Appendix A

Scoring Criteria

A. Scoring Criteria

1. Scoring Instructions

Weight
12.5%

A - PRESERVE INFRASTRUCTURE				
Item	Scoring Criteria	Minimum Scores	Maximum Scores	% of Section
A1	Pavement Evaluation	0	75.0	75.0%
A2	Structure Sufficiency Rating	0	15.0	15.0%
A3	Structure Categorization	0	10.0	10.0%
	Preserve Assets Total Score	0	100	100.0%

Weight
27.5%

B - OPTIMIZE MOBILITY				
Item	Scoring Criteria	Minimum Scores	Maximum Scores	% of Section
B1	AADT	0	35.0	35.0%
B2	Traffic Delay	0	40.0	40.0%
B3	System Connectivity/Efficiency	0	25.0	25.0%
	Improving Mobility Total Score	0	100	100.0%

Weight
27.5%

C - IMPROVING SAFETY				
Item	Scoring Criteria	Minimum Scores	Maximum Scores	% of Section
C1	Crash Severity	0	40.0	40.0%
C2	Crash Reduction (CMF)	0	40.0	40.0%
C3	Crash Rate	0	20.0	20.0%
	Improving Safety Total Score	0	100	100.0%

Weight
25.0%

D - TRANSFORMING ECONOMIES				
Item	Scoring Criteria	Minimum Scores	Maximum Scores	% of Section
D1	Truck Percentage	0	25.0	25.0%
D2	Freight Reliability	0	25.0	25.0%
D3	Support Economic Development	0	50.0	50.0%
	Promote Economic Development Total Score	0	100	100.0%

Weight
7.5%

E - SUSTAINABILITY				
Item	Scoring Criteria	Minimum Scores	Maximum Scores	% of Section
E1	Intermodal/Technology Accommodation	0	40.0	40.0%
E2	Financial / Staffing Sustainability	0	40.0	40.0%
E3	Environmental Effects	0	20.0	20.0%
	Community Total Score	0	100	100.0%

SUB-SECTION A - PRESERVE INFRASTRUCTURE

Overall Preserve Assets			
Total Score	**Ranking**	**Score**	
100	HIGH	50	
	MEDIUM	20.7 - 31.2	
	LOW	33	

This section is intended to account for existing pavement and structure conditions within the limits of a project. Points are awarded to those projects with poor pavement or structure conditions as a means to prioritize them from a preservation of asset perspective. Projects in greater need of pavement or structure preservation will receive a higher number of points and thus receive a higher ranking as compared to those projects with newer or better condition pavement.

A1 - Pavement Evaluation Scoring System

	Scoring System					
	AC Pavement (PRI)			Concrete Pavement (IRI)		
Maximum Score	Min.	Max.	Score	Min.	Max.	Score
75.0	0	49	0	0	90	0
	50	399	25.0	90	130	18.8
	400	699	50.0	130	170	37.5
	700	1400	75.0	170	230	56.3
				230	Above	75.0

Description

Points are awarded to projects with poor pavement conditions. For flexible pavements, the condition of the pavement is based on the PRI, with higher PRIs receiving a higher score. For rigid pavements, the condition is based on the IRI and the age of the pavement. Points are awarded to rougher pavements. NDOT is currently in the process of developing a PRI for Rigid pavements to replace IRI in this summary.

For new alignments, the condition of the pavement along the existing route is used. The existing route is defined as the predominant NDOT facility to see the greatest shift in traffic volumes once the new alignment is complete.

A2 - Structure Sufficiency Rating

	Scoring System		
Maximum Score	Min.	Max.	Score
15.0	0	49	15.0
	50	79	11.3
	80	99	7.5
	100		3.8
	No Structures		0

Description

Points are awarded to those projects with structures in greater need of rehabilitation or reconstruction based on the lowest sufficiency rating of all the structures within the project limits.

Unless structures were installed by some previous phase, new alignments will not receive any points for preservation of structures.

A3 - Structure Categorization		
	Scoring System	
Maximum Score	Criteria	Score
10.0	Both SD and FO	10.0
	Either SD or FO	5.0
	not SD or FO	0
Description		
Points are awarded to those projects with structures categorized as either structurally deficient (SD) or functionally obsolete (FO).		

	Study	Location	Description	Preserve Infrastructure				
				Pavement Evaluation	Structure Sufficiency Rating	Struct. Deficient or Funct. Obsolete	Total Infrastructure Score	Weighted Preserve Rating
				75.0%	15.0%	10.0%	100.0%	12.5%
Roadway								
1		US 395	Widen US-395 from Clear Acre Lane to Red Rock Drive (MP 27.06 to 35.81)	37.5	9.4	5.0	51.9	**6.5**
2		I-80 East	Widen I-80 from McCarran Boulevard to USA Parkway (MP 17.56 to 32.75)	11.7	9.4	5.0	26.1	**3.3**
3		I-580	New Auxiliary Lanes between interchanges: 1. NB I-580 Moana Ln to Virginia St (MP 22.56 to 21.51) 2. NB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP 20.72 to 21.51) 3. SB I-580 Moana Ln to Virginia St/Kietzke Ln (MP 22.56 to 21.51) 4. SB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP20.72 to21.51)	37.5	9.4	0.0	46.9	**5.9**
4		I-80 West	Widen EB I-80 Robb Drive to Keystone Avenue (MP 9.23 to 12.48)	15.6	9.4	5.0	30.0	**3.8**
5	**EDAWN La Posada Study**	La Posada Alternatives	Potential roadway connection from La Posada to USA Parkway	11.7	9.4	5.0	26.1	**3.3**
6	**Sparks TMSA Study**	La Posada						
7	**NDOT South Meadows Evaluation**	South Meadows Connector	New alignment from South Meadows to USA Parkway	11.7	9.4	5.0	51.9	**6.5**
8	**Pyramid/US 395 Connector**	Connection between Pyramid and US 395 (Overall)	New alignment currently under EIS study	37.5	9.4	5.0	51.9	**6.5**
9		Phase 1	Widen Pyramid Hwy between Queen Way and Sparks Blvd. (MP 1.97 to 5.44)	25.0	9.4	0.0	34.4	**4.3**
10		Phase 2	Widen Disc Dr. from Pyramid hwy. to Vista Blvd.	25.0	0.0	0.0	25.0	**3.1**
11		Phase 3	Construct new US 395 Connector from Parr interchange to Pyramid Highway	37.5	9.4	5.0	51.9	**6.5**
12		Phase 4	Add new direct connect Ramps at US395 w/ widening of US395	37.5	9.4	5.0	51.9	**6.5**
13		Phase 5	Widen Pyramid highway from Sparks Blvd. to Calle	25.0	0.0	0.0	25.0	**3.1**

			De La Plata (MP 5.44 to 9.75)					
Study		**Location**	**Description**	**Preserve Infrastructure**				
				Pavement Evaluation	**Structure Sufficiency Rating**	**Struct. Deficient or Funct. Obsolete**	**Total Infrastructure Score**	**Weighted Preserve Rating**
				75.0%	**15.0%**	**10.0%**	**100.0%**	**12.5%**
Roadway								
14		Phase 6	New interchange near Sun Valley local improvements	37.5	9.4	5.0	51.9	**6.5**
	SEC Alignment Studies							
	Storey County Land Use							
15		Patrick/I-80 Interchange	Reconstruct Interchange	0	6.3	5	11.3	**1.4**
16		Lockwood/I-80 Interchange	Reconstruct Interchange	0	9.4	0	9.4	**1.2**
17		Vanpooling	See transit column below					
18		TRIC internal transit/rail	NDOT currently studying as part of inter-county regional transit study					
19	**Reno Spaghetti Bowl**	I-80/I-580/US 395 System Interchange	Reconstruct Interchange (MP 25.0)	23.4	9.4	10.0	42.8	**5.4**
20	**NDOT Autonomous Vehicles Grant**	I-80	Feasibility of a pilot AV corridor project	11.7	9.4	5.0	26.1	**3.3**
	2009 I-80 Corridor Study							
		Patrick/I-80 Interchange	Reconstruct Interchange (MP 28.1)					
		Lockwood/I-80 Interchange	Reconstruct Interchange (MP 22.5)					
		Patrick/I-80 Interchange	Construct Roundabout ramp termini					
		Lockwood/I-80 Interchange	Construct Roundabout ramp termini					
21		Eastbound I-80 - McCarran to Sparks	Add auxiliary lanes (MP 16.5 to 17.6)	11.7	0.0	0.0	11.7	**1.5**
22		Eastbound I-80 McCarran to Vista	Widen to 3 lanes (MP 17.6 to 19.7)	11.7	9.4	0.0	21.1	**2.6**
		Eastbound I-80 Vista to Lockwood	Add auxiliary lane					
		Eastbound I-80 Vista to Patrick	Widen to 3 lanes					
23		Westbound I-80 Sparks to McCarran	Add auxiliary lane (MP 16.5 to 17.6)	11.7	0.0	0.0	11.7	**1.5**
24		Westbound I-80 Vista to McCarran	Widen to 3 lanes (MP 17.6 to 19.7)	11.7	9.4	0.0	21.1	**2.6**
		Westbound Lockwood to Vista	Add auxiliary lane					

		Westbound Patrick to Vista	Widen to 3 lanes					
Study		**Location**	**Description**	**Preserve Infrastructure**				
				Pavement Evaluation	**Structure Sufficiency Rating**	**Struct. Deficient or Funct. Obsolete**	**Total Infrastructure Score**	**Weighted Preserve Rating**
				75.0%	**15.0%**	**10.0%**	**100.0%**	**12.5%**
Roadway								
25		Install ITS backbone	E. McCarran to Wadsworth	11.7	0.0	0.0	11.7	**1.5**
	Freight							
	Nevada State Freight Plan							
26		I-80 Safety Improvements	Eastern Truckee Canyon (USA Parkway interchange improvements)	0.0	0.0	0.0	0.0	**0.0**
27		I-80 USA Parkway Interchange	New interchange with possible direct connect system	0.0	6.3	5.0	11.3	**1.4**
28		Lockwood Interchange	New interchange including bridge over the Truckee					
	NDOT Statewide Truck Parking Implementation Plan							
	Other							
29	McCarran SMP	McCarran Interchange	Construct new interchange at McCarran Boulevard	11.7	9.4	5.0	26.1	**3.3**
30	City of Sparks	Sparks Interchange	Construct new interchange at Sparks Blvd.	11.7	9.4	5.0	26.1	**3.3**
31	City of Sparks	Vista Interchange	Construct new interchange at Vista Blvd.	11.7	9.4	5.0	26.1	**3.3**
32	RTC	Clean Water Way	Clean Water bypass (from Veterans Pkwy to I-80)(Eastbound)	11.7	9.4	5.0	26.1	**3.3**
33	I--80 Reversible lanes	Vista to USA	Reversible lanes from Vista to USA Pkwy	11.7	9.4	5.0	26.1	**3.3**
34	Eagle Canyon Alignment	Lemmon Valley to Spanish Springs	New alignment from Spanish Springs to Lemmon Valley (8.2 mi)	11.7	9.4	5.0	26.1	**3.3**
	Transit/Rideshare							
	RTC Commuter Rail							
	TESLA Park and Ride							
	RTC Vanpool							
	Operational Agency Plans							
		NDOT Inter-County and Regional Transit Plan						
		EDWAN Transit Management Association						

State of Nevada Department of Transportation Data Summary – Flexible

IR080, from East McCarran Blvd to USA Parkway

Collection Year: 2016

Route	From Cumulative Mile	To Cumulative Mile	Direction	Travel Lanes	PSI	IRI	Visual Rut > 1/2"	Picture	ADT One Directional	Corrective Action
IR080	26.792	27.000	E	2	4.33	33	N	1	15,000	Preventive Maintenance
IR080	27.000	28.000	E	2	4.36	32	N	1	15,000	Preventive Maintenance
IR080	28.000	29.000	E	2	4.32	34	N	1	16,000	Preventive Maintenance
IR080	29.000	30.000	E	2	4.34	33	N	1	16,000	Preventive Maintenance
IR080	30.000	31.000	E	2	4.30	35	N	1	16,000	Preventive Maintenance
IR080	31.000	32.000	E	2	4.34	33	N	1	16,000	Preventive Maintenance
IR080	32.000	32.022	E	2	4.35	33	N	1	16,000	Preventive Maintenance
IR080	32.022	33.000	E	2	4.33	34	N	1	16,000	Preventive Maintenance
IR080	27.000	26.792	W	2	4.35	33	N	1	15,000	Preventive Maintenance
IR080	28.000	27.000	W	2	4.41	29	N	1	15,000	Preventive Maintenance
IR080	29.000	28.000	W	2	4.33	33	N	1	16,000	Preventive Maintenance
IR080	30.000	29.000	W	2	4.37	31	N	1	16,000	Preventive Maintenance
IR080	31.000	30.000	W	2	4.29	36	N	1	16,000	Preventive Maintenance
IR080	32.000	31.000	W	2	4.31	35	N	1	16,000	Preventive Maintenance
IR080	32.022	32.000	W	2	4.44	27	N	1	16,000	Preventive Maintenance
IR080	33.000	32.022	W	2	4.34	33	N	1	16,000	Preventive Maintenance

State of Nevada Department of Transportation Data Summary – Rigid

IR080, from East McCarran Blvd to USA Parkway

Collection Year: 2016

District	Route	County	From Cumulative Mile	To Cumulative Mile	Direction	IRI	IRI Points	ADT One Directional	Rating	Corrective Action
2	IR080	WA	17.000	17.550	E	99	300	55,000	300	Corrective Maintenance
2	IR080	WA	17.550	17.587	E	93	300	47,000	300	Corrective Maintenance
2	IR080	WA	17.587	17.638	E	59	100	47,000	100	Corrective Maintenance
2	IR080	WA	17.638	18.000	E	42	100	47,000	100	Corrective Maintenance
2	IR080	WA	18.000	19.000	E	31	0	38,000	0	Preventive Maintenance
2	IR080	WA	19.000	20.000	E	40	0	24,000	0	Preventive Maintenance
2	IR080	WA	20.000	20.005	E	154	500	18,750	500	Overlay
2	IR080	WA	20.005	20.056	E	68	100	18,750	100	Corrective Maintenance
2	IR080	WA	20.056	21.000	E	67	100	18,750	100	Corrective Maintenance
2	IR080	WA	21.000	22.000	E	59	100	18,750	100	Corrective Maintenance
2	IR080	WA	22.000	23.000	E	57	100	17,000	100	Corrective Maintenance
2	IR080	WA	23.000	24.000	E	71	200	17,000	200	Corrective Maintenance
2	IR080	WA	24.000	24.917	E	49	100	15,000	100	Corrective Maintenance
2	IR080	WA	24.917	25.000	E	44	100	15,000	100	Corrective Maintenance
2	IR080	WA	25.000	26.000	E	48	100	15,000	100	Corrective Maintenance
2	IR080	WA	26.000	26.792	E	46	100	15,000	100	Corrective Maintenance
2	IR080	WA	17.000	16.000	W	121	500	59,500	500	Overlay
2	IR080	WA	17.550	17.000	W	75	200	55,000	200	Corrective Maintenance
2	IR080	WA	17.587	17.550	W	142	500	47,000	500	Overlay
2	IR080	WA	17.638	17.587	W	145	500	47,000	500	Overlay
2	IR080	WA	18.000	17.638	W	52	100	47,000	100	Corrective Maintenance
2	IR080	WA	19.000	18.000	W	30	0	38,000	0	Preventive Maintenance
2	IR080	WA	20.000	19.000	W	38	0	18,750	0	Preventive Maintenance
2	IR080	WA	20.005	20.000	W	50	100	18,750	100	Corrective Maintenance
2	IR080	WA	20.056	20.005	W	54	100	18,750	100	Corrective Maintenance

