9.0-44.7)	32	70.6%	(52.6-88.6)	1	2.6%	(0.0-7.6)	0	.	(-)	41	4.9%	(3.1-6.6)
	No	126	16.5%	(13.3-19.7)	624	81.2%	(77.9-84.6)	13	2.1%	(0.8-3.3)	3	0.2%	(0.0-0.4)	766	95.1%	(93.4-96.9)
	Total	134	17.0%	(13.8-20.2)	656	80.7%	(77.4-84.0)	14	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	807	100.0%	(-)
<b>Race</b>	White, not Hispanic	82	13.2%	(9.9-16.6)	477	84.5%	(80.9-88.1)	11	2.2%	(0.7-3.7)	1	0.1%	(0.0-0.3)	571	68.0%	(63.9-72.1)
	Hispanic	18	24.7%	(12.9-36.4)	58	73.2%	(61.1-85.3)	1	2.1%	(0.0-6.2)	0	.	(-)	77	10.8%	(8.1-13.6)
	Black or African American	8	25.2%	(9.3-41.1)	26	74.8%	(58.9-90.7)	0	.	(-)	0	.	(-)	34	6.3%	(4.1-8.5)
	American Indian or Alaska Native	1	2.0%	(0.0-6.2)	13	98.0%	(93.8-100.0)	0	.	(-)	0	.	(-)	14	1.5%	(0.5-2.6)
	Asian or Pacific Islander	8	20.3%	(6.4-34.1)	28	76.2%	(61.3-91.0)	1	3.6%	(0.0-10.5)	0	.	(-)	37	6.3%	(4.1-8.5)
	Multi-Racial	6	18.0%	(2.1-34.0)	27	76.1%	(58.7-93.4)	2	5.9%	(0.0-14.9)	0	.	(-)	35	4.7%	(2.9-6.6)
<b>Phone</b>	Total	127	16.4%	(13.2-19.5)	638	81.3%	(78.0-84.7)	15	2.2%	(1.0-3.5)	1	0.1%	(0.0-0.2)	781	100.0%	(-)
	landline	58	20.9%	(15.1-26.8)	207	76.2%	(70.0-82.3)	5	2.3%	(0.0-4.6)	3	0.6%	(0.0-1.3)	273	31.4%	(27.6-35.2)
	cell	80	15.7%	(11.9-19.4)	454	82.3%	(78.4-86.2)	10	2.1%	(0.6-3.5)	0	.	(-)	544	68.6%	(64.8-72.4)
	Total	138	17.3%	(14.2-20.5)	661	80.4%	(77.0-83.7)	15	2.1%	(0.9-3.3)	3	0.2%	(0.0-0.4)	817	100.0%	(-)



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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q004c.</b> <i>There were too many trucks or cars at the rest areas.</i>																
<b>Overall Total</b>	Total	66	10.1%	(7.5-12.8)	732	87.2%	(84.3-90.1)	14	2.4%	(1.1-3.7)	5	0.3%	(0.0-0.6)	817	100.0%	(-)
<b>Gender</b>	Male	32	9.7%	(6.1-13.3)	390	87.5%	(83.5-91.5)	8	2.8%	(0.8-4.8)	0	.	(-)	430	49.4%	(45.3-53.6)
	Female	34	10.6%	(6.7-14.4)	342	86.8%	(82.6-91.0)	6	2.0%	(0.2-3.7)	5	0.6%	(0.1-1.2)	387	50.6%	(46.4-54.7)
	Total	66	10.1%	(7.5-12.8)	732	87.2%	(84.3-90.1)	14	2.4%	(1.1-3.7)	5	0.3%	(0.0-0.6)	817	100.0%	(-)
<b>Age Group</b>	Age 18 to 24	12	17.3%	(7.3-27.2)	83	82.7%	(72.8-92.7)	0	.	(-)	0	.	(-)	95	13.3%	(10.2-16.3)
	Age 25 to 44	18	9.0%	(4.5-13.4)	230	88.1%	(83.1-93.2)	5	2.9%	(0.2-5.5)	0	.	(-)	253	36.8%	(32.7-41.0)
	Age 45 to 64	16	6.1%	(2.8-9.4)	271	90.7%	(86.6-94.8)	6	3.0%	(0.5-5.6)	1	0.2%	(0.0-0.5)	294	31.1%	(27.4-34.7)
	Age 65 or older	17	15.5%	(8.3-22.8)	121	80.6%	(72.8-88.3)	3	2.6%	(0.0-5.8)	3	1.3%	(0.0-2.8)	144	14.9%	(12.3-17.6)
	Total	66	10.1%	(7.5-12.8)	732	87.2%	(84.3-90.1)	14	2.4%	(1.1-3.7)	5	0.3%	(0.0-0.6)	817	100.0%	(-)
<b>District</b>	One	43	11.7%	(8.3-15.0)	317	85.5%	(81.8-89.2)	11	2.9%	(1.2-4.6)	0	.	(-)	371	76.8%	(74.2-79.3)
	Two	19	4.9%	(2.8-7.1)	353	92.8%	(90.1-95.4)	3	0.8%	(0.0-1.8)	5	1.4%	(0.2-2.7)	380	21.4%	(19.0-23.8)
	Three	4	6.6%	(0.3-12.9)	62	93.4%	(87.1-99.7)	0	.	(-)	0	.	(-)	66	1.8%	(1.4-2.3)
	Total	66	10.1%	(7.5-12.8)	732	87.2%	(84.3-90.1)	14	2.4%	(1.1-3.7)	5	0.3%	(0.0-0.6)	817	100.0%	(-)
<b>Professional Truck Driver</b>	Yes	7	21.0%	(5.4-36.7)	33	73.8%	(56.6-91.0)	1	5.2%	(0.0-15.0)	0	.	(-)	41	4.9%	(3.1-6.6)
	No	57	9.6%	(6.9-12.2)	691	87.8%	(84.9-90.8)	13	2.3%	(0.9-3.6)	5	0.3%	(0.0-0.6)	766	95.1%	(93.4-96.9)
	Total	64	10.1%	(7.4-12.8)	724	87.1%	(84.2-90.1)	14	2.4%	(1.1-3.8)	5	0.3%	(0.0-0.6)	807	100.0%	(-)
<b>Race</b>	White, not Hispanic	31	6.4%	(3.8-8.9)	526	90.4%	(87.3-93.5)	12	3.0%	(1.2-4.9)	2	0.2%	(0.0-0.5)	571	68.0%	(63.9-72.1)
	Hispanic	12	19.8%	(8.6-31.0)	65	80.2%	(69.0-91.4)	0	.	(-)	0	.	(-)	77	10.8%	(8.1-13.6)
	Black or African American	7	19.9%	(5.5-34.2)	27	80.1%	(65.8-94.5)	0	.	(-)	0	.	(-)	34	6.3%	(4.1-8.5)
	American Indian or Alaska Native	0	.	(-)	14	100.0%	(100.0-100.0)	0	.	(-)	0	.	(-)	14	1.5%	(0.5-2.6)
	Asian or Pacific Islander	5	15.1%	(2.0-28.1)	30	80.4%	(66.1-94.7)	1	3.6%	(0.0-10.5)	1	0.9%	(0.0-2.7)	37	6.3%	(4.1-8.5)
	Multi-Racial	7	27.6%	(8.2-47.0)	27	67.9%	(48.0-87.8)	1	4.5%	(0.0-13.1)	0	.	(-)	35	4.7%	(2.9-6.6)
	Total	63	10.3%	(7.5-13.0)	701	87.1%	(84.0-90.1)	14	2.5%	(1.1-3.9)	3	0.2%	(0.0-0.4)	781	100.0%	(-)
<b>Phone</b>	landline	21	10.1%	(5.5-14.7)	244	87.2%	(82.3-92.2)	4	1.9%	(0.0-3.9)	4	0.8%	(0.0-1.6)	273	31.4%	(27.6-35.2)
	cell	45	10.2%	(6.9-13.4)	488	87.1%	(83.6-90.7)	10	2.6%	(0.9-4.3)	1	0.1%	(0.0-0.2)	544	68.6%	(64.8-72.4)
	Total	66	10.1%	(7.5-12.8)	732	87.2%	(84.3-90.1)	14	2.4%	(1.1-3.7)	5	0.3%	(0.0-0.6)	817	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q04d.</b>																
<i>There were no rest areas along my route.</i>																
Overall Total	Total	444	57.3%	(53.2-61.4)	349	39.7%	(35.7-43.8)	20	2.6%	(1.3-3.9)	4	0.4%	(0.0-0.9)	817	100.0%	(-)
	Male	240	57.8%	(52.1-63.5)	182	40.5%	(34.8-46.1)	8	1.8%	(0.3-3.2)	0	.	(-)	430	49.4%	(45.3-53.6)
	Female	204	56.8%	(50.8-62.7)	167	39.0%	(33.2-44.9)	12	3.4%	(1.2-5.6)	4	0.8%	(0.0-1.8)	387	50.6%	(46.4-54.7)
Age Group	Total	444	57.3%	(53.2-61.4)	349	39.7%	(35.7-43.8)	20	2.6%	(1.3-3.9)	4	0.4%	(0.0-0.9)	817	100.0%	(-)
	Age 18 to 24	40	43.9%	(31.6-56.2)	55	56.1%	(43.8-68.4)	0	.	(-)	0	.	(-)	95	13.3%	(10.2-16.3)
	Age 25 to 44	139	59.0%	(51.7-66.2)	109	39.2%	(32.0-46.4)	5	1.9%	(0.0-3.8)	0	.	(-)	253	36.8%	(32.7-41.0)
	Age 45 to 64	168	59.2%	(52.5-65.9)	116	36.4%	(29.9-42.9)	9	3.7%	(0.9-6.4)	1	0.7%	(0.0-2.1)	294	31.1%	(27.4-34.7)
	Age 65 or older	84	63.9%	(54.9-72.9)	55	33.6%	(24.8-42.5)	3	1.6%	(0.0-3.5)	2	0.9%	(0.0-2.1)	144	14.9%	(12.3-17.6)
District	Total	444	57.3%	(53.2-61.4)	349	39.7%	(35.7-43.8)	20	2.6%	(1.3-3.9)	4	0.4%	(0.0-0.9)	817	100.0%	(-)
	One	222	59.2%	(54.0-64.3)	138	37.9%	(32.8-43.0)	10	2.7%	(1.0-4.3)	1	0.3%	(0.0-0.8)	371	76.8%	(74.2-79.3)
	Two	201	52.6%	(47.6-57.7)	167	44.0%	(39.0-49.1)	9	2.4%	(0.9-4.0)	3	0.9%	(0.0-1.9)	380	21.4%	(19.0-23.8)
	Three	21	32.0%	(20.5-43.5)	44	66.8%	(55.2-78.4)	1	1.2%	(0.0-3.6)	0	.	(-)	66	1.8%	(1.4-2.3)
	Total	444	57.3%	(53.2-61.4)	349	39.7%	(35.7-43.8)	20	2.6%	(1.3-3.9)	4	0.4%	(0.0-0.9)	817	100.0%	(-)
Professional Truck Driver	Yes	21	58.5%	(40.0-76.9)	19	38.9%	(20.7-57.2)	1	2.6%	(0.0-7.6)	0	.	(-)	41	4.9%	(3.1-6.6)
	No	421	57.7%	(53.4-61.9)	323	39.5%	(35.3-43.7)	18	2.4%	(1.1-3.7)	4	0.4%	(0.0-0.9)	766	95.1%	(93.4-96.9)
	Total	442	57.7%	(53.6-61.8)	342	39.5%	(35.4-43.6)	19	2.4%	(1.1-3.6)	4	0.4%	(0.0-0.9)	807	100.0%	(-)
	White, not Hispanic	320	61.7%	(56.8-66.5)	235	35.7%	(30.9-40.4)	14	2.2%	(0.8-3.7)	2	0.4%	(0.0-1.1)	571	68.0%	(63.9-72.1)
	Hispanic	32	43.3%	(29.9-56.8)	42	52.5%	(39.0-66.0)	3	4.2%	(0.0-9.2)	0	.	(-)	77	10.8%	(8.1-13.6)
Race	Black or African American	20	55.6%	(37.1-74.0)	14	44.4%	(26.0-62.9)	0	.	(-)	0	.	(-)	34	6.3%	(4.1-8.5)
	American Indian or Alaska Native	8	33.0%	(6.2-59.9)	6	67.0%	(40.1-93.8)	0	.	(-)	0	.	(-)	14	1.5%	(0.5-2.6)
	Asian or Pacific Islander	17	45.2%	(27.2-63.2)	19	51.2%	(33.1-69.3)	1	3.6%	(0.0-10.5)	0	.	(-)	37	6.3%	(4.1-8.5)
	Multi-Racial	20	57.3%	(37.4-77.3)	14	37.1%	(17.7-56.5)	1	5.5%	(0.0-16.0)	0	.	(-)	35	4.7%	(2.9-6.6)
	Total	425	57.6%	(53.4-61.8)	335	39.7%	(35.5-43.8)	19	2.5%	(1.2-3.8)	2	0.3%	(0.0-0.8)	781	100.0%	(-)
Phone	landline	149	59.0%	(51.9-66.0)	114	37.9%	(31.0-44.8)	6	1.8%	(0.0-3.7)	4	1.3%	(0.0-2.8)	273	31.4%	(27.6-35.2)
	cell	295	56.5%	(51.4-61.6)	235	40.6%	(35.6-45.6)	14	2.9%	(1.2-4.7)	0	.	(-)	544	68.6%	(64.8-72.4)
	Total	444	57.3%	(53.2-61.4)	349	39.7%	(35.7-43.8)	20	2.6%	(1.3-3.9)	4	0.4%	(0.0-0.9)	817	100.0%	(-)