2	IR080	WA	21.000	20.056	W	63	100	18,750	100	Corrective Maintenance
2	IR080	WA	22.000	21.000	W	62	100	18,750	100	Corrective Maintenance
2	IR080	WA	23.000	22.000	W	58	100	17,000	100	Corrective Maintenance
2	IR080	WA	24.000	23.000	W	73	200	17,000	200	Corrective Maintenance
2	IR080	WA	24.917	24.000	W	59	100	15,000	100	Corrective Maintenance
2	IR080	WA	25.000	24.917	W	63	100	15,000	100	Corrective Maintenance
2	IR080	WA	26.000	25.000	W	50	100	15,000	100	Corrective Maintenance
2	IR080	WA	26.792	26.000	W	55	100	15,000	100	Corrective Maintenance

State of Nevada Department of Transportation Pavement Data Summary - Rigid

US395, from Parr Blvd to Red Rock Road

Collection Year: 2016

District	Route	County	From Cumulative Mile	To Cumulative Mile	Direction	IRI	IRI Points	ADT One Directional	Rating	Corrective Action
2	US395	WA	31	31	N	146	400	32,000	400	Overlay
2	US395	WA	31	31	N	136	400	32,000	400	Overlay
2	US395	WA	31	32	N	143	400	37,000	400	Overlay
2	US395	WA	31	31	S	158	400	32,000	434	Overlay
2	US395	WA	31	31	S	111	200	32,000	200	Corrective Maintenance
2	US395	WA	32	31	S	151	400	37,000	400	Overlay

State of Nevada Department of Transportation Pavement Data Summary - Flexible

US395, from Parr Blvd to Red Rock Road

Collection Year: 2016

From Cumulative Mile	To Cumulative Mile	Direction	Travel Lanes	PSI	IRI	Transverse Extent	Cracks Sealed	Visual Rut > 1/2"	Raveling Severity	ADT One Directional	Corrective Action
29	30	N	2	3.86	56	10	N	N		32,000	Preventive Maintenance
30	30	N	2	3.45	79	30	Y	N	L	32,000	Corrective Maintenance
30	31	N	2	3.57	82			N		37,000	Corrective Maintenance
32	32	N	2	3.73	68			N		37,000	Preventive Maintenance
32	33	N	2	3.99	51			N		31,500	Preventive Maintenance
33	34	N	2	4.10	44			N		25,000	Preventive Maintenance
34	35	N	2	3.89	58			N		25,000	Preventive Maintenance
35	35	N	2	4.21	40			N		14,500	Preventive Maintenance
35	36	N	2	4.20	38			N		14,500	Preventive Maintenance
30	29	S	2	3.61	78			N		32,000	Preventive Maintenance
30	30	S	2	3.44	68	30	Y	N		32,000	Corrective Maintenance
31	30	S	2	3.23	106			N		37,000	Corrective Maintenance
32	32	S	2	3.08	96	10	N	N		37,000	Corrective Maintenance
33	32	S	2	4.00	50			N		31,500	Preventive Maintenance
34	33	S	2	4.09	43			N		25,000	Preventive Maintenance
35	34	S	2	3.64	66	10	N	N		25,000	Preventive Maintenance
35	35	S	2	4.14	42			N		14,500	Preventive Maintenance
36	35	S	2	4.14	42			N		14,500	Preventive Maintenance

State of Nevada Department of Transportation Pavement Data Summary - Rigid

SR445, from Queen Way to Calle De La Plata

Collection Year: 2016

Route	From Cumulative Mile	To Cumulative Mile	Direction	Travel Lanes	PSI	IRI	Non Wheel Path Extent	Cracks Sealed	Visual Rut > 1/2"	ADT One Directional	Corrective Action
SR445	5	5	N	2	3.87	59			N	16,500	Preventive Maintenance
SR445	5	6	N	2	3.84	62			N	17,500	Preventive Maintenance
SR445	6	7	N	2	3.68	54	100	N	N	17,500	Corrective Maintenance
SR445	7	8	N	2	3.97	55			N	17,500	Preventive Maintenance
SR445	8	9	N	2	3.64	67		N	N	6,000	Preventive Maintenance
SR445	9	10	N	2	4.09	48			N	6,000	Preventive Maintenance
SR445	10	11	N	2	4.00	54			N	3,100	Preventive Maintenance
SR445	11	11	N	2	3.99	55			N	3,100	Preventive Maintenance
SR445	11	12	N	2	3.86	63			N	3,100	Preventive Maintenance
SR445	5	5	S	2	3.71	52	90	N	N	16,500	Corrective Maintenance
SR445	6	5	S	2	3.67	52	100	N	N	17,500	Corrective Maintenance
SR445	7	6	S	2	3.48	65	100	N	N	17,500	Corrective Maintenance
SR445	8	7	S	2	3.96	54			N	17,500	Preventive Maintenance
SR445	9	8	S	2	3.88	41	95	N	N	6,000	Corrective Maintenance
SR445	10	9	S	2	4.15	43			N	6,000	Preventive Maintenance
SR445	11	10	S	2	3.93	58			N	3,100	Preventive Maintenance
SR445	11	11	S	2	3.95	57			N	3,100	Preventive Maintenance
SR445	12	11	S	1	4.05	50			N	3,100	Preventive Maintenance

Bridge Ratings

Bridge Number	NBI 007: Facility Carried by Structure	NBI 009: Location	NBI 064: Operating Rating: Tons	NBI 066: Inventory Rating: Tons	NDOT 207: Total Deck Area	Unofficial Functionally Obsolete	Unofficial Structurally Deficient	Unofficial Sufficiency Rating
I1306	PARR BL	RENO	52.9	34.5	12973	N	N	85.9
G1092N	US 395N	NORTH OF RENO	43.5	25.9	8736	Y	N	69
G1092S	US 395S	NORTH OF RENO	43.5	25.9	8736	N	N	88.6
I1093N	US 395N	RENO	79.1	47.5	7688	Y	N	76.9
I1093S	US 395S	RENO	79.1	47.5	7688	N	N	96.4
G1748N	US 395N	NORTH OF RENO	44.6	27	13582	N	N	90.9
G1748S	US 395S	NORTH OF RENO	57.5	34.5	10564	N	N	97.9
I1749N	US 395N	NORTH OF RENO	99.8	63.3	7064	N	N	98.2
I1749S	US 395S	NORTH OF RENO	99.8	63.3	7064	N	N	98.2
I1770N	US 395N	NORTH OF RENO	96.6	57.9	6865	N	N	99.3
I1770S	US 395S	NORTH OF RENO	96.9	57.9	6865	N	N	99.3
I 683N	US 395N	STEAD	85.6	51.4	5289	Y	N	96
I 683S	US 395S	STEAD	85.6	51.4	5289	Y	N	96
G1697N	US 395N	NORTH OF RENO	99.8	90.4	7115	N	N	99.4
G1697S	US 395S	NORTH OF RENO	99.8	89.6	6958	N	N	99.4
I1289N	US 395N	NORTH OF RENO	99.8	66.2	6332	N	N	97.4
I1289S	US 395S	NORTH OF RENO	99.8	66.2	6332	N	N	97.4
I1831	I 580	RENO	99.8	68	48638.4	Y	N	79
H1830	I 580	SOUTH RENO	95.6	57.1	15254	N	N	85.4
B1829	***I 580***	***SOUTH RENO***	***99.8***	***99.7***	***7651***	***N***	***N***	***71.8***
B1801	***SR 667/ DELMONTE LN***	***RENO***	***93***	***55.7***	***2030***	***N***	***N***	***83.1***
I1800	I 580	RENO	99.8	68.2	15539	N	N	90.8
I2936	I 580	SOUTH RENO	85.6	65.8	16385	N	N	96.4
H1798	I 580	SOUTH RENO	99.8	64	32700	Y	N	74.4
I1799	I 580	RENO	99.8	65.4	30386	Y	N	74.4
I1799R	RMP I 580	RENO	99.8	79.9	6477	N	N	98.6
H1247	I 580	RENO	99.8	72.7	14577	N	N	83
I1248	I 580	RENO	99.8	73	17251	Y	N	90.5
I1250	I 580	RENO	64	18.7	206608	N	N	61.3
I1301E	I 80E	WEST OF RENO	99.8	41.7	8219.8	N	N	96
I1301W	I 80W	WEST OF RENO	99.8	41.7	12631.7	N	N	96
H 768	CEMETERY ROAD	WEST OF RENO	14.7	9	8077.4	Y	N	53.2
H1162E	I 80E	RENO	90	55.8	6380	N	N	94.4
H1162W	I 80W	RENO	90	55.8	8765	N	N	94.4
I 987	I 80	RENO	98.9	59.4	26157	N	N	98
B 815	SR 445/PYRAMID L.	SPARKS	83.8	50.3	770	N	N	77
B2537	SR 445 PYRAMID HWY	SPANISH SPRINGS	56.7	34	1120	N	N	98.2

Bridge Number	NBI 007: Facility Carried by Structure	NBI 009: Location	NBI 064: Operating Rating: Tons	NBI 066: Inventory Rating: Tons	NDOT 207: Total Deck Area	Unofficial Functionally Obsolete	Unofficial Structurally Deficient	Unofficial Sufficiency Rating
I1008	VISTA BL	SPARKS	63.7	38.1	15892	N	N	94
I 750	LOCKWOOD DR	EAST OF SPARKS	69.4	30.2	4404	N	N	70.5
I 753E	I 80E	EAST OF SPARKS	99.8	73.4	5164	N	N	95
I 753W	I 80W	EAST OF SPARKS	99.8	73.4	5164	N	N	95
I 660	I 80	EAST OF SPARKS	78.8	47.1	3628	Y	N	94
H 643	I 80	EAST OF SPARKS	78.8	47.1	3700	Y	N	72.6
I2796	USA PARKWAY	WEST OF WADSWORTH	55.4	42.8	12921	Y	N	94.6

3. Optimize Mobility

SUB-SECTION B - OPTIMIZE MOBILITY

Overall Improve Mobility			
Total Score	**Ranking**	**Score**	
100	HIGH	60	
	MEDIUM	45.5 - 82.4	
	LOW	33	

Creating and maintaining a convenient and efficient transportation system is a primary goal of NDOT. Projects are evaluated and scored on their current ability to move vehicles throughout the system. Using the criteria below, points are awarded to projects in greater need of mobility improvements.

B1 - AADT		
Maximum Score	**AADT Scoring System**	
	AADT	Score
35.0	Equation Used: Score = ((AADT*0.01)^0.429)	
	0	0.0
	1000	2.7
	5000	5.5
	10000	7.5
	50000	15.0
	100000	20.4
	150000	24.3
	300000	32.9
	Greater than 300000	35.0

Description

Points are awarded to those projects that have a higher volume of traffic. The scoring has been weighted such that high volumes roadways are weighted proportionally greater than low volume roadways.

B2 - Travel Time Reduction				
Maximum Score	**Travel Time Scoring**			
	Time Travel Savings (Minutes)		Score (Highest and Lowest shown)	
			Rural Principal Arterial - Interstate	Urban Local
40.0	0	2.9	10.0	0.0
	3	5.8	12.0	4.0
	5.9	8.6	20.0	8.0

	8.7	11.5	32.0	14.0
	11.6	14.3	40.0	24.0
	14.4	17.2	40.0	36.0
	17.3	20	40.0	40.0

Description

Points are awarded based on a project that will reduce travel time. The two functional classes receiving the highest and lowest scores based on the delay are shown. All other classifications fall between these two classes.

B3 - System Connectivity/Efficiency		
Maximum Score	**Connectivity Scoring**	
	Criteria	Score
25.0	Project is an existing roadway along a completed and existing roadway network.	0
	Project is a preliminary phase of a larger project and could provide a future link to the roadway network.	8.3
	Project is part of an intermediate phase and/or provides additional connections to the overall roadway network.	16.7
	Project is an essential link to the roadway network and completes the overall network improvements.	25.0

Description

System Connectivity measures how a project fits into the overall roadway system network. Points are awarded to those projects that provide a vital link to the surrounding network or construct additional phases to an already completed potion of a proposed roadway.

Study		Location	Description	Optimize Mobility				
				AADT	Travel Delay Reduction	System Connectivity/ Efficiency	Total Mobility Score	Weighted Mobility Rating
				35.0%	40.0%	25.0%	100.0%	27.5%
Roadway								
1		US 395	Widen US-395 from Clear Acre Lane to Red Rock Drive (MP 27.06 to 35.81)	16.9	12.0	0.0	28.9	**7.9**
2		I-80 East	Widen I-80 from McCarran Boulevard to USA Parkway (MP 17.56 to 32.75)	11.5	40.0	0.0	51.5	**14.2**
3		I-580	New Auxiliary Lanes between interchanges: 1. NB I-580 Moana Ln to Virginia St (MP 22.56 to 21.51) 2. NB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP 20.72 to 21.51) 3. SB I-580 Moana Ln to Virginia St/Kietzke Ln (MP 22.56 to 21.51) 4. SB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP20.72 to21.51)	16.9	12.0	0.0	28.9	**7.9**
4		I-80 West	Widen EB I-80 Robb Drive to Keystone Avenue (MP 9.23 to 12.48)	17.7	12.0	0.0	29.7	**8.2**
5	**EDAWN La Posada Study**	La Posada Alternatives	Potential roadway connection from La Posada to USA Parkway	5.4	40.0	16.7	62.1	**17.1**
6	**Sparks TMSA Study**	La Posada						
7	**NDOT South Meadows Evaluation**	South Meadows Connector	New alignment from South Meadows to USA Parkway	5.4	14.0	16.7	36.1	**9.9**
8	**Pyramid/US 395 Connector**	Connection between Pyramid and US 395 (Overall)	New alignment currently under EIS study	13.1	40.0	25.0	78.1	**21.5**
9		Phase 1	Widen Pyramid Hwy between Queen Way and Sparks Blvd. (MP 1.97 to 5.44)	14.0	10.0	8.3	32.3	**8.9**
10		Phase 2	Widen Disc Dr. from Pyramid hwy. to Vista Blvd.	5.4	10.0	0.0	15.4	**4.2**

Study		Location	Description	Optimize Mobility				
				AADT	Travel Delay Reduction	System Connectivity/ Efficiency	Total Mobility Score	Weighted Mobility Rating
				35.0%	40.0%	25.0%	100.0%	27.5%
Roadway								
11		Phase 3	Construct new US 395 Connector from Parr interchange to Pyramid Highway	13.1	20.0	16.7	49.8	**13.7**
12		Phase 4	Add new direct connect Ramps at US395 w/ widening of US395	13.1	10.0	25.0	48.1	**13.2**
13		Phase 5	Widen Pyramid highway from Sparks Blvd. to Calle De La Plata (MP 5.44 to 9.75)	11.7	10.0	8.3	30.0	**8.3**
14		Phase 6	New interchange near Sun Valley local improvements	13.0	32.0	16.7	61.7	**17.0**
	SEC Alignment Studies							
	Storey County Land Use							
15		Patrick/I-80 Interchange	Reconstruct Interchange	11.5	10	8.3	29.8	**8.2**
16		Lockwood/I-80 Interchange	Reconstruct Interchange	12.7	10	8.3	31.0	**8.5**
17		Vanpooling	See transit column below					
18		TRIC internal transit/rail	NDOT currently studying as part of inter-county regional transit study					
19	**Reno Spaghetti Bowl**	I-80/I-580/US 395 System Interchange	Reconstruct Interchange (MP 25.0)	25.6	40.0	16.7	82.3	**22.6**
20	**NDOT Autonomous Vehicles Grant**	I-80	Feasibility of a pilot AV corridor project	4.3	10	8.3	22.6	**6.2**
	2009 I-80 Corridor Study							
		Patrick/I-80 Interchange	Reconstruct Interchange (MP 28.1)					
		Lockwood/I-80 Interchange	Reconstruct Interchange (MP 22.5)					
		Patrick/I-80 Interchange	Construct Roundabout ramp termini					
		Lockwood/I-80 Interchange	Construct Roundabout ramp termini					

	Study	Location	Description	Optimize Mobility				
				AADT	Travel Delay Reduction	System Connectivity/ Efficiency	Total Mobility Score	Weighted Mobility Rating
				35.0%	40.0%	25.0%	100.0%	27.5%
Roadway								
21		Eastbound I-80 - McCarran to Sparks	Add auxiliary lanes (MP 16.5 to 17.6)	12.8	10.0	0.0	22.8	**6.3**
22		Eastbound I-80 McCarran to Vista	Widen to 3 lanes (MP 17.6 to 19.7)	10.5	10.0	0.0	20.5	**5.6**
		Eastbound I-80 Vista to Lockwood	Add auxiliary lane					
		Eastbound I-80 Vista to Patrick	Widen to 3 lanes					
23		Westbound I-80 Sparks to McCarran	Add auxiliary lane (MP 16.5 to 17.6)	12.8	10.0	0.0	22.8	**6.3**
24		Westbound I-80 Vista to McCarran	Widen to 3 lanes (MP 17.6 to 19.7)	10.5	10.0	0.0	20.5	**5.6**
		Westbound Lockwood to Vista	Add auxiliary lane					
		Westbound Patrick to Vista	Widen to 3 lanes					
25		Install ITS backbone	E. McCarran to Wadsworth	10.6	12.0	0.0	22.6	**6.2**
	Freight							
	Nevada State Freight Plan							
26		I-80 Safety Improvements	Eastern Truckee Canyon (USA Parkway interchange improvements)	11.9	20.0	0.0	31.9	**8.8**
27		I-80 USA Parkway Interchange	New interchange with possible direct connect system	11.9	10	8.3	23.8	**6.5**
28		Lockwood Interchange	New interchange including bridge over the Truckee					
	NDOT Statewide Truck Parking Implementation Plan							
	Other							
29	McCarran SMP	McCarran Interchange	Construct new interchange at McCarran Boulevard	18.9	10.0	8.3	37.2	**10.2**
30	City of Sparks	Sparks Interchange	Construct new interchange at Sparks Blvd.	18.9	10.0	8.3	37.2	**10.2**

	Study	Location	Description	Optimize Mobility				
				AADT	Travel Delay Reduction	System Connectivity/ Efficiency	Total Mobility Score	Weighted Mobility Rating
				35.0%	40.0%	25.0%	100.0%	27.5%
31	City of Sparks	Vista Interchange	Construct new interchange at Vista Blvd.	18.9	10.0	8.3	37.2	**10.2**
32	RTC	Clean Water Way	Clean Water bypass (from Veterans Pkwy to I-80)(Eastbound)	18.9	12.0	8.3	39.2	**10.8**
33	I--80 Reversible lanes	Vista to USA	Reversible lanes from Vista to USA Pkwy	11.9	32.0	0.0	43.9	**12.1**
34	Eagle Canyon Alignment	Lemmon Valley to Spanish Springs	New alignment from Spanish Springs to Lemmon Valley (8.2 mi)	2.9	40.0	16.7	61.3	**16.4**
	Transit/Rideshare							
	RTC Commuter Rail							
	TESLA Park and Ride							
	RTC Vanpool							
	Operational Agency Plans							
	NDOT Inter-County and Regional Transit Plan							
	EDWAN Transit Management Association							

AADT Totals

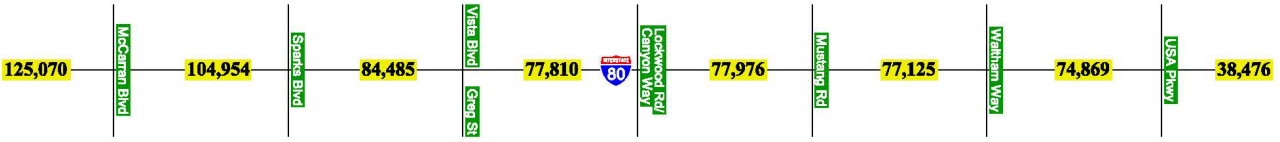
Project No.	AADT	Score	Year	Truck AADT	AADT	Truck Percentage		
1	73000	16.9	2015	3756	74000	5.1%		
2	30000	11.6	2015	6991	34000	20.6%		
3	72500	16.9	2014	4341	141000	3.1%		
4	81000	17.7	2014	6374	68000	9.4%		
5	5000	5.4				0.0%	Less than 1%	
6	0	0.0				0.0%	Less than 1%	
7	5000	5.4				0.0%	Less than 1%	
8	40000	13.1				0.0%	Less than 1%	Estimated AADT
9	47000	14.0	2016	231	41000	0.6%		
10	5000	5.4						Estimated AADT
11	40000	13.1						Estimated AADT
12	40000	13.1						Estimated AADT
13	31000	11.7	2016	231	41000	0.6%		
14	40000	13.1						Estimated AADT
15	30000	11.6	2016	4231	37500	11.3%		
16	37500	12.7	2016	4231	37500	11.3%		
17								
18								
19	192000	25.6	2014	4341	118000	3.7%		
20	3000	4.3	2015	6991	34000	20.6%		
21	38000	12.8	2014	4341	32000	13.6%		
22	24000	10.5	2014	4341	32000	13.6%		
23	38000	12.8	2014	4341	32000	13.6%		
24	24000	10.5	2014	4341	32000	13.6%		
25	25000	10.7	2015	6991	34000	20.6%		
26	32000	11.9	2016	4231	32000	13.2%		
27	32000	11.9	2016	4231	32000	13.2%		
28								
29	94000	18.9	2014	4341	72500	6.0%		
30	32000	11.9	2015	6991	34000	20.6%		
34	1200	2.9				0.0%	Less than 1%	Estimated AADT

AADT Totals

Project No.	AADT	Score	Year	Truck AADT	AADT	Truck Percentage		
1	73000	16.9	2015	3756	74000	5.1%		
2	30000	11.6	2015	6991	34000	20.6%		
3	72500	16.9	2014	4341	141000	3.1%		
4	81000	17.7	2014	6374	68000	9.4%		
5	5000	5.4				0.0%	Less than 1%	
6	0	0.0				0.0%	Less than 1%	
7	5000	5.4				0.0%	Less than 1%	
8	40000	13.1				0.0%	Less than 1%	Estimated AADT
9	47000	14.0	2016	231	41000	0.6%		
10	5000	5.4						Estimated AADT
11	40000	13.1						Estimated AADT
12	40000	13.1						Estimated AADT
13	31000	11.7	2016	231	41000	0.6%		
14	40000	13.1						Estimated AADT
15	30000	11.6	2016	4231	37500	11.3%		
16	37500	12.7	2016	4231	37500	11.3%		
17								
18								
19	192000	25.6	2014	4341	118000	3.7%		
20	3000	4.3	2015	6991	34000	20.6%		
21	38000	12.8	2014	4341	32000	13.6%		
22	24000	10.5	2014	4341	32000	13.6%		
23	38000	12.8	2014	4341	32000	13.6%		
24	24000	10.5	2014	4341	32000	13.6%		
25	25000	10.7	2015	6991	34000	20.6%		
26	32000	11.9	2016	4231	32000	13.2%		
27	32000	11.9	2016	4231	32000	13.2%		
28								
29	94000	18.9	2014	4341	72500	6.0%		
30	32000	11.9	2015	6991	34000	20.6%		
34	3500	4.6				0.0%	Less than 1%	Estimated AADT

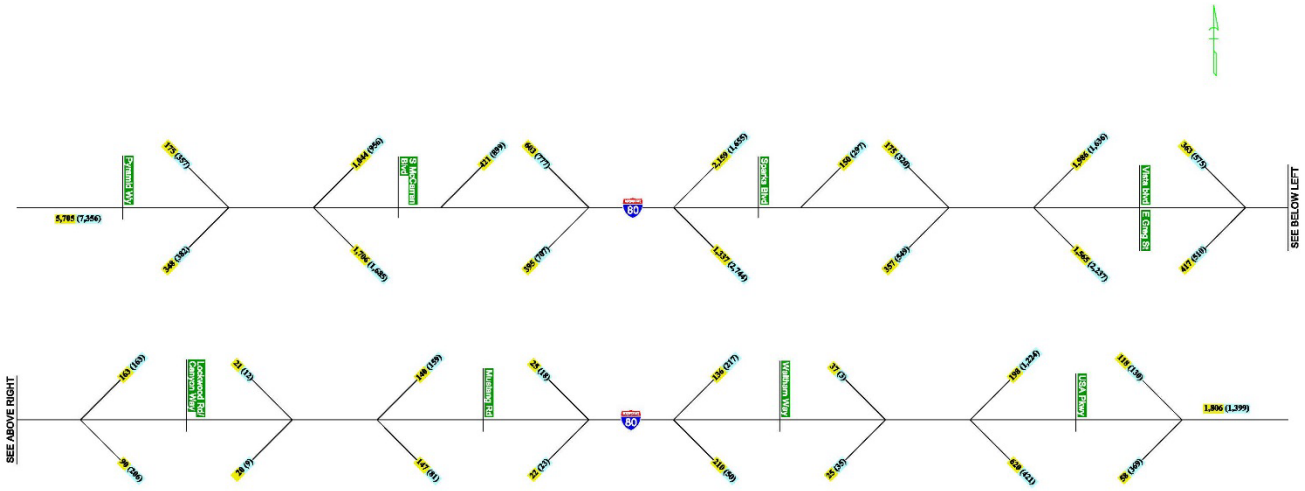
2016 AADT I-80 (E. McCarran Blvd to USA Pkwy)

2040 Estimated ADT I-80 (E. McCarran Blvd to USA Pkwy)



Note: ADT was estimated from the available Peak-Hour Volume. The assumption was that 8% of ADT is Peak-Hour Volume.

2016 Pyramid Way to USA Parkway Peak-Period Volumes for Regional Limits



AM(PM):7:00-9:00(16:00-18:00)

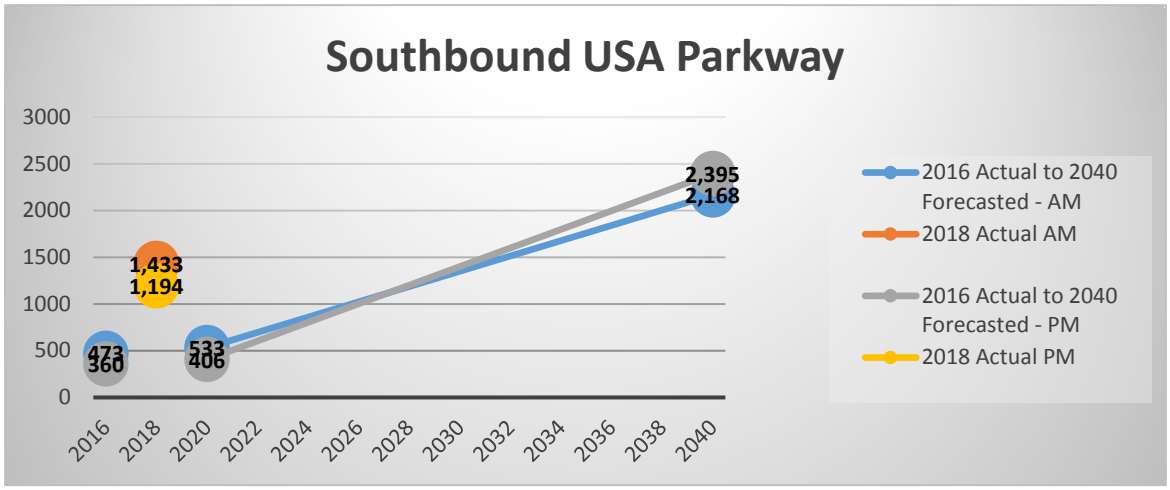
I-80 Traffic Counts

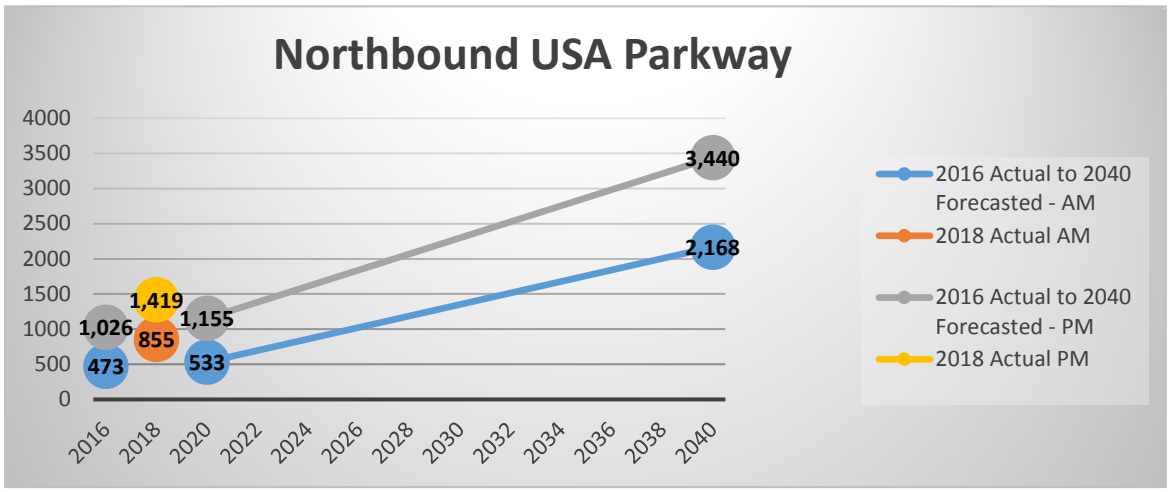
STREET_FRO	Vista Int
STREET_TO	Lockwood Int
LATITUDE	
LONGITUDE	
LAT_DECIMAL	39.52
LON_DECIMAL	-119.69
ROUTE_NAME	IR80
StationType	Permanent
Visible	Y
AADT_2007	35,000.00
AADT_2008	32,000.00
AADT_2009	31,000.00
AADT_2010	30,000.00
AADT_2011	30,000.00
AADT_2012	29,800.00
AADT_2013	30,500.00
AADT_2014	32,000.00
AADT_2015	34,000.00
AADT_2016	37,500.00
AADT_2017	44,000.00

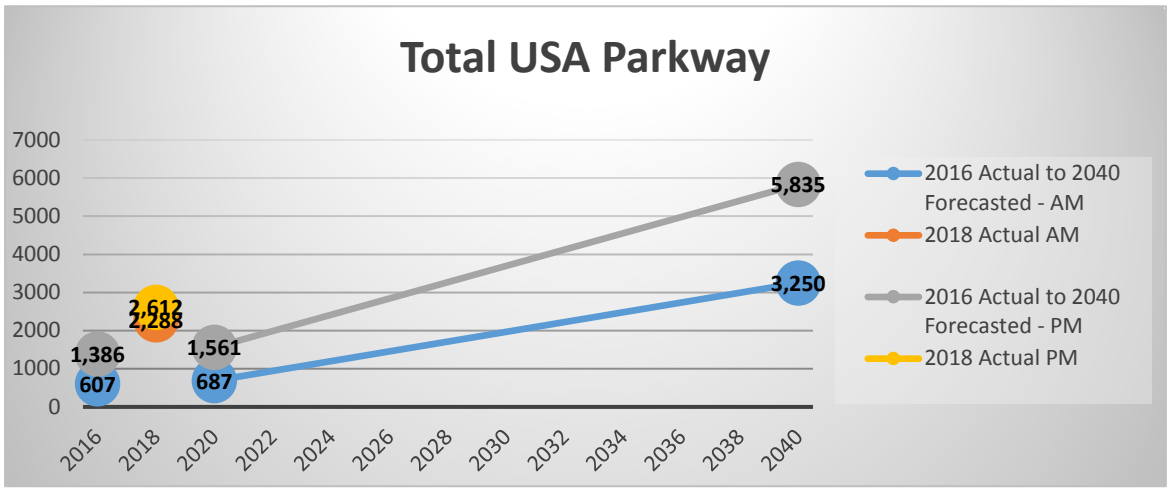
STREET_FRO	W McCarran Int
STREET_TO	Keystone Int
LATITUDE	
LONGITUDE	
LAT_DECIMAL	39.53
LON_DECIMAL	-119.84
ROUTE_NAME	IR80E
StationType	ShortTerm
Visible	Y
AADT_2007	73,000.00
AADT_2008	72,000.00
AADT_2009	72,000.00
AADT_2010	68,000.00
AADT_2011	69,000.00
AADT_2012	67,000.00
AADT_2013	69,000.00
AADT_2014	68,000.00
AADT_2015	80,000.00
AADT_2016	79,000.00
AADT_2017	81,000.00