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04Q04e. Facilities are not clean or well kept. This includes vandalism and graffiti.</b>																
<b>Overall Total</b>	Total	137	18.6%	(15.2-21.9)	582	68.6%	(64.7-72.6)	85	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	816	100.0%	(-)
<b>Gender</b>	Male	68	18.7%	(13.9-23.4)	317	71.1%	(65.7-76.4)	41	9.3%	(6.0-12.6)	4	1.0%	(0.0-2.0)	430	49.6%	(45.4-53.7)
	Female	69	18.5%	(13.8-23.3)	265	66.2%	(60.5-72.0)	44	12.7%	(8.7-16.8)	8	2.5%	(0.6-4.5)	386	50.4%	(46.3-54.6)
	Total	137	18.6%	(15.2-21.9)	582	68.6%	(64.7-72.6)	85	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	816	100.0%	(-)
			24	30.3%	(18.7-41.9)	68	66.7%	(54.8-78.5)	3	3.0%	(0.0-7.2)	0	.	(-)	95	13.3%
<b>Age Group</b>	Age 18 to 24	50	19.9%	(13.9-25.8)	184	70.3%	(63.4-77.2)	18	9.2%	(4.7-13.6)	1	0.7%	(0.0-2.0)	253	36.9%	(32.7-41.1)
	Age 25 to 44	35	13.0%	(8.3-17.8)	221	72.2%	(66.0-78.5)	33	12.2%	(7.7-16.8)	5	2.5%	(0.2-4.9)	294	31.1%	(27.4-34.8)
	Age 45 to 64	22	14.9%	(8.2-21.6)	92	63.4%	(54.2-72.6)	25	17.3%	(10.0-24.7)	5	4.4%	(0.2-8.5)	144	15.0%	(12.3-17.6)
	Age 65 or older	137	18.6%	(15.2-21.9)	582	68.6%	(64.7-72.6)	85	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	816	100.0%	(-)
<b>District</b>	One	70	19.8%	(15.6-24.0)	248	66.6%	(61.7-71.6)	44	11.6%	(8.3-14.9)	8	2.0%	(0.6-3.4)	370	76.7%	(74.2-79.2)
	Two	52	13.9%	(10.4-17.4)	288	75.6%	(71.3-80.0)	36	9.4%	(6.4-12.3)	4	1.1%	(0.0-2.2)	380	21.5%	(19.0-23.9)
	Three	15	23.1%	(12.6-33.5)	46	70.8%	(59.6-81.9)	5	6.2%	(0.8-11.6)	0	.	(-)	66	1.8%	(1.4-2.3)
	Total	137	18.6%	(15.2-21.9)	582	68.6%	(64.7-72.6)	85	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	816	100.0%	(-)
<b>Professional Truck Driver</b>	Yes	12	39.4%	(20.2-58.5)	25	52.9%	(33.9-71.8)	4	7.8%	(0.0-16.6)	0	.	(-)	41	4.9%	(3.1-6.6)
	No	123	17.4%	(14.1-20.8)	552	69.5%	(65.5-73.6)	79	11.2%	(8.4-13.9)	12	1.9%	(0.7-3.0)	766	95.1%	(93.4-96.9)
	Total	135	18.5%	(15.1-21.9)	577	68.7%	(64.8-72.7)	83	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	807	100.0%	(-)
		79	15.4%	(11.6-19.2)	423	71.1%	(66.4-75.7)	61	11.4%	(8.2-14.7)	8	2.1%	(0.5-3.6)	571	68.0%	(63.9-72.1)
<b>Race</b>	White, not Hispanic	21	26.6%	(14.6-38.6)	52	67.0%	(54.3-79.8)	3	5.1%	(0.0-11.4)	1	1.2%	(0.0-3.5)	77	10.8%	(8.1-13.6)
	Hispanic	7	19.9%	(5.5-34.2)	26	75.6%	(59.8-91.5)	1	4.5%	(0.0-13.1)	0	.	(-)	34	6.3%	(4.1-8.5)
	Black or African American	2	19.1%	(0.0-48.6)	11	77.5%	(47.9-100.0)	1	3.4%	(0.0-10.2)	0	.	(-)	14	1.5%	(0.5-2.6)
	American Indian or Alaska Native	13	34.3%	(17.3-51.3)	20	57.2%	(39.5-75.0)	4	8.4%	(0.0-17.9)	0	.	(-)	37	6.3%	(4.1-8.5)
<b>Phone</b>	Asian or Pacific Islander	6	22.2%	(4.1-40.2)	23	56.2%	(35.9-76.5)	6	21.6%	(4.7-38.5)	0	.	(-)	35	4.7%	(2.9-6.6)
	Multi-Racial	130	18.5%	(15.0-21.9)	562	69.2%	(65.2-73.2)	79	10.7%	(8.0-13.3)	10	1.7%	(0.6-2.8)	781	100.0%	(-)
	Total	42	17.9%	(12.1-23.6)	192	66.2%	(59.2-73.2)	32	13.5%	(8.3-18.7)	6	2.4%	(0.3-4.6)	272	31.2%	(27.4-35.0)
	landline	95	18.9%	(14.8-23.0)	390	69.7%	(65.0-74.5)	53	9.9%	(6.9-12.9)	6	1.4%	(0.2-2.7)	544	68.8%	(65.0-72.6)
cell	137	18.6%	(15.2-21.9)	582	68.6%	(64.7-72.6)	85	11.0%	(8.4-13.6)	12	1.8%	(0.7-2.9)	816	100.0%	(-)	
Total																

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		Yes			No			Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<i>Table C04Q04f. I did not need to use a Rest Area.</i>																
<b>Overall Total</b>	Total	613	73.4%	(69.7-77.2)	192	25.0%	(21.4-28.7)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	816	100.0%	(-,-)
<b>Gender</b>	Male	327	73.9%	(68.7-79.0)	98	24.7%	(19.6-29.7)	3	0.9%	(0.0-2.1)	2	0.6%	(0.0-1.3)	430	49.6%	(45.4-53.7)
	Female	286	73.0%	(67.6-78.4)	94	25.4%	(20.1-30.7)	3	1.2%	(0.0-2.6)	3	0.4%	(0.0-0.8)	386	50.4%	(46.3-54.6)
	Total	613	73.4%	(69.7-77.2)	192	25.0%	(21.4-28.7)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	816	100.0%	(-,-)
<b>Age Group</b>	Age 18 to 24	82	84.7%	(75.5-93.8)	13	15.3%	(6.2-24.5)	0	.	(-,-)	0	.	(-,-)	95	13.3%	(10.3-16.3)
	Age 25 to 44	196	73.5%	(66.8-80.2)	56	25.8%	(19.1-32.4)	1	0.7%	(0.0-2.0)	0	.	(-,-)	253	36.9%	(32.7-41.1)
	Age 45 to 64	215	72.0%	(65.8-78.2)	75	26.2%	(20.1-32.3)	3	1.3%	(0.0-3.0)	1	0.5%	(0.0-1.4)	294	31.1%	(27.4-34.8)
	Age 65 or older	102	68.4%	(59.5-77.3)	37	27.2%	(18.8-35.7)	2	2.7%	(0.0-6.4)	3	1.7%	(0.0-3.7)	144	15.0%	(12.3-17.6)
<b>District</b>	Total	613	73.4%	(69.7-77.2)	192	25.0%	(21.4-28.7)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	816	100.0%	(-,-)
	One	264	71.8%	(67.1-76.5)	99	26.5%	(21.9-31.2)	5	1.3%	(0.2-2.5)	2	0.4%	(0.0-0.9)	370	76.7%	(74.2-79.2)
	Two	302	79.6%	(75.5-83.7)	74	19.3%	(15.3-23.3)	1	0.2%	(0.0-0.6)	3	0.9%	(0.0-1.9)	380	21.5%	(19.0-23.9)
<b>Professional Truck Driver</b>	Three	47	71.1%	(59.9-82.2)	19	28.9%	(17.8-40.1)	0	.	(-,-)	0	.	(-,-)	66	1.8%	(1.4-2.3)
	Total	613	73.4%	(69.7-77.2)	192	25.0%	(21.4-28.7)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	816	100.0%	(-,-)
	Yes	27	57.9%	(38.9-77.0)	13	41.1%	(22.0-60.2)	1	1.0%	(0.0-2.9)	0	.	(-,-)	41	4.9%	(3.1-6.6)
<b>Race</b>	No	580	74.5%	(70.7-78.2)	176	24.0%	(20.3-27.6)	5	1.1%	(0.1-2.0)	5	0.5%	(0.0-1.0)	766	95.1%	(93.4-96.9)
	Total	607	73.7%	(69.9-77.4)	189	24.8%	(21.1-28.4)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	807	100.0%	(-,-)
	White, not Hispanic	447	76.9%	(72.6-81.2)	119	21.9%	(17.7-26.1)	4	1.1%	(0.0-2.3)	1	0.1%	(0.0-0.3)	571	68.0%	(63.9-72.1)
<b>Phone</b>	Hispanic	53	69.4%	(57.0-81.8)	23	29.4%	(17.1-41.7)	0	.	(-,-)	1	1.2%	(0.0-3.5)	77	10.8%	(8.1-13.6)
	Black or African American	25	76.0%	(60.6-91.4)	9	24.0%	(8.6-39.4)	0	.	(-,-)	0	.	(-,-)	34	6.3%	(4.1-8.5)
	American Indian or Alaska Native	7	55.6%	(23.0-88.3)	7	44.4%	(11.7-77.0)	0	.	(-,-)	0	.	(-,-)	14	1.5%	(0.5-2.6)
	Asian or Pacific Islander	26	67.8%	(50.8-84.9)	10	28.9%	(12.3-45.4)	1	3.3%	(0.0-9.8)	0	.	(-,-)	37	6.3%	(4.1-8.5)
	Multi-Racial	24	59.2%	(39.0-79.4)	10	37.4%	(17.3-57.5)	1	3.4%	(0.0-9.9)	0	.	(-,-)	35	4.7%	(2.9-6.6)
	Total	591	74.1%	(70.3-77.9)	181	24.5%	(20.7-28.2)	6	1.1%	(0.2-2.1)	3	0.4%	(0.0-0.8)	781	100.0%	(-,-)
<b>Phone</b>	landline	206	72.6%	(66.1-79.2)	61	25.6%	(19.2-32.1)	1	0.6%	(0.0-1.9)	4	1.1%	(0.0-2.3)	272	31.2%	(27.4-35.0)
	cell	407	73.8%	(69.3-78.3)	131	24.8%	(20.3-29.2)	5	1.3%	(0.1-2.4)	1	0.2%	(0.0-0.5)	544	68.8%	(65.0-72.6)
	Total	613	73.4%	(69.7-77.2)	192	25.0%	(21.4-28.7)	6	1.1%	(0.2-2.0)	5	0.5%	(0.0-0.9)	816	100.0%	(-,-)

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		Yes				No				Don't know/Not sure				Refused/Missing				Total	
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Table C04004g. Are there any other reasons why you have not used highway rest areas that I didn't mention?</b>																			
<b>Overall Total</b>	<b>Total</b>	127	15.8%	(12.8-18.8)	681	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.4)	1	0.1%	(0.0-0.4)	816	100.0%	(-)			
<b>Gender</b>	Male	64	14.4%	(10.4-18.3)	361	84.8%	(80.8-88.8)	4	0.6%	(0.0-1.3)	1	0.3%	(0.0-0.7)	430	49.6%	(45.4-53.7)			
	Female	63	17.2%	(12.7-21.7)	320	81.9%	(77.3-86.5)	3	0.9%	(0.0-2.0)	0	.	(-)	386	50.4%	(46.3-54.6)			
<b>Age Group</b>	<b>Total</b>	127	15.8%	(12.8-18.8)	681	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.4)	1	0.1%	(0.0-0.4)	816	100.0%	(-)			
	Age 18 to 24	8	4.8%	(0.6-9.1)	87	95.2%	(90.9-99.4)	0	.	(-)	0	.	(-)	95	13.3%	(10.3-16.3)			
	Age 25 to 44	29	11.9%	(7.1-16.7)	222	87.8%	(82.9-92.6)	2	0.3%	(0.0-0.8)	0	.	(-)	253	36.9%	(32.7-41.1)			
	Age 45 to 64	55	21.7%	(15.9-27.5)	237	77.7%	(71.8-83.5)	2	0.6%	(0.0-1.6)	0	.	(-)	294	31.1%	(27.4-34.8)			
	Age 65 or older	28	20.0%	(12.2-27.8)	112	76.1%	(67.8-84.5)	3	3.0%	(0.0-6.8)	1	0.8%	(0.0-2.5)	144	15.0%	(12.3-17.6)			
<b>District</b>	<b>Total</b>	127	15.8%	(12.8-18.8)	681	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.4)	1	0.1%	(0.0-0.4)	816	100.0%	(-)			
	One	62	16.2%	(12.4-19.9)	304	83.0%	(79.1-86.8)	3	0.7%	(0.0-1.6)	1	0.2%	(0.0-0.5)	370	76.7%	(74.2-79.2)			
	Two	56	14.7%	(11.1-18.3)	320	84.3%	(80.6-87.9)	4	1.0%	(0.0-2.0)	0	.	(-)	380	21.5%	(19.0-23.9)			
	Three	9	13.0%	(4.8-21.2)	57	87.0%	(78.8-95.2)	0	.	(-)	0	.	(-)	66	1.8%	(1.4-2.3)			
	<b>Total</b>	127	15.8%	(12.8-18.8)	681	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.4)	1	0.1%	(0.0-0.4)	816	100.0%	(-)			
<b>Professional Truck Driver</b>	Yes	8	15.5%	(1.7-29.2)	33	84.5%	(70.8-98.3)	0	.	(-)	0	.	(-)	41	4.9%	(3.1-6.6)			
	No	118	15.7%	(12.7-18.8)	640	83.3%	(80.1-86.5)	7	0.8%	(0.1-1.5)	1	0.1%	(0.0-0.4)	766	95.1%	(93.4-96.9)			
	<b>Total</b>	126	15.7%	(12.7-18.8)	673	83.4%	(80.3-86.4)	7	0.8%	(0.1-1.5)	1	0.1%	(0.0-0.4)	807	100.0%	(-)			
	White, not Hispanic	89	16.8%	(13.0-20.6)	478	82.6%	(78.8-86.4)	3	0.5%	(0.0-1.1)	1	0.2%	(0.0-0.6)	571	68.0%	(63.9-72.1)			
	Hispanic	16	23.0%	(11.7-34.2)	59	75.0%	(63.5-86.5)	2	2.1%	(0.0-5.2)	0	.	(-)	77	10.8%	(8.1-13.6)			
<b>Race</b>	Black or African American	3	8.2%	(0.0-18.2)	31	91.8%	(81.8-100.0)	0	.	(-)	0	.	(-)	34	6.3%	(4.1-8.5)			
	American Indian or Alaska Native	2	6.7%	(0.0-16.7)	12	93.3%	(83.3-100.0)	0	.	(-)	0	.	(-)	14	1.5%	(0.5-2.6)			
	Asian or Pacific Islander	3	7.8%	(0.0-17.2)	34	92.2%	(82.8-100.0)	0	.	(-)	0	.	(-)	37	6.3%	(4.1-8.5)			
	Multi-Racial	6	16.4%	(2.4-30.4)	27	77.9%	(62.0-93.8)	2	5.8%	(0.0-14.7)	0	.	(-)	35	4.7%	(2.9-6.6)			
	<b>Total</b>	119	15.8%	(12.7-18.9)	654	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.5)	1	0.1%	(0.0-0.4)	781	100.0%	(-)			
<b>Phone</b>	landline	44	14.9%	(9.9-19.9)	226	84.0%	(78.8-89.1)	2	1.1%	(0.0-2.7)	0	.	(-)	272	31.2%	(27.4-35.0)			
	cell	83	16.2%	(12.5-20.0)	455	83.0%	(79.2-86.8)	5	0.6%	(0.0-1.3)	1	0.2%	(0.0-0.5)	544	68.8%	(65.0-72.6)			
	<b>Total</b>	127	15.8%	(12.8-18.8)	681	83.3%	(80.2-86.4)	7	0.8%	(0.1-1.4)	1	0.1%	(0.0-0.4)	816	100.0%	(-)			