USA Traffic Counts

	Southbound		2018 Actual		Northbound		2018 Actual		Total		2018 Actual	
	AM	PM			AM	PM			AM	PM		
2016	473	360			134	1026			607	1386		
2018			1433	1193.5			855	1418.5			2288	2612
2020	533	406			154	1155			687	1561		
2040	2168	2395			1082	3440			3250	5835		







US 395 Traffic Counts: Parr Blvd

Name	0310468
ROUTE_ID	
LOCATION_D	btwn McCarran Bl Intch 'Exit 70' & Parr Bl Intch 'Exit 71'
STREET_FRO	McCarran Bl
STREET_TO	Parr Bl
LATITUDE	
LONGITUDE	
LAT_DECIMAL	39.56
LON_DECIMAL	-119.80
ROUTE_NAME	US395N
StationType	ShortTerm
Visible	Y
AADT_2007	73,000.00
AADT_2008	69,000.00
AADT_2009	73,000.00
AADT_2010	70,000.00
AADT_2011	70,000.00
AADT_2012	65,000.00
AADT_2013	63,500.00
AADT_2014	65,000.00
AADT_2015	74,000.00
AADT_2016	75,000.00
AADT_2017	78,000.00

US 395 Traffic Counts: Stead

STREET_FRO	Lemon Vly
STREET_TO	Stead
LATITUDE	
LONGITUDE	
LAT_DECIMAL	39.62
LON_DECIMAL	-119.87
ROUTE_NAME	US395N
StationType	ShortTerm
Visible	Y
AADT_2007	50,000.00
AADT_2008	44,000.00
AADT_2009	45,000.00
AADT_2010	45,000.00
AADT_2011	42,000.00
AADT_2012	43,000.00
AADT_2013	43,000.00
AADT_2014	45,000.00
AADT_2015	48,000.00
AADT_2016	50,000.00
AADT_2017	52,000.00

I-580 Traffic Counts

	Tuesday 08/22/2017			Wednesday 08/23/2017			Thursday 08/24/2017		
	ROAD	S	N	ROAD	S	N	ROAD	S	N
0:00				435	195	240	505	252	253
1:00				272	135	137	281	126	155
2:00				236	96	140	264	120	144
3:00				356	152	204	378	158	220
4:00				923	339	584	918	323	595
5:00				2,269	978	1,291	2,230	984	1,246
6:00				4,992	2,231	2,761	5,020	2,284	2,736
7:00				7,238	2,831	4,407	7,146	2,805	4,341
8:00				6,069	2,301	3,768	6,154	2,303	3,851
9:00				4,851	1,788	3,063	4,998	1,862	3,136
10:00				2,230	966	1,264	4,543	1,715	2,828
11:00	4,572	1,636	2,936	4,277	1,744	2,533	4,717	1,767	2,950
12:00	4,539	1,697	2,842	4,640	1,863	2,777	4,627	1,616	3,011
13:00	4,749	1,703	3,046	4,520	1,731	2,789	5,032	1,893	3,139
14:00	5,470	1,987	3,483	5,402	1,908	3,494	5,844	2,097	3,747
15:00	5,510	2,223	3,287	6,542	2,248	4,294	6,550	2,356	4,194
16:00	5,986	2,420	3,566	6,782	2,509	4,273	6,792	2,598	4,194
17:00	5,994	2,388	3,606	6,859	2,750	4,109	6,578	2,498	4,080
18:00	4,460	1,484	1,976	4,926	1,794	3,132	4,931	1,795	3,136
19:00	2,974	1,194	1,780	3,498	1,284	2,214	3,611	1,303	2,308
20:00	2,322	960	1,362	2,754	1,087	1,667	3,114	1,312	1,802
21:00	1,969	805	1,164	1,903	735	1,168	2,221	839	1,382
22:00	1,361	631	730	1,326	574	752	1,437	608	829
23:00	763	289	474	917	372	545	972	371	601
Volume	50,669	19,417	30,252	84,217	32,611	51,606	88,863	33,985	54,878
AM Peak Vol				7,391	2,927	4,603	7,363	2,916	4,598
AM Peak Fct				0.90	0.93	0.91	0.91	0.92	0.93
AM Peak Hr				7:15	6:45	7:15	7:15	6:45	7:15
PM Peak Vol	6,246	2,520	3,726	7,071	2,802	4,319	6,966	2,803	4,209
PM Peak Fct	0.96	0.95	0.93	0.98	0.92	0.96	0.98	0.96	0.97
PM Peak Hr	16:30	16:30	16:30	16:30	16:30	15:15	16:45	16:45	16:30
Seasonal Fct	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937
Daily Fct	0.942	0.942	0.942	0.930	0.930	0.916	0.916	0.916	0.916
Axle Fct	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
Pulse Fct	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000

	Friday 08/25/2017			Saturday 08/26/2017		
	ROAD	S	N	ROAD	S	N
0:00	541	253	288	844	401	443
1:00	328	153	175	492	213	279
2:00	287	115	172	400	218	182
3:00	392	162	230	368	192	176
4:00	904	337	567	547	196	351
5:00	2,109	914	1,195	1,081	415	666
6:00	4,818	2,215	2,603	1,854	789	1,065
7:00	6,779	2,651	4,128	2,616	1,105	1,511
8:00	5,834	2,234	3,600	3,548	1,408	2,140
9:00	5,209	2,023	3,186	4,332	1,550	2,782
10:00	4,831	1,777	3,054			
11:00	5,071	1,848	3,223			
12:00	4,765	1,452	3,313			
13:00	5,427	2,031	3,396			
14:00	6,076	2,199	3,877			
15:00	6,703	2,483	4,220			
16:00	6,468	2,462	4,006			
17:00	6,422	2,352	4,070			
18:00	5,354	1,847	3,507			
19:00	3,829	1,311	2,518			
20:00	3,083	1,168	1,915			
21:00	2,732	1,037	1,695			
22:00	1,994	820	1,174			
23:00	1,470	564	906			
Volume	91,426	34,408	57,018	16,082	6,487	9,595
AM Peak Vol	6,879	2,743	4,289			
AM Peak Fct	0.91	0.93	0.88			
AM Peak Hr	7:15	6:45	7:15			
PM Peak Vol	6,703	2,548	4,220			
PM Peak Fct	0.97	0.96	0.98			
PM Peak Hr	16:30	16:30	15:00			
Seasonal Fct	0.937	0.937	0.937	0.937	0.937	0.937
Daily Fct	0.890	0.890	0.890	1.115	1.115	1.115
Axle Fct	0.500	0.500	0.500	0.500	0.500	0.500
Pulse Fct	2.000	2.000	2.000	2.000	2.000	2.000

SR 445 Traffic Outcomes

SR 445: Disc Dr. Traffic Outcomes	
STATION	**0310340**
ROUTE	**SR445**
LOCATION	**3 mi S of Disc Dr.**
FROM CROSS STREET	**Queen Way**
TO CROSS STREET	**Disc Dr.**
LATITUDE	**39.57**
LONGITUDE	**-119.75**
AADT_2017	**47,000**
AADT_2016	**41,000**
AADT_2015	**45,000**
AADT_2014	**40,500**

SR 445: La Posada Rd Outcomes	
STATION	**0310341**
ROUTE	**SR445**
LOCATION	**.25 mi S of La Posada Rd.**
FROM CROSS STREET	**Dolores Dr.**
TO CROSS ST	**La Posada Dr.**
LATITUDE	**39.64**
LONGITUDE	**-119.71**
AADT_2017	**31,000**
AADT_2016	**35,000**
AADT_2015	**32,500**
AADT_2014	**29,500**

La Posada Travel Times

Segment	Route	Distance (mi)	Travel Time (min)	Speed (mph)
I-80				
Eagle Dawn to TRIC	Existing	23.3	35	40
TRIC to Eagle Dawn	Existing	23.3	39	36
	Round Trip	**46.6**	**74**	**38**

La Posada Route - 1A (90%)					**Assumption**
Eagle Nest to TRIC	La Posada - 1A	12.3	16	45	
TRIC to Eagle Nest	La Posada - 1A	12.3	16	45	
	Round Trip	**24.6**	**33**	**45**	

La Posada Route - 1B (10%)					50% TRIC traffic from Eagle Nest
Eagle Nest to TRIC	La Posada - 1B	16	21	45	
TRIC to Eagle Nest	La Posada - 1B	16.8	22	45	
	Round Trip	**32**	**43**	**45**	

La Posada Route 2A (90%)					**Assumption**
Eagle Nest to TRIC	La Posada - 2A	13	17	45	
TRIC to Eagle Nest	La Posada - 2B	13	17	45	
	Round Trip	**33.6**	**45**	**45**	

La Posada Route - 2B (10%)					25% TRIC traffic from Eagle Nest
Eagle Nest to TRIC	La Posada - 2B	16.8	22	45	
TRIC to Eagle Nest	La Posada - 2B	16.8	22	45	
	Round Trip	**26**	**35**	**45**	

La Posada Route - 3A (90%)					**Assumption**
Eagle Nest to TRIC	La Posada - 3A	13	22	45	
TRIC to Eagle Nest	La Posada - 3A	13	22	45	
	Round Trip	**26**	**35**	**45**	

La Posada Route - 3B (10%)					25% TRIC traffic from Eagle Nest
Eagle Nest to TRIC	La Posada - 3B	16.7	22	45	
TRIC to Eagle Nest	La Posada - 3B	16.7	22	45	
	Round Trip	**33.4**	**45**	**45**	

Avg. Distance	**Avg. TT**
29.3	39

TT Savings / Vehicle (min)
35

South Meadows Travel Times

Segment	Route	Distance (mi)	Travel Time (min)	Speed (mph)
Veterans Pkwy / South Meadows Pkwy to TRIC	Existing	26.6	34	47
TRIC to Veterans Pkwy / South Meadows Pkwy	Existing	27.5	37.5	44
	Round Trip	**54.1**	**71.5**	**45**

Proposed				
Veterans Pkwy / South Meadows	**New**	20	27	45

TT Savings / Vehicle (min)
9.1

Other Travel Times

Project 15 (Patrick Interchange)	No quantitative savings (2040 analysis showed zero (0) intersection delay)
Project 16 (Lockwood Interchange)	N/A
Project 29 (McCarran Interchange)	Intersection delay savings: 65.5 seconds / vehicle
Project 21 Aux Lane	Can assume 10% increase in speed
Project 22 Widen to Three Lanes	Can assume 10% increase in speed
Project 23 Aux Lanes	Can assume 10% increase in speed
Project 24 Widen to Three Lanes	Can assume 10% increase in speed
Pyramid – US 395 Connector (Phase 1 to 5)	
Phase 1	0.7 minutes / vehicle
Phase 2	0.5 minutes / vehicle
Phase 3	8.4 minutes/ vehicle
Phase 4	1.2 minutes / vehicle
Phase 5	20.7 minutes / vehicle

Corridor Scoring

Location	Description	2040 Travel Time Savings (min)	2020 Travel Time Savings (min)
I-80 east	Widening from McCarran to USA Parkway	17.5	0.5
I-80 west	EB widening from McCarran to Keystone	0.4	0.2
I-580	Various Auxiliary Lanes	0.4	0.15
US 395	Widening from Parr to Red Rock	4.6	-

Note: TT savings are reduction in min/vehicle. The data for TT is from RSFTS HCS & VISSIM analysis

I-80 East

2020					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
EB	15.7	16.0	15.7	15.9	**0.05**
WB	16.9	17.6	16.8	16.8	**0.45**

2040					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
EB	15.7	16.2	15.6	15.7	**0.3**
WB	29.6	37.8	16.5	16.6	**17.2**

	Average Speed (mph)				
	No-Action		Build		
	AM	PM	AM	PM	
EB	67.2	65.3	68.1	67.5	**1.6**
WB	36.4	28.5	65.4	64.9	**32.7**

I-80 West

2020					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
EB	4.1	4	3.9	3.9	**0.2**

2040					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
EB	4.7	4	4	3.9	**0.4**

	Average Speed (mph)				
	No-Action		Build		
	AM	PM	AM	PM	
EB	54.3	63	63.9	64.3	**5.5**

I-580

2020					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
NB	8.7	8.7	8.7	8.7	**0**
SB	8.4	8.7	8.3	8.5	**0.2**

2040					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
NB	8.9	8.9	8.8	8.8	**0.1**
SB	8.5	9.2	8.4	8.7	**0.3**

	Average Speed (mph)				
	No-Action		Build		
	AM	PM	AM	PM	
NB	58.8	58.7	59	59.1	**0.3**
SB	62.1	57.7	62.9	61	**2.1**

US 395

2017			
	Travel Time (min)		
	Existing Condition		Average
	AM	PM	
NB	8.7	12.8	10.8
SB	13.4	10.3	11.9

2020			
	Travel Time (min)		
	No-Action		Average
	AM	PM	
NB	8.5	12.6	10.6
SB	11.1	8.8	9.9

2040					
	Travel Time (min)				Savings
	No-Action		Build		
	AM	PM	AM	PM	
NB	8.5	17.5	8.5	8.8	**4.4**
SB	9.1	8.7	8.7	8.5	**0.2**

SUB-SECTION C - IMPROVING SAFETY

Overall Improving Safety			
Total Score	**Ranking**	**Score**	
100	HIGH	67	
	MEDIUM	45.5 - 92.0	
	LOW	33	

This section accounts for the safety component, specifically the crash data, within the given limits of a project.

For new alignments, the crash data (rate and severity) along the existing route is used. The existing route is defined as the predominant NDOT facility to see the greatest shift in traffic volumes once the new alignment is complete.

C1 - Crash Severity			
Maximum Score	**Crash Severity Scoring Summary**		
	Max.	Min.	Score
40.0	0	0.1	0
	0.11	0.5	8.0
	0.51	0.75	16.0
	0.76	0.9	24.0
	0.91	0.99	32.0
	1		40.0

Score is equal to crash severity multiplied by max score (40)

Description

The Crash Severity is a ratio based on the number of severe crashes to number of total crashes. Fatalities are weighted 6.67 to that of injury or property damage only crashes.

Crash Severity Ratio = 6.67(Fatal) + (Injury) / Total number to Crashes

C2 - Crash reduction (CMF)			
Maximum Score	**Crash Reduction Scoring Summary**		
	Min.	Max.	Score
40.0	0.95	1	0
	0.86	0.95	13.3
	0.76	0.85	26.7
	0	0.75	40.0

Description

A crash modification factor (CMF) is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. A CMF reflects the safety effect of a countermeasure, whether it is a decrease in crashes (CMF below 1.0), increase in crashes (CMF over 1.0) or no change in crashes (CMF of 1.0) New alignments do not receive points for crash reduction.

CMF1 * CMF 2 * CMF3 Use no more than the top three CFFs

C3 - Crash Rate			
Maximum Score	Crash Rate Scoring Summary		
	Min.	Max.	Score
20.0	0	0.25	0
	0.26	0.35	3.3
	0.36	0.5	6.7
	0.51	0.75	10.0
	0.76	0.99	13.3
	1	2	16.7
	2		20.0

Description

Crash Rate is defined as the number of crashed per 1M Miles traveled.