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		Very dissatisfied			Somewhat dissatisfied			Neither dissatisfied nor satisfied			Somewhat satisfied			Very satisfied			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)
<b>Overall Total</b>	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.8%	(9.1-18.6)	60	17.2%	(12.1-22.3)	140	37.9%	(31.5-44.3)	97	26.1%	(20.3-31.9)	365	100.0%	(-)
<b>Gender</b>	Male	15	5.6%	(2.2-9.1)	29	15.1%	(8.7-21.5)	34	13.7%	(8.2-19.3)	86	41.6%	(33.0-50.1)	46	24.0%	(16.3-31.7)	210	52.4%	(45.8-59.1)
	Female	8	4.3%	(0.5-8.1)	16	12.4%	(5.4-19.4)	26	21.0%	(12.4-29.6)	54	33.9%	(24.3-43.5)	51	28.4%	(19.6-37.2)	155	47.6%	(40.9-54.2)
	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.8%	(9.1-18.6)	60	17.2%	(12.1-22.3)	140	37.9%	(31.5-44.3)	97	26.1%	(20.3-31.9)	365	100.0%	(-)
<b>Age Group</b>	Age 18 to 24	1	2.2%	(0.0-6.6)	4	14.7%	(0.0-30.6)	3	22.8%	(0.0-47.6)	9	46.8%	(19.0-74.6)	2	13.5%	(0.0-34.3)	19	7.0%	(3.3-10.7)
	Age 25 to 44	7	2.3%	(0.5-4.2)	16	17.7%	(7.9-27.6)	18	13.7%	(5.5-21.8)	38	34.6%	(23.0-46.2)	30	31.6%	(20.1-43.2)	109	35.2%	(28.6-41.9)
	Age 45 to 64	9	7.0%	(1.7-12.2)	16	10.9%	(4.3-17.4)	28	20.7%	(12.2-29.3)	64	37.0%	(27.5-46.5)	42	24.4%	(16.1-32.7)	159	37.4%	(31.2-43.6)
	Age 65 or older	5	7.3%	(0.0-15.3)	9	14.7%	(4.7-24.7)	9	13.5%	(3.5-23.5)	23	35.4%	(21.9-48.9)	23	29.1%	(16.7-41.4)	69	16.8%	(12.4-21.3)
	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.8%	(9.1-18.6)	60	17.2%	(12.1-22.3)	140	37.9%	(31.5-44.3)	97	26.1%	(20.3-31.9)	365	100.0%	(-)
<b>District</b>	One	6	4.5%	(0.9-8.1)	16	14.7%	(7.8-21.5)	20	18.4%	(10.9-25.8)	44	38.2%	(28.9-47.5)	26	24.3%	(16.0-32.6)	112	64.9%	(59.7-70.2)
	Two	9	5.0%	(1.8-8.2)	17	9.3%	(5.1-13.6)	28	15.3%	(10.0-20.5)	69	38.3%	(31.1-45.5)	57	32.2%	(25.2-39.1)	180	28.6%	(23.9-33.3)
	Three	8	10.5%	(3.3-17.8)	12	24.9%	(10.2-39.5)	12	13.8%	(6.1-21.4)	27	33.5%	(21.8-45.2)	14	17.4%	(8.5-26.2)	73	6.5%	(4.6-8.3)
	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.8%	(9.1-18.6)	60	17.2%	(12.1-22.3)	140	37.9%	(31.5-44.3)	97	26.1%	(20.3-31.9)	365	100.0%	(-)
	Yes	4	15.9%	(0.0-34.0)	3	20.0%	(0.0-41.6)	2	5.4%	(0.0-13.1)	6	32.2%	(6.1-58.3)	5	26.6%	(0.9-52.2)	20	5.1%	(2.3-7.8)
<b>Professional Truck Driver</b>	No	19	4.5%	(2.0-7.0)	42	13.6%	(8.7-18.5)	58	17.9%	(12.6-23.3)	134	38.6%	(31.9-45.2)	90	25.4%	(19.5-31.3)	343	94.9%	(92.2-97.7)
	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.9%	(9.2-18.7)	60	17.3%	(12.2-22.4)	140	38.2%	(31.8-44.7)	95	25.5%	(19.7-31.2)	363	100.0%	(-)
	White, not Hispanic	17	4.8%	(1.9-7.6)	35	13.5%	(8.1-18.9)	50	20.3%	(13.9-26.8)	102	34.8%	(27.6-42.0)	75	26.6%	(19.9-33.2)	279	71.2%	(64.7-77.8)
	Hispanic	2	4.7%	(0.0-12.2)	5	19.3%	(1.1-37.4)	2	2.9%	(0.0-6.9)	13	53.1%	(31.3-74.9)	8	20.1%	(3.2-37.1)	30	12.2%	(7.3-17.2)
	Black or African American	1	19.8%	(0.0-54.3)	0	.	(-)	2	36.9%	(0.0-77.7)	3	43.3%	(3.0-83.5)	0	.	(-)	6	3.4%	(0.6-6.1)
<b>Race</b>	American Indian or Alaska Native	1	5.1%	(0.0-15.6)	1	6.9%	(0.0-21.0)	1	7.4%	(0.0-22.5)	5	80.5%	(55.9-100.0)	0	.	(-)	8	2.1%	(0.2-3.9)
	Asian or Pacific Islander	1	4.9%	(0.0-15.0)	0	.	(-)	1	24.3%	(0.0-64.0)	4	55.1%	(14.4-95.8)	3	15.7%	(0.0-35.4)	9	3.1%	(0.6-5.6)
	Multi-Racial	0	.	(-)	2	21.5%	(0.0-47.9)	1	3.0%	(0.0-9.1)	7	46.0%	(14.8-77.2)	4	29.4%	(0.0-58.9)	14	6.0%	(2.4-9.6)
	<b>Total</b>	22	4.9%	(2.3-7.5)	43	13.4%	(8.6-18.2)	57	17.2%	(11.9-22.4)	137	39.3%	(32.7-45.9)	93	25.3%	(19.4-31.1)	352	100.0%	(-)
	landline cell	9	8.7%	(1.9-15.4)	10	8.1%	(1.2-15.0)	25	21.8%	(11.9-31.7)	46	38.4%	(27.0-49.8)	33	23.1%	(14.0-32.2)	123	29.7%	(23.8-35.6)
<b>Phone</b>	<b>Total</b>	14	3.5%	(1.3-5.6)	35	16.2%	(10.2-22.3)	35	15.2%	(9.4-21.1)	94	37.7%	(30.0-45.5)	64	27.4%	(20.1-34.6)	242	70.3%	(64.4-76.2)
	<b>Total</b>	23	5.0%	(2.5-7.6)	45	13.8%	(9.1-18.6)	60	17.2%	(12.1-22.3)	140	37.9%	(31.5-44.3)	97	26.1%	(20.3-31.9)	365	100.0%	(-)