Crash Rate = Total Number of crashes in a given period / 1M Vehicle Miles Traveled in the same period

	Study	Location	Description	Improving Safety				
				Crash Severity	Crash Rate	Crash Reduction (CMF)	Total Safety Score	Weighted Safety Score
				40.0%	20.0%	40.0%	100.0%	27.5%
Roadway								
	Reno Sparks Freeway Traffic Study							
1		US 395	Widen US-395 from Clear Acre Lane to Red Rock Drive (MP 27.06 to 35.81)	8.0	10.0	40.0	58.0	**16.0**
2		I-80 East	Widen I-80 from McCarran Boulevard to USA Parkway (MP 17.56 to 32.75)	8.0	10.0	40.0	58.0	**16.0**
3		I-580	New Auxiliary Lanes between interchanges: 1. NB I-580 Moana Ln to Virginia St (MP 22.56 to 21.51) 2. NB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP 20.72 to 21.51) 3. SB I-580 Moana Ln to Virginia St/Kietzke Ln (MP 22.56 to 21.51) 4. SB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP20.72 to21.51)	8.0	16.7	26.7	51.4	**14.1**
4		I-80 West	Widen EB I-80 Robb Drive to Keystone Avenue (MP 9.23 to 12.48)	8.0	10.0	40.0	58.0	**16.0**
5	**EDAWN La Posada Study**	La Posada Alternatives	Potential roadway connection from La Posada to USA Parkway	8.0	10.0	13.3	31.3	**8.6**
6	**Sparks TMSA Study**	La Posada						
7	**NDOT South Meadows Evaluation**	South Meadows Connector	New alignment from South Meadows to USA Parkway	8.0	10.0	40.0	58.0	**16.0**
8	**Pyramid/ US 395 Connector**	Connection between Pyramid and US 395 (Overall)	New alignment currently under EIS study	8.0	10.0	40.0	58.0	**16.0**
9		Phase 1	Widen Pyramid Hwy between Queen Way and Sparks Blvd. (MP 1.97 to 5.44)	8.0	10.0	40.0	58.0	**16.0**

Study		Location	Description	Improving Safety				
				Crash Severity	Crash Rate	Crash Reduction (CMF)	Total Safety Score	Weighted Safety Score
				40.0%	20.0%	40.0%	100.0%	27.5%
Roadway								
10		Phase 2	Widen Disc Dr. from Pyramid hwy. to Vista Blvd.	8.0	10.0	40.0	58.0	**16.0**
11		Phase 3	Construct new US 395 Connector from Parr interchange to Pyramid Highway	8.0	10.0	40.0	58.0	**16.0**
12		Phase 4	Add new direct connect Ramps at US395 w/ widening of US395	8.0	10.0	40.0	58.0	**16.0**
13		Phase 5	Widen Pyramid highway from Sparks Blvd. to Calle De La Plata (MP 5.44 to 9.75)	8.0	10.0	40.0	58.0	**16.0**
14		Phase 6	New interchange near Sun Valley local improvements	8.0	10.0	40.0	58.0	**16.0**
	SEC Alignment Studies							
	Storey County Land Use							
15		Patrick/I-80 Interchange	Reconstruct Interchange	8.00	3.3	40	51.3	**14.1**
16		Lockwood/I-80 Interchange	Reconstruct Interchange	8.00	3.3	40	51.3	**14.1**
17		Vanpooling	See transit column below					
18		TRIC internal transit/rail	NDOT currently studying as part of inter-county regional transit study					
19	**Reno Spaghetti Bowl**	I-80/I-580/US 395 System Interchange	Reconstruct Interchange	8.0	10.0	40.0	58.0	**16.0**
20	**NDOT Autonomous Vehicles Grant**	I-80	Feasibility of a pilot AV corridor project	8.00	10	26.7	44.7	**12.3**
	2009 I-80 Corridor Study							

Study		Location	Description	Improving Safety				
				Crash Severity	Crash Rate	Crash Reduction (CMF)	Total Safety Score	Weighted Safety Score
				40.0%	20.0%	40.0%	100.0%	27.5%
Roadway								
		Patrick/I-80 Interchange	Reconstruct Interchange					
		Lockwood/I-80 Interchange	Reconstruct Interchange					
		Patrick I-80 Interchange	Construct Roundabout ramp termini					
		Lockwood/I-80 Interchange	Construct Roundabout ramp termini					
21		Eastbound I-80 - Aux Lanes	McCarran to Sparks	8.0	10.0	26.7	44.7	**12.3**
22		Eastbound I-80 McCarran to Vista	Widen to 3 lanes	8.0	10.0	26.7	44.7	**12.3**
		Eastbound Vista to Lockwood	Add auxiliary lane					
		Eastbound Vista to Patrick	Widen to 3 lanes					
23		Westbound Spark to McCarran	Add auxiliary lane	8.0	10.0	26.7	44.7	**12.3**
24		Westbound Vista to McCarran	Widen to 3 lanes	8.0	10.0	26.7	44.7	**12.3**
		Westbound Lockwood to Vista	Add auxiliary lane					
		Westbound Patrick to Vista	Widen to 3 lanes					
25		Install ITS backbone	E. McCarran to Wadsworth	8.0	10.0	13.3	31.3	**8.6**
	Freight							
	Nevada State Freight Plan							
26		I-80 Safety Improvements	Eastern Truckee Canyon (USA Parkway interchange improvements)	8	10	40	58.0	**16.0**
27		I-80 USA Parkway Interchange		8	3.3	40	51.3	**14.1**
28		Lockwood Interchange	New interchange including bridge over the Truckee River					
	NDOT Statewide Truck Parking							

	Implementation Plan							
Study		Location	Description	Improving Safety				
				Crash Severity	Crash Rate	Crash Reduction (CMF)	Total Safety Score	Weighted Safety Score
				40.0%	20.0%	40.0%	100.0%	27.5%
Roadway								
Other								
29	McCarran SMP		Construct new interchange at McCarran Boulevard	8.0	10.0	26.7	44.7	**12.3**
30	I-80 Reversible Lanes		Reversible lanes from Vista to USA Parkway	8.0	10.0	26.7	44.7	**12.3**
31	City of Sparks	Vista Interchange	Construct new interchange at Vista Blvd.	13.2	10.0	40.0	59.9	**11.7**
32	RTC	Clean Water Way	Clean Water By-Pass (From Veterans Pkwy to I-80) (Eastbound)	13.2	6.7	40.0	59.9	**16.5**
33	I-80 Reversible Lanes	Vista to USA Pkwy	Reversible lanes from Vista to USA Pkwy	13.2	10.0	40.0	63.2	**17.4**
34	Eagle Canyon Alignment	Lemmon Valley to Spanish Springs	New alignment from Spanish Springs to Lemmon Valley	13.2	10.0	0.0	23.2	**6.4**
	Transit/Rideshare							
	RTC Commuter Rail							
	Tesla Park and Ride							
	RTC Vanpool							
	Operational Agency Plans							
	NDOT Inter-County and Regional Transit Plan							
	EDWAN Transit Management Association							

1. Crash Analysis

Provided by NNTS

The following section presents the crash analysis of crash data obtained from NDOT for the five-year period from September 30, 2010 to October 1, 2015. Utilizing the crash data provided a corridor crash analysis was performed on the following roadways US 395 from I-80 to NV-CA Stateline, I 580 from Mount Rose highway to I-80 and I-80 from the CA/NV Stateline to USA Parkway, excluding the section between W. McCarran and E. McCarran.

The crash rates for US 395, I 580 and I 80 have been compared to other NDOT roadways with the same roadway classification and year.

The crash rates were calculated using the following variables:

$$R = \frac{C\ x\ 1{,}000{,}000}{\text{V x 365 x N x L}}$$

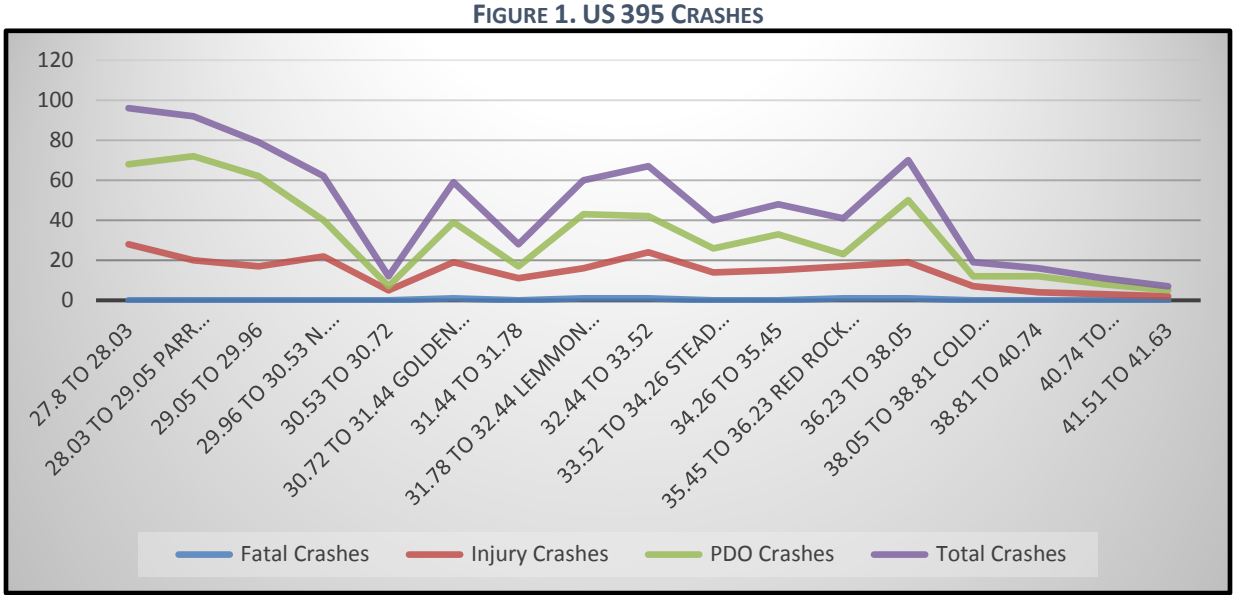
- R = Crash rate for the corridor expressed as crashes per 100 million vehicle-miles
- C = Total number of crashes along the corridor in the study time period
- V = Total number of vehicles using the corridor, expressed in Average Annual Daily Traffic AADT
- N = Number of years of data
- L = Length of the corridor in miles

1.1 Existing Corridor Crash Data Analysis US 395

The crash data along US 395 was evaluated and analyzed from I-80 to the NV/CA Stateline (WA MP 27.80 to WA MP 41.63). This section was then broken into two segments the first being from the NV/CA Stateline to the northern limits of the Lemon Valley Interchange (WA MP 27.80 to WA MP 32.44) and the second being from the northern limits of the Lemmon Valley Interchange to the northern limits of the McCarran/Clear Acre Interchange (WA PM 32.44 to WA MP 41.63).

Figure 1. As shown below, is the number of crashes along the corridor for the number of fatal crashes, the number of injury crashes, the number of property damage only (PDO) crashes and the total number of crashes.

FIGURE 1. US 395 CRASHES



1. The US 395 corridor had a total of 711 crashes with in the entire section, five fatal crashes with five fatalities, 14 serious injury crashes with 14 serious injuries. The segments listed below show the predominant crash types.

    a. Segment one had a total of 392 crashes, with two fatal crashes, two serious injury crashes with two serious injuries. The predominant crash types, descending by the number of crashes are Non-Collision (217), Rear-End (164) and Sideswipe Same Direction (107). The Non-Collision crashes were 1.52 times higher in the northbound direction, the Rear-End crashes were 2.00 times higher in the southbound direction.

    b. Segment two had a total of 319 crashes, with three fatal crashes with three fatalities, 12 severe injury crashes with 12 severe injuries. The predominant crash types, descending by the number of crashes are Non-Collision (220), Rear-End (55) and Sideswipe Same Direction (30). The Non-Collision crashes were 1.35 times higher in the northbound direction, the Rear-End crashes were 1.93 times higher in the southbound direction.

Table 1, as shown below, is the analysis of this data. The crash rate for this corridor exceeds the average for the following: the fatal crash rate, and the serious injury crash rate.

Table 1. US 395 Crash Rates

Crash Type	NDOT URBAN PRINCIPAL ARTERIAL OTHER FREEWAYS & EXPRESSWAYS (2015)	US 395 WA MP 27.80 to WA MP 41.63	US 395 WA MP 27.80 to WA MP 32.44	US 395 WA MP 32.44 to WA MP 41.63
Fatal	**0.0018**	**0.0023**	**0.0038**	**0.0077**
Injury	**0.5690**	**0.0994**	**0.2078**	**0.2702**
PDO	**0.9771**	**0.2270**	**0.5288**	**0.5430**
Total	***1.5479***	***0.54***	***0.3287***	***0.7404***
Serious Injury (Subset of Injury Crashes)	**0.0142**	**0.0065**	**0.0038**	**0.0309**

Crash rates per million vehicle-miles

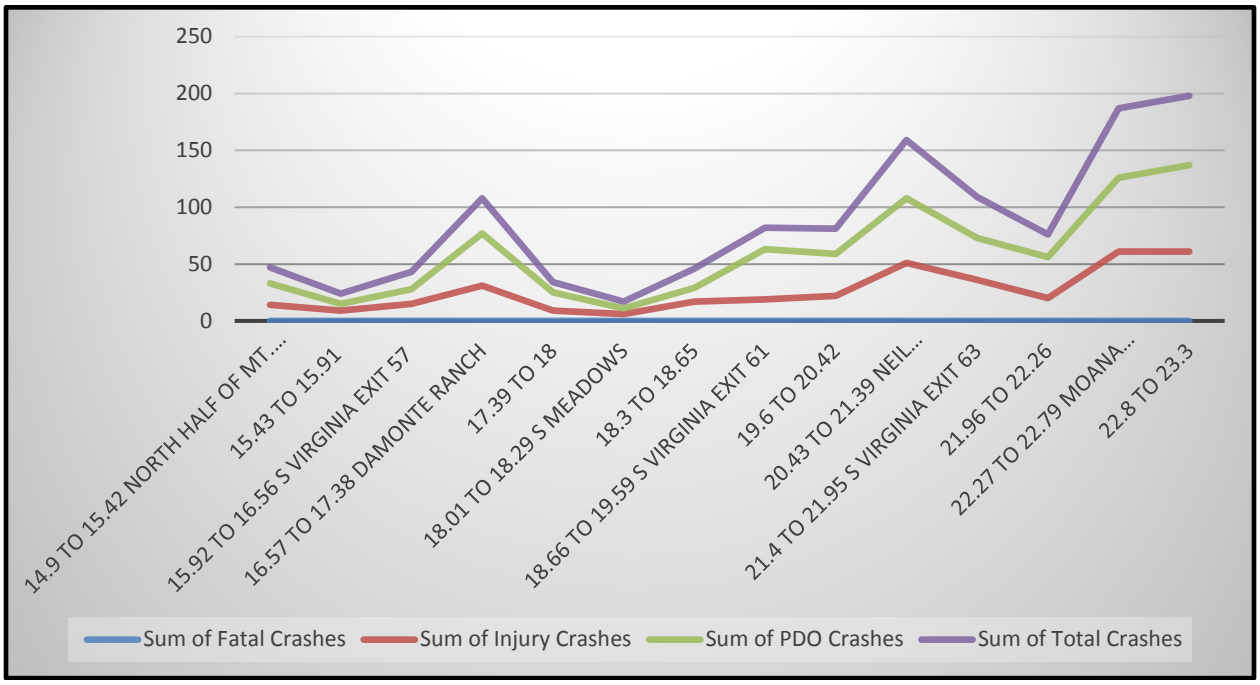
1.2 Existing Corridor Crash Data Analysis I-580

The crash data along I-580 was evaluated and analyzed from the northern limits of Mount Rose Highway to I-80 (WA MP 14.90 to WA MP 23.31). This section was then broken into two segments the first segment being from northern limits of

Mount Rose Highway to the southern limits of South Meadows Parkway (WA MP 14.90 to WA MP 18.01) and the second segment being from the southern limits of South Meadows Parkway to the southern limits of Plumb/Villanova Interchange (WA MP 18.01 to 23.31).