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		Too Crowded						Not clean						Not safe						Other						Total					
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)			
<b>Overall Total</b>		2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
<b>Gender</b>																															
	Male	2	1.8%	(0.0-4.5)	26	55.9%	(36.6-75.1)	6	14.3%	(1.7-26.8)	10	28.1%	(9.6-46.5)	44	57.7%	(41.9-73.5)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	44	57.7%	(41.9-73.5)			
	Female	0	.	(-)	18	79.9%	(60.7-99.2)	2	4.6%	(0.0-11.4)	4	15.4%	(0.0-33.8)	24	42.3%	(26.5-58.1)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	24	42.3%	(26.5-58.1)			
<b>Age Group</b>																															
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
	Age 18 to 24	0	.	(-)	3	54.5%	(3.8-100.0)	2	45.5%	(0.0-96.2)	0	.	(-)	5	6.3%	(0.0-12.5)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	5	6.3%	(0.0-12.5)			
	Age 25 to 44	2	2.8%	(0.0-7.0)	14	58.6%	(30.6-86.6)	0	.	(-)	7	38.6%	(10.5-66.6)	23	37.6%	(21.7-53.4)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	23	37.6%	(21.7-53.4)			
	Age 45 to 64	0	.	(-)	19	79.0%	(60.1-97.9)	2	7.6%	(0.0-20.5)	4	13.4%	(0.0-28.3)	25	35.4%	(20.7-50.2)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	25	35.4%	(20.7-50.2)			
	Age 65 or older	0	.	(-)	8	63.8%	(35.2-92.4)	3	18.7%	(0.0-40.6)	3	17.5%	(0.0-38.8)	14	19.7%	(8.2-31.3)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	14	19.7%	(8.2-31.3)			
<b>District</b>																															
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
	One	0	.	(-)	15	69.6%	(49.4-89.8)	2	6.4%	(0.0-15.5)	5	24.0%	(4.7-43.2)	22	66.1%	(53.8-78.4)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	22	66.1%	(53.8-78.4)			
	Two	0	.	(-)	15	56.9%	(37.2-76.6)	4	16.3%	(1.3-31.4)	7	26.8%	(9.3-44.3)	26	21.7%	(12.3-31.1)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	26	21.7%	(12.3-31.1)			
	Three	2	8.7%	(0.0-20.9)	14	63.1%	(34.2-92.0)	2	19.6%	(0.0-48.4)	2	8.7%	(0.0-20.9)	20	12.2%	(5.0-19.4)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	20	12.2%	(5.0-19.4)			
<b>Professional Truck Driver</b>																															
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
	Yes	0	.	(-)	7	100.0%	(100.0-100.0)	0	.	(-)	0	.	(-)	7	9.6%	(1.4-17.7)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	7	9.6%	(1.4-17.7)			
	No	2	1.2%	(0.0-2.9)	37	62.5%	(46.6-78.3)	8	11.3%	(2.5-20.1)	14	25.1%	(10.4-39.8)	61	90.4%	(82.3-98.6)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	61	90.4%	(82.3-98.6)			
<b>Race</b>																															
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
	White, not Hispanic	1	0.8%	(0.0-2.4)	34	60.4%	(42.6-78.2)	6	12.1%	(1.5-22.6)	11	26.7%	(9.9-43.6)	52	71.2%	(55.4-87.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	52	71.2%	(55.4-87.0)			
	Hispanic	1	3.6%	(0.0-11.3)	4	68.1%	(24.6-100.0)	1	2.3%	(0.0-7.4)	1	25.9%	(0.0-69.5)	7	16.0%	(2.6-29.3)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	7	16.0%	(2.6-29.3)			
	Black or African American	0	.	(-)	1	100.0%	(100.0-100.0)	0	.	(-)	0	.	(-)	1	3.6%	(0.0-10.8)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	1	3.6%	(0.0-10.8)			
	American Indian or Alaska Native	0	.	(-)	1	57.6%	(0.0-100.0)	0	.	(-)	1	42.4%	(0.0-100.0)	2	1.4%	(0.0-3.3)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	2	1.4%	(0.0-3.3)			
	Asian or Pacific Islander	0	.	(-)	0	.	(-)	0	.	(-)	1	100.0%	(100.0-100.0)	1	0.8%	(0.0-2.5)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	1	0.8%	(0.0-2.5)			
	Multi-Racial	0	.	(-)	2	100.0%	(100.0-100.0)	0	.	(-)	0	.	(-)	2	7.0%	(0.0-16.5)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	2	7.0%	(0.0-16.5)			
<b>Phone</b>																															
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			
	landline	1	2.0%	(0.0-6.1)	15	84.1%	(66.5-100.0)	3	13.9%	(0.0-30.9)	0	.	(-)	19	26.4%	(12.5-40.3)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	19	26.4%	(12.5-40.3)			
	cell	1	0.7%	(0.0-2.2)	29	59.5%	(41.7-77.3)	5	8.9%	(0.0-17.8)	14	30.9%	(13.7-48.0)	49	73.6%	(59.7-87.5)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	49	73.6%	(59.7-87.5)			
	Total	2	1.1%	(0.0-2.6)	44	66.0%	(51.5-80.6)	8	10.2%	(2.2-18.2)	14	22.7%	(9.3-36.2)	68	100.0%	(-)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	0	0.0%	(0.0-0.0)	68	100.0%	(-)			