Figure 2. As shown below, is the number of crashes along the corridor for the number of fatal crashes, the number of injury crashes, the number of property damage only (PDO) crashes and the total number of crashes.

FIGURE 2. I 580 CRASHES



1. The I-580 corridor had a total of 1,211 crashes with-in the entire section, five serious injury crashes with five serious injuries. The segments listed below show the predominant crash types.

    a. Segment one had a total of 256 crashes, one serious injury crash with one serious injury. The predominant crash types, descending by the number of crashes are Non-Collision (150), Rear-End (41), and Sideswipe Same Direction (31). The Non-Collision crashes were 1.25 times higher in the northbound direction, Rear-End crashes were 1.35 times higher in the southbound direction, the Sideswipe Same Direction crashes were 1.87 times higher in the northbound direction.

    b. Segment two had a total of 955 crashes, five severe injury crashes with five severe injuries. The predominant crash types, descending by the number of crashes are Rear-End (454), Non-Collision (323), and Sideswipe Same Direction (119). The Rear-End crashes were 1.18 times higher in the southbound direction.

Table 2, as shown below, is the analysis of this data. All of the crash rates for this corridor are below the average for the following: property damage only (PDO) crash rate, the injury crash rate, the fatal crash rate, the total crash rate, and the injury crash rate.

Table 2. I-580 Crash Rates

Crash Type	NDOT PRINCIPAL ARTERIAL INTERSTATE (2015)	I580 WA MP 14.90 to WA MP 23.31	I580 WA MP 14.90 to WA MP 18.01	I580 WA MP 18.01 to WA MP 23.31
Fatal	0.0062	0.0000	0.0000	0.0000
Injury	0.7176	0.1478	0.2277	0.2773
PDO	1.3422	0.3346	0.5195	0.6265

Total	***2.0661***	***0.4824***	***0.7472***	***0.9038***
Serious Injury (Subset of Injury Crashes)	**0.0146**	**0.0024**	**0.0029**	**0.0047**

Crash rates per million vehicle-miles

1.3 Existing Corridor Crash Data Analysis I-80

The crash data along I 80 was evaluated and analyzed from the CA/NV Stateline to USA Parkway (WA MP 0.00 to WA MP 32.32) and was broken into two sections. Each section of was then broken in to two segments, the first section was from the NV/CA Stateline to the western limits of Keystone Interchange (WA MP 0.00 to WA MP 8.94) and the second section was from the eastern limits of E. McCarran Interchange to USA Parkway Interchange (WA MP 17.71 to WA MP 32.32), excluded the section between the westerly limits of Keystone Interchange and the easterly limits of E. McCarran Interchange.

Figures 3 and 4. As shown below, is the number of crashes along the corridor for the number of fatal crashes, the number of injury crashes, the number of property damage only (PDO) crashes and the total number of crashes.

Figure 3. I 80 Crashes

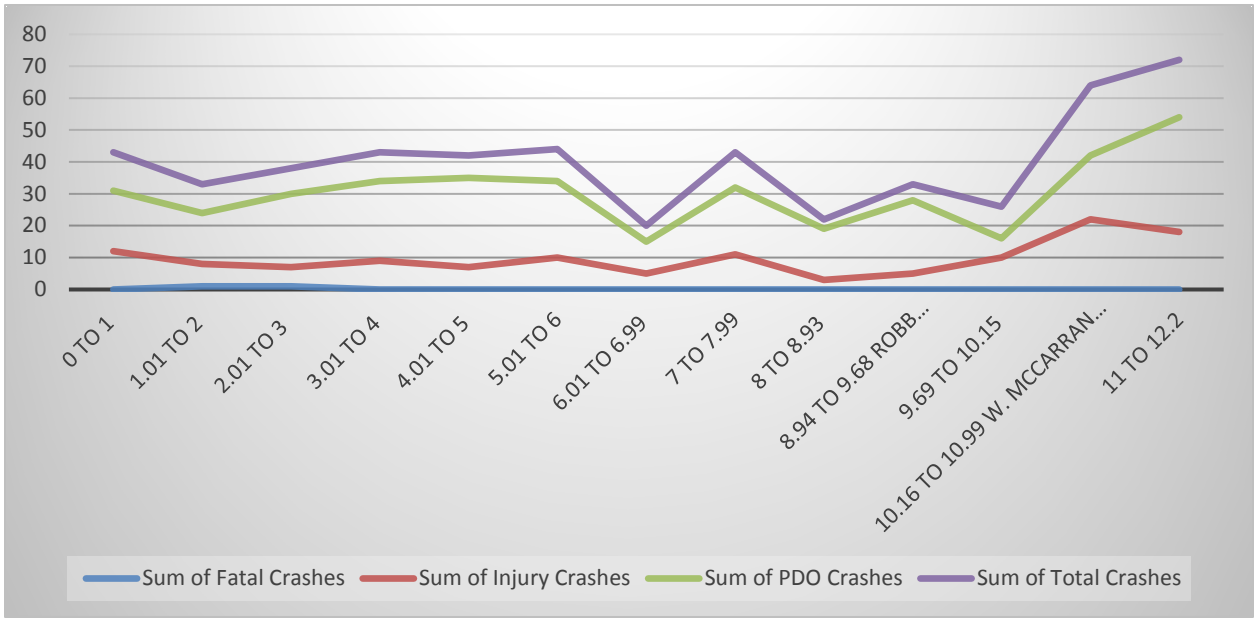
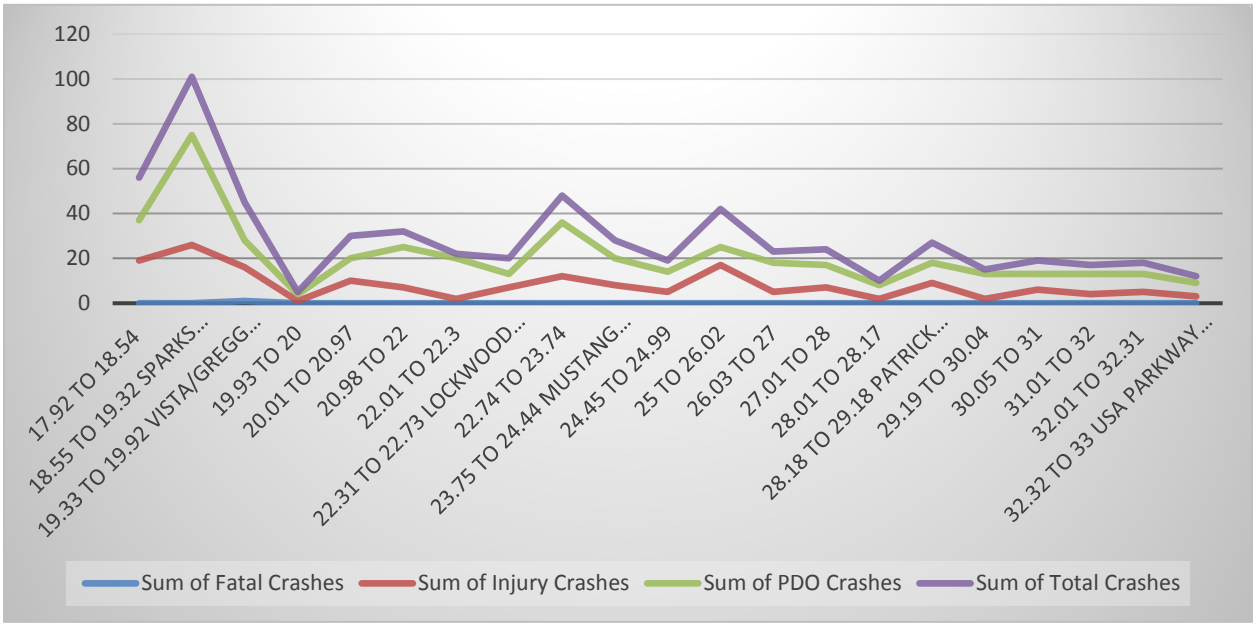


FIGURE 4. I 80 CRASHES



1. The first section of I-80 corridor had a total of 523 crashes, two fatal crashes with two fatalities, three serious injury crashes with three serious injuries. The segments listed below show the predominant crash types.

    a. Segment one had a total of 328 crashes, two fatal crashes with two fatalities, three serious injury crashes with three serious injury. The predominant crash types, descending by the number of crashes are Non-Collision (212), Rear-End (38), and Sideswipe Same Direction (38). The Non-Collision crashes were 1.20 times higher in the eastbound direction, the Rear-End crashes were 1.10 times higher in the westbound direction and the Sideswipe Same Direction crashes were 1.66 times higher in the eastbound direction.

    b. Segment two had a total of 195 crashes, one severe injury crash with one severe injury. The predominant crash types, descending by the number of crashes are Non-Collision (84), Rear-End (59), and Sideswipe Same Direction (33). The Non-Collision crashes were 1.40 times higher in the eastbound direction, Rear-End crashes were 3.50 times higher in the westbound direction and the Sideswipe Same Direction crashes were 1.50 times higher in the eastbound direction

Table 4, as shown below, is the analysis of this data. All of the crash rates for this corridor are below the average for the following: property damage only (PDO) crash rate, the injury crash rate, the fatal crash rate, the total crash rate, and the injury crash rate.

Table 4. I-80 Crash Rates

Crash Type	NDOT PRINCIPAL ARTERIAL INTERSTATE (2015)	I80 WA MP 0.00 to WA MP 12.20	I80 WA MP 0.00 to WA MP 8.94	I80 WA MP 8.94 to WA MP 12.20
Fatal	0.0062	0.0021	0.0038	0.0000
Injury	0.7176	0.1354	0.1376	0.1771
PDO	1.3422	0.4200	0.4855	0.4508
Total	*2.0661*	*0.5575*	*0.6269*	*0.6279*
Serious Injury (Subset of Injury Crashes)	0.0146	0.0032	0.0038	0.0032

2. The second section of I-80 corridor had a total of 613 crashes, two fatal crashes with two fatalities, nine serious injury crashes with nine serious injuries. The segments listed below show the predominant crash types.

    a. Segment one had a total of 311 crashes, two fatal crashes with two fatalities, three serious injury crashes with three serious injuries. The predominant crash types, descending by the number of crashes are Non-Collision (147), Rear-End (92), and Sideswipe Same Direction (43). The Non-Collison crashes were 1.07 times higher in the westbound direction, the Rear-End crashes were 2.24 times higher in the eastbound direction and the Sideswipe Same Direction were 1.57 times higher in the westbound direction.

    b. Segment two had a total of 302 crashes, six severe injury crashes with six severe injuries. The predominant crash types, descending by the number of crashes are Non-Collision (192), Rear-End (50), and Sideswipe Same Direction (42). The Non-Collison crashes were 1.11 times higher in the westbound direction, the Rear-End crashes were 1.33 times higher in the eastbound direction.

Table 5, as shown below, is the analysis of this data. All of the crash rates for this corridor are below the average for the following: property damage only (PDO) crash rate, the injury crash rate, the fatal crash rate, the total crash rate, and the injury crash rate.

Table 5. I-80 Crash Rates

Crash Type	NDOT PRINCIPAL ARTERIAL INTERSTATE (2015)	I-80 WA MP 17.71 to WA MP 32.32	I-80 WA MP 17.91 to WA MP 22.73	I-80 WA MP 22.73 to WA MP 32.32
Fatal	**0.0062**	**0.0009**	**0.0021**	**0.0000**
Injury	**0.7176**	**0.2369**	**0.2669**	**0.2585**
PDO	**1.3422**	**0.4034**	**0.4720**	**0.4282**
Total	***2.0661***	***0.5672***	***0.6642***	***0.5960***
Serious Injury (Subset of Injury Crashes)	**0.0146**	**0.0083**	**0.0064**	**0.0118**

Crash rates per million vehicle-miles

Crash Modification Factors and Crash Reduction Factors

CMF ID: 8336 – Install an additional lane.

Crash Modification Factor (CMF)	Value	0.74
	Adjusted Standard Error	-
	Unadjusted Standard Error	0.098
Crash Reduction Factor (CRF)	Value	26
	Adjusted Standard Error	-
	Unadjusted Standard Error	9.8

CMF ID: 7440 – Add continuous auxiliary lane for weaving between entrance ramp and exit ramp.

Crash Modification Factor (CMF)	Value	0.79
	Adjusted Standard Error	-
	Unadjusted Standard Error	-
Crash Reduction Factor (CRF)	Value	21
	Adjusted Standard Error	-
	Unadjusted Standard Error	-

CMF ID: 75 – Install changeable crash ahead warning signs.

Crash Modification Factor (CMF)	Value	0.56
	Adjusted Standard Error	0.17
	Unadjusted Standard Error	0.09
Crash Reduction Factor (CRF)	Value	44
	Adjusted Standard Error	17
	Unadjusted Standard Error	9

CMF ID: 3140 – Convert a Type I exit ramp to a Type III exit ramp.

Crash Modification Factor (CMF)	Value	0.79
	Adjusted Standard Error	-
	Unadjusted Standard Error	0.07
Crash Reduction Factor (CRF)	Value	21
	Adjusted Standard Error	-
	Unadjusted Standard Error	7

CMF ID: 474 – Extend acceleration lane by approximately 98 feet (30 m).

Crash Modification Factor (CMF)	Value	0.89
	Adjusted Standard Error	0.05
	Unadjusted Standard Error	0.03
Crash Reduction Factor (CRF)	Value	11
	Adjusted Standard Error	5
	Unadjusted Standard Error	3

CMF ID: 842 – Install acceleration and deceleration lanes.

Crash Modification Factor (CMF)	Value	0.74
	Adjusted Standard Error	-
	Unadjusted Standard Error	-
Crash Reduction Factor (CRF)	Value	26
	Adjusted Standard Error	-
	Unadjusted Standard Error	-

CMF ID: 477 – Provide long ramp instead of a short ramp.

Crash Modification Factor (CMF)	Value	0.62
	Adjusted Standard Error	0.1
	Unadjusted Standard Error	0.06
Crash Reduction Factor (CRF)	Value	38
	Adjusted Standard Error	10
	Unadjusted Standard Error	6

CMF ID: 5436 – Install ramp meter.

Crash Modification Factor (CMF)	Value	0.64
	Adjusted Standard Error	-
	Unadjusted Standard Error	0.07
Crash Reduction Factor (CRF)	Value	36
	Adjusted Standard Error	-
	Unadjusted Standard Error	7

CMF ID: 8730 – Install variable speed limits.

Crash Modification Factor (CMF)	Value	0.71
	Adjusted Standard Error	-
	Unadjusted Standard Error	0.05
Crash Reduction Factor (CRF)	Value	29
	Adjusted Standard Error	-
	Unadjusted Standard Error	5

CMF ID: 5285 – Widen paved shoulder from three feet to eight feet.