Nevada Department of Transportation (NDOT)  
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		Table C04Q07. Do you feel NDOT should continue to fund the maintenance and operation of roadside safety rest areas?										Refused/Missing			Total					
		Yes					No					Don't know/Not sure			Refused/Missing			Total		
		N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	N	%	C.I.(95%)	
Overall Total	Total	1070	88.5%	(86.2-90.8)	77	7.8%	(5.8-9.7)	34	3.3%	(2.0-4.6)	5	0.4%	(0.0-0.8)	1186	100.0%	(-)				
	Male	581	88.2%	(84.9-91.4)	45	8.7%	(5.9-11.6)	14	2.5%	(0.9-4.0)	3	0.7%	(0.0-1.5)	643	50.4%	(46.9-53.9)				
	Female	489	88.9%	(85.5-92.2)	32	6.8%	(4.1-9.5)	20	4.2%	(2.0-6.4)	2	0.1%	(0.0-0.3)	543	49.6%	(46.1-53.1)				
	Total	1070	88.5%	(86.2-90.8)	77	7.8%	(5.8-9.7)	34	3.3%	(2.0-4.6)	5	0.4%	(0.0-0.8)	1186	100.0%	(-)				
Age Group	Age 18 to 24	103	88.8%	(81.6-96.0)	10	10.3%	(3.2-17.4)	2	0.9%	(0.0-2.2)	0	.	(-)	115	11.8%	(9.3-14.2)				
	Age 25 to 44	324	88.0%	(83.8-92.2)	27	7.4%	(4.1-10.7)	12	4.1%	(1.5-6.7)	1	0.5%	(0.0-1.5)	364	36.5%	(32.9-40.0)				
	Age 45 to 64	415	88.9%	(85.3-92.6)	27	8.4%	(5.1-11.8)	11	2.2%	(0.6-3.8)	2	0.4%	(0.0-1.1)	455	32.8%	(29.6-35.9)				
	Age 65 or older	194	89.7%	(84.6-94.8)	13	7.2%	(2.9-11.5)	6	3.1%	(0.2-6.1)	0	.	(-)	213	15.4%	(13.1-17.6)				
	Total	1070	88.5%	(86.2-90.8)	77	7.8%	(5.8-9.7)	34	3.3%	(2.0-4.6)	5	0.4%	(0.0-0.8)	1186	100.0%	(-)				
District	One	424	87.2%	(84.2-90.3)	43	8.7%	(6.2-11.3)	17	3.7%	(1.9-5.4)	2	0.4%	(0.0-1.0)	486	73.8%	(71.5-76.1)				
	Two	517	92.1%	(89.8-94.4)	29	5.3%	(3.4-7.2)	12	2.3%	(1.0-3.5)	2	0.4%	(0.0-0.9)	560	23.1%	(21.0-25.3)				
	Three	129	92.4%	(87.9-96.8)	5	3.4%	(0.4-6.4)	5	3.4%	(0.4-6.4)	1	0.8%	(0.0-2.3)	140	3.0%	(2.4-3.6)				
	Total	1070	88.5%	(86.2-90.8)	77	7.8%	(5.8-9.7)	34	3.3%	(2.0-4.6)	5	0.4%	(0.0-0.8)	1186	100.0%	(-)				
	Professional Truck Driver	56	88.5%	(77.7-99.4)	3	6.9%	(0.0-15.5)	2	4.5%	(0.0-11.9)	0	.	(-)	61	4.9%	(3.4-6.4)				
Race	No	1003	88.4%	(86.0-90.8)	74	7.9%	(5.9-9.9)	32	3.3%	(1.9-4.6)	5	0.4%	(0.0-0.9)	1114	95.1%	(93.6-96.6)				
	Total	1059	88.4%	(86.1-90.7)	77	7.8%	(5.9-9.8)	34	3.4%	(2.0-4.7)	5	0.4%	(0.0-0.9)	1175	100.0%	(-)				
	White, not Hispanic	771	88.0%	(85.2-90.9)	57	7.9%	(5.6-10.3)	22	3.5%	(1.8-5.2)	4	0.5%	(0.0-1.2)	854	68.8%	(65.4-72.3)				
	Hispanic	98	93.5%	(88.4-98.5)	6	5.2%	(0.4-10.0)	3	1.4%	(0.0-2.9)	0	.	(-)	107	11.1%	(8.7-13.5)				
	Black or African American	37	91.7%	(82.4-100.0)	3	8.3%	(0.0-17.6)	0	.	(-)	0	.	(-)	40	5.5%	(3.7-7.3)				
	American Indian or Alaska Native	20	86.8%	(65.7-100.0)	1	11.8%	(0.0-32.9)	1	1.4%	(0.0-4.2)	0	.	(-)	22	1.7%	(0.8-2.5)				
	Asian or Pacific Islander	41	83.1%	(70.2-96.0)	3	7.4%	(0.0-16.4)	3	9.5%	(0.0-19.8)	0	.	(-)	47	5.7%	(3.9-7.5)				
	Multi-Racial	43	84.6%	(71.9-97.2)	4	12.0%	(0.0-23.9)	2	3.5%	(0.0-8.6)	0	.	(-)	49	5.0%	(3.4-6.6)				
	Total	1026	88.4%	(86.0-90.8)	75	7.8%	(5.8-9.8)	32	3.3%	(2.0-4.7)	5	0.4%	(0.0-0.9)	1138	100.0%	(-)				
	landline	357	88.3%	(84.3-92.4)	26	8.9%	(5.3-12.5)	10	2.3%	(0.4-4.3)	2	0.4%	(0.0-1.2)	395	30.6%	(27.4-33.8)				
cell	713	88.6%	(85.7-91.4)	51	7.3%	(5.0-9.6)	24	3.8%	(2.1-5.5)	3	0.4%	(0.0-0.9)	791	69.4%	(66.2-72.6)					
Total	1070	88.5%	(86.2-90.8)	77	7.8%	(5.8-9.7)	34	3.3%	(2.0-4.6)	5	0.4%	(0.0-0.8)	1186	100.0%	(-)					



Table of C01Q07 by C03Q01: Road Surface Rating by Delay – part 1.