Crash Modification Factor (CMF)	Value	0.71
	Adjusted Standard Error	-
	Unadjusted Standard Error	-
Crash Reduction Factor (CRF)	Value	29
	Adjusted Standard Error	-
	Unadjusted Standard Error	-

I-580 Crash Data: Crash Severity

Row Labels	Sum of Fatal Crashes	Sum of Fatalities	Sum of Injury Crashes	Sum of Injuries	Sum of PDO Crashes	Sum of Total Crashes
14.9 TO 15.42 North half of Mt. Rose	0	0	14	27	33	47
15.43 TO 15.91	0	0	9	10	15	24
15.92 TO 16.56 S Virginia Exit 57	0	0	15	21	28	43
16.57 TO 17.38 Damonte Ranch	0	0	31	40	77	108
17.39 TO 18	0	0	9	11	25	34
18.01 TO 18.29 S Meadows	0	0	6	8	11	17
18.3 TO 18.65	0	0	17	19	29	46
18.66 TO 19.59 S Virginia Exit 61	0	0	19	25	63	82
19.6 TO 20.42	0	0	22	30	59	81
20.43 TO 21.39 Neil Off/Meadowood Mall On	0	0	51	71	108	159
21.4 TO 21.95 S Virginia Exit 63	0	0	36	50	73	109
21.96 TO 22.26	0	0	20	26	56	76
22.27 TO 22.79 Moana Interchange	0	0	61	83	126	187
22.8 TO 23.3	0	0	61	90	137	198
23.31 TO 23.94 Plumb/Villanova Interchange	0	0	53	71	128	181
23.95 TO 24.17	1	2	20	25	49	70
24.18 TO 24.73 Mill Interchange	1	1	48	66	124	173
24.74 TO 25.17 Glendale Interchange	2	2	105	139	246	353
25.18 TO 25.33	0	0	58	82	143	201
25.34 TO 25.81	0	0	49	63	113	162

I-580 Crash Data: Crash Type

Row Labels	Rear - End	Non - Collision	Sideswipe Same Dir.	Angle	Backing	Rear-To-Rear	Head-On	Sideswipe Opposite Dir.
14.9 TO 15.42 North half of Mt. Rose	5	28	4	10	0	0	0	0
15.43 TO 15.91	2	17	0	5	0	0	0	0
15.92 TO 16.56 S Virginia Exit 57	7	24	4	8	0	0	0	0
16.57 TO 17.38 Damonte Ranch	23	58	19	3	2	0	0	0
17.39 TO 18	4	23	4	3	0	0	0	0
18.01 TO 18.29 S Meadows	5	11	1	0	0	0	0	0
18.3 TO 18.65	14	22	7	1	0	0	0	0
18.66 TO 19.59 S Virginia Exit 61	18	45	11	7	0	0	0	0
19.6 TO 20.42	23	43	10	5	0	0	0	0
20.43 TO 21.39 Neil Off/Meadowood Mall On	71	56	24	5	0	0	0	0
21.4 TO 21.95 S Virginia Exit 63	54	37	12	3	1	0	0	0
21.96 TO 22.26	39	23	7	7	0	0	0	0
22.27 TO 22.79 Moana Interchange	125	36	13	8	0	0	0	0
22.8 TO 23.3	105	50	34	7	1	0	0	0
23.31 TO 23.94 Plumb/Villanova Interchange	91	50	32	5	0	0	0	0
23.95 TO 24.17	33	18	14	1	0	0	1	0
24.18 TO 24.73 Mill Interchange	82	45	37	5	0	1	0	0
24.74 TO 25.17 Glendale Interchange	147	107	77	20	1	0	0	0
25.18 TO 25.33	85	63	42	9	1	1	0	0
25.34 TO 25.81	49	64	36	10	1	1	0	0

2015 FUNCTIONAL CLASSIFICATION CRASH RATES

RURAL	TOTAL AVM	TOTAL P.D.O CRASHES	P.D.O CRASH RATE	TOTAL INJURY CRASHES	INJURY CRASH RATE	TOTAL FATAL CRASHES	FATAL CRASH RATE	TOTAL TRAFFIC CRASHES	CRASH RATE
RURAL INTERSTATE	2,105,755,628	702	0.3334	292	0.1387	24	0.0114	1,018	0.4834
PRINCIPAL ARTERIAL RURAL	1,462,952,197	628	0.4293	282	0.1928	26	0.0178	936	0.6398
MINOR ARTERIAL RURAL	387,570,625	352	0.9082	147	0.3793	9	0.0232	508	1.3107
MAJOR COLLECTOR ARTERIAL	333,613,843	256	0.7674	141	0.4226	12	0.0360	409	1.2260
MINOR COLLECTOR ARTERIAL	138,852,081	54	0.3889	25	0.1800	0	0.0000	79	0.5690
LOCAL RURAL	555,772,172	132	0.2375	21	0.0378	5	0.0090	158	0.2843
TOTAL	4,984,516,546	2,124	3.0647	908	1.3512	76	0.0152	3,108	0.6235

URBAN	TOTAL AVM	TOTAL P.D.O CRASHES	P.D.O CRASH RATE	TOTAL INJURY CRASHES	INJURY CRASH RATE	TOTAL FATAL CRASHES	FATAL CRASH RATE	TOTAL TRAFFIC CRASHES	CRASH RATE
PRINCIPAL ARTERIAL RURAL	4,165,409,383	5,591	1.3422	2,989	0.7176	26	0.0062	8,606	2.0661
URBAN PRINCIPAL ARTERIAL RURAL OTHER FREEWAYS & EXPRESSWAYS	1,685,547,772	1,647	0.9771	959	0.5690	3	0.0018	2,609	1.5479
PRINCIPAL ARTERIAL-OTHER	3,109,165,192	3,897	1.2534	4,377	1.4078	60	0.0193	8,334	2.6805
MINOR ARTERIAL URBAN	4,620,220,005	4,569	0.9889	6,251	1.3530	90	0.0195	10,910	2.3614
MAJOR COLLECTOR URBAN	44,797,658	24	0.5357	15	0.3348	2	0.0446	41	0.9152
MINOR COLLECTOR URBAN	1,915,590,872	1,701	0.8880	1,839	0.9600	21	0.0110	3,561	1.8590
LOCAL URBAN	4,553,609,348	2,227	0.4891	1,360	0.2987	19	0.0042	3,606	0.7919
TOTAL	20,094,340,230	19,656	6.4744	17,790	5.6409	221	0.0110	37,667	1.8745

GRAND TOTAL	25,078,856,776	21,780	0.8685	18,698	0.7456	297	0.0118	40,775	1.6259

RURAL	TOTAL INJURIES	INJURY RATE	TOTAL A INJURIES	100M A INJURY RATE	TOTAL FATALITIES	100M FATALITY RATE	FATALITY RATE
RURAL INTERSTATE	466	0.2213	30	1.42	27	1.28	0.0128
PRINCIPAL ARTERIAL RURAL	460	0.3144	56	3.83	33	2.26	0.0226
MINOR ARTERIAL RURAL	228	0.5883	17	4.39	11	2.84	0.0284
MAJOR COLLECTOR ARTERIAL	188	0.5635	24	7.19	13	3.90	0.0390
MINOR COLLECTOR ARTERIAL	31	0.2233	3	2.16	0	0.00	0.0000
LOCAL RURAL	80	0.1439	8	1.44	5	0.90	0.0090
TOTAL	1,453	0.2915	138	2.77	89	1.79	0.0179

URBAN	TOTAL INJURIES	INJURY RATE	TOTAL A INJURIES	A INJURY RATE	TOTAL FATALITIES	100M FATALITY RATE	FATALITY RATE
PRINCIPAL ARTERIAL RURAL	4,453	1.0690	61	1.46	27	0.65	0.0065
URBAN PRINCIPAL ARTERIAL RURAL OTHER FREEWAYS & EXPRESSWAYS	1,403	0.8324	24	1.42	4	0.24	0.0024
PRINCIPAL ARTERIAL-OTHER	6,943	2.2331	225	7.24	66		0.0212
MINOR ARTERIAL URBAN	10,264	2.2215	341	7.38	91	1.97	0.0197
MAJOR COLLECTOR URBAN	21	0.4688	2	4.46	2		0.0446
MINOR COLLECTOR URBAN	2,834	1.4794	130	6.79	23	1.20	0.0120
LOCAL URBAN	1,819	0.3995	176	3.87	24	0.53	0.0053
TOTAL	27,737	1.3803	959	4.77	237	1.18	0.0118

GRAND TOTAL	29,190	1.1639	1097	4.37	326	1.30	0.0130

Crash Data, Disc Dr. (Pyramid to Vista), Washoe County

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1083972	Fatal Crash	4/22/2016	10:07:00 PM	SR445	N	Disc Dr.	2	1	No Data	K	Rear-end
947545	Injury Crash	1/1/2015	5:33:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
951954	Injury Crash	3/1/2015	12:46:00 PM	SR445	N	Disc Dr.	No Data	1	No Data	C	Rear-end
954322	Injury Crash	6/1/2015	6:20:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
957100	Injury Crash	5/2/2015	1:03:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
960211	Injury Crash	9/5/2015	10:16:00 AM	SR445	No Data	Disc Dr.	No Data	1	No Data	C	Angle
972960	Injury Crash	7/28/2015	6:38:00 PM	Galleria Pkwy.	N	Disc Dr.	No Data	3	No Data	C	Angle
973286	Injury Crash	9/3/2015	3:44:00 PM	Galleria Pkwy	E	Shoppers Way	No Data	1	No Data	C	Angle
973671	Injury Crash	10/19/2015	8:28:00 PM	SR445	No Data	Disc Dr.	No Data	2	No Data	C	Angle
976114	Injury Crash	12/1/2015	9:25:00 PM	SR445	No Data	Disc Dr.	No Data	2	No Data	C	Angle
977441	Injury Crash	12/19/2015	10:18:00 PM	SR445	N	Disc Dr.	No Data	2	No Data	B	Rear-end
979004	Injury Crash	4/27/2015	8:09:00 AM	Disc Dr.	E	Sparks Blvd.	No Data	2	No Data	C	Rear-end
980740	Injury Crash	8/30/2015	6:11:00 PM	Vista Blvd.	S	Disc Dr.	No Data	2	No Data	B	Rear-end
980811	Injury Crash	9/29/2015	4:36:00 PM	Vista Blvd.	N	Disc Dr.	No Data	2	No Data	B	Angle
982045	Injury Crash	12/12/2015	5:27:00 PM	Disc Dr.	No Data	Galleria Pkwy.	No Data	1	No Data	C	Angle
982058	Injury Crash	12/18/2015	9:51:00 PM	Disc Dr.	No Data	SR445	No Data	1	No Data	C	Rear-end
982068	Injury Crash	12/23/2015	10:11:00 AM	Disc Dr.	E	SR445	No Data	1	No Data	C	Angle
982649	Injury Crash	1/1/2016	7:45:00 AM	Disc Dr.	No Data	Sparks Blvd.	No Data	1	No Data	C	Non-collision
983701	Injury Crash	1/4/2016	1:00:00 PM	Vista Blvd.	No Data	Disc Dr.	No Data	2	No Data	B	Rear-end
989243	Injury Crash	3/23/2016	11:25:00 AM	Sparks Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Angle
1004062	Injury Crash	7/8/2016	3:02:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1006316	Injury Crash	7/17/2016	6:34:00 PM	Disc Dr.	W	Sparks Blvd.	No Data	1	No Data	C	Angle
1006942	Injury Crash	7/11/2016	2:38:00 AM	Disc Dr.	No Data	Harrier Way	No Data	1	No Data	B	Non-collision
1007619	Injury Crash	8/10/2016	6:39:00 AM	Disc Dr.	No Data	Sparks Blvd.	No Data	1	No Data	C	Rear-end
1013507	Injury Crash	10/12/2016	4:52:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1013937	Injury Crash	11/1/2016	7:06:00 AM	Vista Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Non-collision
1014206	Injury Crash	10/20/2016	6:44:00 AM	Disc Dr.	W	Vista Blvd.	No Data	1	No Data	C	Rear-End
1014228	Injury Crash	11/25/2016	6:39:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1014532	Injury Crash	10/7/2016	1:16:00 PM	SR445	No Data	Disc Dr.	No Data	3	No Data	B	Angle
1021212	Injury Crash	5/14/2016	1:28:00 PM	SR445	N	Disc Dr.	No Data	1	No Data	C	Rear-end
1033035	Injury Crash	2/25/2017	4:40:00 PM	Vista Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Rear-end
1035386	Injury Crash	2/13/2017	6:32:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Rear-end
1035871	Injury Crash	2/19/2017	7:05:00 AM	Sparks Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1039468	Injury Crash	3/22/2017	12:51:00 AM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1043016	Injury Crash	5/5/2017	12:40:00 PM	Disc Dr.	E	SR445	No Data	1	No Data	C	Rear-end
1050711	Injury Crash	6/9/2017	1:54:00 PM	Disc Dr.	E	Harrier Way	No Data	1	No Data	B	Non-Collision
1051818	Injury Crash	6/22/2017	4:58:00 PM	Vista Blvd.	N	Disc Dr.	No Data	2	No Data	B	Angle
1052501	Injury Crash	4/1/2017	9:06:00 AM	Disc Dr.	E	SR445	No Data	1	No Data	C	Non-Collision
1053673	Injury Crash	4/27/2017	10:07:00 PM	Disc Dr.	No Data	Galleria Pkwy.	No Data	1	No Data	C	Angle
1053755	Injury Crash	6/10/2017	6:10:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1054633	Injury Crash	6/1/2017	1:05:00 PM	Vista Blvd.	S	Disc Dr.	No Data	1	No Data	C	Angle
1065973	Injury Crash	9/30/2017	4:49:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Sideswipe, Overtaking
1066301	Injury Crash	8/27/2017	4:48:00 PM	Sparks Blvd.	E	Disc Dr.	No Data	1	No Data	C	Rear-end
1067357	Injury Crash	10/3/2017	4:00:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	1	No Data	C	Rear-end
1072228	Injury Crash	11/30/2017	9:15:00 AM	Vista Blvd.	N	Disc Dr.	No Data	1	No Data	A	Non-collision
1075420	Injury Crash	9/29/2017	3:26:00 PM	SR445	No Data	Disc Dr.	No Data	1	No Data	C	Non-collision
1079527	Injury Crash	11/27/2017	2:30:00 PM	Vista Blvd.	No Data	Disc Dr.	No Data	1	No Data	C	Rear-end
1082976	Injury Crash	12/9/2017	2:23:00 PM	Disc Dr.	No Data	Galleria Pkwy.	No Data	3	No Data	C	Rear-end
1083466	Injury Crash	10/21/2017	12:25:00 PM	Disc Dr.	W	Sparks Blvd.	No Data	1	No Data	B	Non-collision
947337	Property Damage Only	1/30/2015	10:11:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
954155	Property Damage Only	2/17/2015	12:01:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
955145	Property Damage Only	5/14/2015	11:01:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
956906	Property Damage Only	2/5/2015	4:20:00 PM	Sparks Blvd.	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
956997	Property Damage Only	6/21/2015	10:20:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
959793	Property Damage Only	7/28/2015	5:30:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
959821	Property Damage Only	7/30/2015	11:27:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
960244	Property Damage Only	8/9/2015	1:06:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
960609	Property Damage Only	8/26/2015	5:48:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
961376	Property Damage Only	10/10/2015	9:38:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
973000	Property Damage Only	7/12/2015	9:16:00 PM	Disc Dr.	W	Galleria Pkwy.	No Data	No Data	PDO	No Data	Non-collision
973061	Property Damage Only	5/6/2015	2:49:00 PM	Disc Dr.	No Data	Galleria Pkwy.	No Data	No Data	PDO	No Data	Head-on