C01Q07	C03Q01	Frequency	Weighted Frequency	Percent	95% Confidence Limits for Percent	Row Percent	95% Confidence Limits for Row Percent	
Good	Construction	197	418,460	19.6955	16.7913	41.6728	36.5404	
	Poor signal timing on local roads	112	180,081	8.4758	6.6188	17.9336	14.1803	
	Not enough travel lanes to accommodate traffic	76	128,795	6.0619	4.4045	12.8262	9.4420	
	Accidents on the roadways	61	136,040	6.4030	4.5659	13.5478	9.8315	
	Other	44	70,526	3.3194	2.0795	7.0234	4.4481	
	Winter or stormy weather	51	44,194	2.0801	1.3744	4.4011	2.9063	
	Not sure/Refused/Missing	21	26,059	1.2265	0.5544	2.5951	1.1794	
	Total	562	1,004,154	47.2622	43.7495	100.000		
	Excellent	Construction	89	173,866	8.1833	6.2249	33.8669	27.0823
		Poor signal timing on local roads	67	107,522	5.0607	3.5840	20.9439	15.3320
Not enough travel lanes to accommodate traffic		34	58,235	2.7409	1.6317	11.3434	6.9523	
Accidents on the roadways		41	77,490	3.6472	2.3161	15.0941	9.9415	
Other		23	45,721	2.1519	1.1114	8.9059	4.7621	
Winter or stormy weather		25	31,655	1.4899	0.6876	6.1661	2.9181	
Not sure/Refused/Missing		14	18,890	0.8891	0.3355	3.6796	1.4084	
Total		293	513,379	24.1630	21.1788	100.000		
Fair		Construction	93	190,611	8.9714	6.8586	40.9905	33.3879
		Poor signal timing on local roads	55	92,218	4.3404	2.9616	19.8314	13.9915
	Not enough travel lanes to accommodate traffic	29	56,837	2.6751	1.4999	12.2227	7.1327	
	Accidents on the roadways	28	59,329	2.7924	1.6200	12.7586	7.6796	
	Other	24	48,716	2.2929	1.2105	10.4764	5.7466	
	Winter or stormy weather	13	9,377	0.4413	0.1900	2.0165	0.8536	
	Not sure/Refused/Missing	7	7,924	0.3729	0.0128	1.7040	0.0644	
	Total	249	465,011	21.8865	18.9459	100.000		

Table of C01Q07 by C03Q01: Road Surface Rating by Delay – part 2.

C01Q07	C03Q01	Frequency	Weighted Frequency	Percent	95% Confidence Limits for Percent	Row Percent	95% Confidence Limits for Row Percent
Poor	Construction	29	56,681	2.6678	1.5327	3.8028	29.5500
	Poor signal timing on local roads	14	19,556	0.9195	0.3188	1.5203	5.7552
	Not enough travel lanes to accommodate traffic	16	27,484	1.2936	0.4968	2.0904	9.5132
	Accidents on the roadways	7	11,416	0.5373	0.0713	1.0033	1.4296
	Other	5	9,332	0.4392	0.0000	0.9107	0.0000
	Winter or stormy weather	6	4,018	0.1891	0.0345	0.3436	0.5017
	Not sure/Refused/Missing	2	2,804	0.1320	0.0000	0.3283	0.0000
	Total	79	131,271	6.1785	4.5436	7.8134	100.0000
	Construction	2	3,237	0.1524	0.0000	0.3858	0.0000
	Poor signal timing on local roads	3	3,631	0.1709	0.0000	0.4061	0.0000
	Not enough travel lanes to accommodate traffic	0	0	0	0	0	0
Unknown, Refused, or Missing	Accidents on the roadways	1	3,964	0.1865	0.0000	0.5523	0.0000
	Other	0	0	0	0	0	0
	Winter or stormy weather	0	0	0	0	0	0
	Not sure/Refused/Missing	0	0	0	0	0	0
	Total	6	10,832	0.5098	0.0171	1.0025	100.0000
	Construction	410	842,854	39.6703	36.1805	43.1601	0
	Poor signal timing on local roads	251	402,988	18.9673	16.3219	21.6126	0
	Not enough travel lanes to accommodate traffic	155	271,350	12.7715	10.4354	15.1077	0
	Accidents on the roadways	138	288,238	13.5664	11.0785	16.0543	0
	Other	96	174,295	8.2035	6.2602	10.1468	0
	Winter or stormy weather	95	89,244	4.2004	3.0962	5.3046	0
Not sure/Refused/Missing	44	55,678	2.6206	1.6629	3.5782	0	
Total	1,189	2,124,647	100.0000	0	0	0	

# Appendix E: NDOT District Map



**Appendix F:  
Highway or Road Options  
Provided to Respondents  
by District**

DISTRICT 1: Clark County:

**\*I-215 was not asked**

I-15  
US 95 (a section of 95 is also I-515 and US 93)  
SR 160 (Blue Diamond Road)

DISTRICT 1: SOUTHERN RURALS Esmeralda (Goldfield), Nye (Tonopah, Beatty, Gabbs, Scotty' s Junction), Lincoln (Pioche, Panaca, Caliente, Ash Springs, Rachel, Hiko)

US 95  
US 93  
SR 160 (Blue Diamond Road)  
US 6

DISTRICT 2: Washoe County (cities: Reno, Sparks)

SR 445 (Pyramid Highway)  
SR 431 (Mt. Rose Highway)  
I-80  
US 395

DISTRICT 2: NORTHWEST RURALS (cities: Fernley, Fallon, Carson, Gardnerville, Minden, Douglas, Lovelock, Hawthorne, Virginia City) Counties: Carson City, Churchill, Douglas, Lyon, Pershing, Mineral, Storey

US 95  
US 6  
US 395  
SR 341 (Geiger Grade)  
US 95A (Fernley/SilverSprings/Yerington)  
US 50

DISTRICT 3: Elko County (Spring Creek, Carlin, Wells, West Wendover); and Humboldt (Winnemucca); Lander (Battle Mountain, Austin); Eureka (Eureka); White Pine (Ely, Ruth, Lund, Baker)

US 93  
I-80  
US 50  
State Route 227 (Lamoille Highway)  
State Route 225 (Mountain City Highway)  
SR 305 (Austin/Battle Mountain Road)  
SR 278 (Eureka/Carlin Road)  
SR 140 (Denio/Adel Oregon Road)

*Table of District by Highway*

District	Highway	Frequency	Weighted Frequency	Percent	95% Confidence Limits for Percent	
1	US 95	287	923,850	54.1384	49.7707	58.5062
	I-15	195	628,741	36.8448	32.6164	41.0731
	SR 160	43	141,748	8.3065	5.8705	10.7426
	US 93	3	8,156	0.4780	0.0000	1.0280
	US 6	1	3,964	0.2323	0.0000	0.6884
	<b>Total</b>		529	1,706,458	100.000	
2	US 395	263	229,601	44.8631	40.7919	48.9344
	I-80	142	125,856	24.5918	21.0485	28.1351
	US 50	71	61,074	11.9336	9.2973	14.5700
	SR 445	62	55,719	10.8873	8.3049	13.4697
	US 95A	17	14,489	2.8310	1.4898	4.1723
	US 95	16	13,548	2.6472	1.3528	3.9416
	SR 431	13	10,532	2.0580	0.9410	3.1749
	SR 341	1	962.02381	0.1880	0.0000	0.5571
	<b>Total</b>		585	511,781	100.000	
3	I-80	77	36,062	53.1687	44.1430	62.1945
	SR 227	26	12,096	17.8333	11.2290	24.4375
	SR 225	15	7,950	11.7213	4.7005	18.7422
	US 93	11	4,856	7.1594	2.9289	11.3898
	US 50	8	2,959	4.3620	1.3038	7.4203
	SR 140	3	1,233	1.8186	0.0000	3.9349
	SR 278	3	1,353	1.9952	0.0000	4.2822
	US 395	1	499.36364	0.7362	0.0000	2.1917
	US 95	1	408.72000	0.6026	0.0000	1.7955
	SR 305	1	408.72000	0.6026	0.0000	1.7955
	<b>Total</b>		146	67,826	100.000	