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
974661	Property Damage Only	2/24/2016	11:27:00 AM	Disc Dr.	No Data	Galleria Pkwy.	No Data	No Data	PDO	No Data	Angle
978080	Property Damage Only	1/8/2016	7:07:00 AM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
978913	Property Damage Only	1/15/2015	2:11:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
979160	Property Damage Only	3/19/2015	3:00:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
979875	Property Damage Only	3/6/2015	6:41:00 PM	Disc Dr.	W	Vista Blvd.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
980766	Property Damage Only	8/22/2015	5:25:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
980838	Property Damage Only	9/15/2015	11:53:00 AM	Disc Dr.	W	Vista Blvd.	No Data	No Data	PDO	No Data	Rear-end
980962	Property Damage Only	10/1/2015	6:30:00 PM	Vista Blvd.	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
982009	Property Damage Only	11/27/2015	3:28:00 PM	Vista Blvd.	S	Disc Dr.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
982038	Property Damage Only	12/10/2015	4:53:00 PM	Disc Dr.	E	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
982048	Property Damage Only	12/13/2015	11:52:00 AM	Disc Dr.	E	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
982306	Property Damage Only	12/17/2015	5:30:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
983442	Property Damage Only	3/1/2016	2:38:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
983671	Property Damage Only	1/5/2016	6:09:00 AM	Disc Dr.	W	Sparks Blvd.	No Data	No Data	PDO	No Data	Non-Collision
983697	Property Damage Only	3/3/2016	5:12:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
983704	Property Damage Only	1/8/2016	8:39:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-Collision
984558	Property Damage Only	11/18/2015	8:00:00 AM	Disc Dr.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
987245	Property Damage Only	3/23/2016	4:00:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
989200	Property Damage Only	4/13/2016	7:40:00 AM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-End
991320	Property Damage Only	4/18/2016	7:33:00 AM	Disc Dr.	W	Vista Blvd.	No Data	No Data	PDO	No Data	Rear-End
992054	Property Damage Only	3/31/2016	3:57:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Angle
992217	Property Damage Only	3/7/2016	7:50:00 AM	Disc Dr.	W	Vista Blvd	No Data	No Data	PDO	No Data	Angle
992258	Property Damage Only	4/15/2016	6:41:00 PM	Disc Dr.	E	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
993303	Property Damage Only	3/16/2016	10:25:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
993504	Property Damage Only	2/20/2016	8:27:00 AM	Disc Dr.	W	Sparks Blvd.	No Data	No Data	PDO	No Data	Non-collision
1003974	Property Damage Only	6/11/2016	3:56:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Sideswiping, Overtaking
1008461	Property Damage Only	8/25/2016	7:45:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1008574	Property Damage Only	8/25/2016	8:50:00 AM	Vista Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1008835	Property Damage Only	8/4/2016	9:14:00 PM	Galleria Pkwy.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1011793	Property Damage Only	9/9/2016	4:09:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
1012285	Property Damage Only	9/2/2016	5:10:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1012348	Property Damage Only	9/14/2016	7:35:00 AM	Disc Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
1012871	Property Damage Only	12/2/2016	9:07:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013213	Property Damage Only	10/7/2016	1:52:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013602	Property Damage Only	11/18/2016	12:21:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013828	Property Damage Only	12/1/2016	4:59:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
1014201	Property Damage Only	12/5/2016	6:47:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1014345	Property Damage Only	12/18/2016	5:55:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1014692	Property Damage Only	10/11/2016	7:07:00 AM	Vista Blvd.	N	Disc Dr.	No Data	No Data	PDO	No Data	Head-on
1030618	Property Damage Only	1/4/2017	1:01:00 AM	Disc Dr.	E	Harrier Way	No Data	No Data	PDO	O	Non-collision
1030979	Property Damage Only	1/12/2017	5:18:00 PM	Disc Dr.	W	Vista Blvd.	No Data	No Data	PDO	O	Rear-end
1032107	Property Damage Only	1/21/2017	8:25:00 PM	Disc Dr.	No Data	Galleria Pkwy.	No Data	No Data	PDO	O	Non-collision
1036045	Property Damage Only	2/16/2017	7:25:00 AM	Disc Dr.	W	Vista Blvd.	No Data	No Data	PDO	O	Angle
1036593	Property Damage Only	2/22/2017	9:55:00 PM	Sparks Blvd.	S	Disc Dr.	No Data	No Data	PDO	O	Non-collision
1037499	Property Damage Only	2/8/2017	5:08:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1046044	Property Damage Only	4/16/2017	3:51:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	O	Angle

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1049503	Property Damage Only	3/23/2017	12:45:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1050756	Property Damage Only	5/23/2017	3:25:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1051187	Property Damage Only	5/24/2017	3:09:00 PM	Sparks Blvd.	S	Disc Dr.	No Data	No Data	PDO	O	Rear-End
1051753	Property Damage Only	5/11/2017	6:00:00 PM	Disc Dr.	No Data	Harrier Way	No Data	No Data	PDO	O	Non-collision
1052140	Property Damage Only	4/28/2017	12:45:00 AM	Disc Dr.	E	Harrier Way	No Data	No Data	PDO	N	Non-collision
1053240	Property Damage Only	5/27/2017	12:36:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Angle
1053414	Property Damage Only	5/30/2017	12:44:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Rear-end
1053608	Property Damage Only	7/7/2017	7:04:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1053892	Property Damage Only	6/13/2017	2:43:00 PM	Vista Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Angle
1054074	Property Damage Only	4/13/2017	4:38:00 PM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Angle
1065921	Property Damage Only	10/3/2017	4:43:00 PM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1069971	Property Damage Only	8/13/2017	8:12:00 AM	Disc Dr.	E	Sparks Blvd.	No Data	No Data	PDO	O	Angle
1070129	Property Damage Only	8/25/2017	11:50:00 AM	Disc Dr.	No Data	Vista Blvd.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1070616	Property Damage Only	7/25/2017	6:27:00 PM	Disc Dr.	No Data	Vista Blvd.	No Data	No Data	PDO	O	Rear-end
1073379	Property Damage Only	10/23/2017	5:15:00 PM	Sparks Blvd.	N	Disc Dr.	No Data	No Data	PDO	O	Rear-End
1074685	Property Damage Only	12/23/2017	2:20:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	O	Angle
1075833	Property Damage Only	12/3/2017	12:18:00 PM	Vista Blvd.	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1076991	Property Damage Only	10/25/2017	7:30:00 AM	Vista Blvd	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1077866	Property Damage Only	10/26/2017	9:19:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1079585	Property Damage Only	10/19/2017	3:29:00 AM	Disc Dr.	W	Sparks Blvd.	No Data	No Data	PDO	N	Non-collision
1079790	Property Damage Only	11/1/2017	11:40:00 AM	Sparks Blvd.	No Data	Disc Dr.	No Data	No Data	PDO	N	Rear-end
1082106	Property Damage Only	11/13/2017	1:25:00 AM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Non-collision
1082710	Property Damage Only	12/12/2017	7:27:00 AM	Disc Dr.	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Rear-end

Crash Data, Pyramid (Queen Way to Sparks Blvd.), Washoe County

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1083972	Fatal Crash	4/22/2016	10:07:00 PM	SR445	N	Disc Dr.	2	1	No Data	K	Rear-end
1084521	Fatal Crash	11/18/2017	5:51:00 PM	SR445	N	Spring Ridge Dr.	1	No Data	No Data	K	Non-collision
944775	Injury Crash	1/1/2015	10:29:00 AM	SR445	S	Mile Marker 5	No Data	1	No Data	C	Rear-end
945695	Injury Crash	1/11/2015	5:40:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
947545	Injury Crash	1/1/2015	5:33:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
951948	Injury Crash	3/5/2015	11:04:00 AM	SR445	S	Disc Dr.	No Data	1	No Data	C	Non-collision
951954	Injury Crash	3/1/2015	12:46:00 PM	SR445	N	Disc Dr.	No Data	1	No Data	C	Rear-end
952130	Injury Crash	3/8/2015	6:52:00 AM	SR445	S	Golden View Dr.	No Data	1	No Data	C	Angle
952240	Injury Crash	3/5/2015	2:46:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	1	No Data	C	Angle
952547	Injury Crash	1/5/2015	10:01:00 AM	SR445	No Data	Queen Way	No Data	1	No Data	B	Non-collision
953531	Injury Crash	7/7/2015	12:21:00 PM	SR445	S	Sparks Blvd.	No Data	2	No Data	C	Rear-end
954322	Injury Crash	6/1/2015	6:20:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
954969	Injury Crash	4/3/2015	10:46:00 AM	SR445	S	Sparks Blvd.	No Data	1	No Data	C	Rear-end
955391	Injury Crash	7/22/2015	6:15:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
955400	Injury Crash	3/24/2015	4:46:00 PM	SR445	N	Shoppers Way	No Data	2	No Data	C	Rear-end
956087	Injury Crash	5/20/2015	8:50:00 AM	SR445	N	Queen Way	No Data	3	No Data	C	Rear-end
956489	Injury Crash	7/14/2015	5:57:00 PM	SR445	No Data	Queen Way	No Data	1	No Data	C	Angle
956591	Injury Crash	6/20/2015	5:46:00 AM	SR445	N	Disc Dr.	No Data	1	No Data	C	Backing
957100	Injury Crash	5/2/2015	1:03:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
957103	Injury Crash	6/8/2015	7:21:00 AM	SR445	N	Queen Way	No Data	1	No Data	C	Angle
960211	Injury Crash	9/5/2015	10:16:00 AM	SR445	No Data	Disc Dr.	No Data	1	No Data	C	Angle
960235	Injury Crash	9/23/2015	6:19:00 PM	SR445	N	N Los Altos Pkwy.	No Data	1	No Data	U	Rear-end
960297	Injury Crash	8/23/2015	7:30:00 AM	SR445	N	Golden View Dr.	No Data	2	No Data	U	Rear-end
960360	Injury Crash	9/14/2015	7:53:00 AM	SR445	S	Disc Dr.	No Data	1	No Data	U	Rear-end
973671	Injury Crash	10/19/2015	8:28:00 PM	SR445	No Data	Disc Dr.	No Data	2	No Data	C	Angle
973835	Injury Crash	10/28/2015	8:57:00 AM	SR445	N	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
974442	Injury Crash	1/9/2016	5:28:00 PM	Spring Ridge Dr.	No Data	SR445	No Data	2	No Data	C	Rear-end
975724	Injury Crash	11/15/2015	5:27:00 PM	SR445	No Data	Queen Way	No Data	1	No Data	C	Angle
976071	Injury Crash	11/30/2015	7:20:00 AM	SR445	N	Sparks Blvd.	No Data	1	No Data	C	Rear-end
976114	Injury Crash	12/1/2015	9:25:00 PM	SR445	No Data	Disc Dr.	No Data	2	No Data	C	Angle

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
976131	Injury Crash	12/2/2015	7:03:00 PM	SR445	S	Golden View Dr.	No Data	1	No Data	C	Angle
976161	Injury Crash	12/4/2015	3:23:00 PM	SR445	S	Disc Dr.	No Data	3	No Data	B	Rear-end
976175	Injury Crash	12/5/2015	4:42:00 PM	SR445	S	Golden View Dr.	No Data	1	No Data	C	Non-collision
976323	Injury Crash	12/12/2015	9:56:00 AM	SR445	No Data	N Los Altos Pkwy	No Data	1	No Data	C	Angle
977441	Injury Crash	12/19/2015	10:18:00 PM	SR445	N	Disc Dr.	No Data	2	No Data	B	Rear-end
977509	Injury Crash	12/22/2015	3:59:00 PM	SR445	No Data	Queen Way	No Data	1	No Data	C	Angle
977887	Injury Crash	1/2/2016	11:17:00 AM	SR445	N	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
977901	Injury Crash	1/3/2016	4:15:00 PM	SR445	N	Mile Marker 5	No Data	4	No Data	A	Rear-end
978285	Injury Crash	1/18/2016	2:37:00 PM	SR445	S	Queen Way	No Data	2	No Data	C	Rear-end
979715	Injury Crash	4/13/2015	6:03:00 PM	N Los Altos Pkwy.	No Data	SR445	No Data	1	No Data	C	Rear-end
982058	Injury Crash	12/18/2015	9:51:00 PM	Disc DR.	No Data	SR445	No Data	1	No Data	C	Rear-end
982068	Injury Crash	12/23/2015	10:11:00 AM	Disc Dr.	E	SR445	No Data	1	No Data	C	Angle
982081	Injury Crash	12/29/2015	10:45:00 AM	N Los Altos Pkwy.	No Data	SR445	No Data	1	No Data	C	Rear-end
982902	Injury Crash	1/29/2016	6:52:00 AM	SR445	N	Queen Way	No Data	1	No Data	C	Angle
983081	Injury Crash	2/3/2016	9:59:00 AM	SR445	N	N Los Altos Pkwy.	No Data	2	No Data	C	Rear-end
983225	Injury Crash	2/14/2016	3:47:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	1	No Data	C	Angle
983243	Injury Crash	2/16/2016	11:08:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	1	No Data	C	Angle
983295	Injury Crash	2/17/2016	10:18:00 PM	SR445	S	Golden View Dr.	No Data	1	No Data	C	Angle
983395	Injury Crash	2/26/2016	11:08:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	2	No Data	C	Rear-end
986345	Injury Crash	2/28/2016	11:13:00 AM	SR445	N	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
986809	Injury Crash	3/10/2016	5:12:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
987252	Injury Crash	4/20/2016	12:27:00 PM	SR445	N	Golden View Dr.	No Data	1	No Data	C	Rear-end
987972	Injury Crash	4/20/2016	8:17:00 PM	SR445	S	Golden View Dr.	No Data	1	No Data	C	Rear-end
989266	Injury Crash	3/27/2016	10:45:00 AM	SR445	N	Sparks Blvd.	No Data	2	No Data	C	Angle
989932	Injury Crash	5/4/2016	8:46:00 PM	SR445	No Data	Sparks Blvd.	No Data	2	No Data	C	Angle
989951	Injury Crash	4/2/2016	12:42:00 PM	SR445	N	N Los Altos Pkwy.	No Data	2	No Data	C	Angle
990626	Injury Crash	4/23/2016	10:30:00 PM	SR445	No Data	Highland Ranch Pkwy.	No Data	1	No Data	C	Non-collision
993222	Injury Crash	5/4/2016	5:54:00 PM	N Los Altos Pkwy.	E	SR445	No Data	1	No Data	C	Head-on
996889	Injury Crash	5/25/2016	5:46:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	2	No Data	U	Head-on

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
999234	Injury Crash	6/2/2016	3:58:00 PM	SR445	N	Queen Way	No Data	1	No Data	C	Sideswipe, Overtaking
1001016	Injury Crash	7/4/2016	2:41:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1001831	Injury Crash	6/23/2016	3:50:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Non-collision
1004062	Injury Crash	7/8/2016	3:02:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1006090	Injury Crash	8/7/2016	10:56:00 PM	SR445	S	Disc Dr.	No Data	2	No Data	C	Rear-end
1008556	Injury Crash	8/22/2016	1:13:00 PM	SR445	N	N Los Altos Pkwy.	No Data	1	No Data	B	Rear-end
1008744	Injury Crash	8/25/2016	10:53:00 PM	SR445	N	N Los Altos Pkwy	No Data	1	No Data	C	Angle
1010639	Injury Crash	9/17/2016	5:32:00 PM	SR445	N	N Los Altos Pkwy.	No Data	2	No Data	B	Rear-end
1011871	Injury Crash	9/11/2016	7:20:00 AM	SR445	N	Mile Marker 5	No Data	1	No Data	C	Rear-end
1012043	Injury Crash	9/1/2016	4:59:00 PM	SR445	S	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
1012593	Injury Crash	9/17/2016	3:01:00 PM	Farr Ln.	No Data	SR880	No Data	1	No Data	C	Non-collision
1012959	Injury Crash	10/29/2016	7:00:00 AM	SR445	N	Queen Way	No Data	1	No Data	C	Non-collision
1013116	Injury Crash	12/16/2016	12:00:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
1013419	Injury Crash	10/7/2016	3:06:00 PM	SR445	N	Queen Way	No Data	1	No Data	C	Rear-End
1013507	Injury Crash	10/12/2016	4:52:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1013698	Injury Crash	11/28/2016	4:35:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	2	No Data	C	Angle
1013705	Injury Crash	12/9/2016	11:42:00 AM	SR445	S	N Los Altos Pkwy.	No Data	3	No Data	C	Rear-end
1013727	Injury Crash	10/7/2016	11:14:00 AM	N Los Altos Pkwy.	E	SR445	No Data	1	No Data	B	Non-Collision
1013802	Injury Crash	12/25/2016	1:30:00 PM	Highland Ranch Pkwy.	No Data	SR445	No Data	1	No Data	B	Rear-end
1013978	Injury Crash	12/5/2016	9:05:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	2	No Data	C	Rear-end
1014228	Injury Crash	11/25/2016	6:39:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1014410	Injury Crash	11/20/2016	3:27:00 PM	SR445	N	Queen Way	No Data	1	No Data	C	Rear-end
1014532	Injury Crash	10/7/2016	1:16:00 PM	SR445	No Data	Disc Dr.	No Data	3	No Data	B	Angle
1020563	Injury Crash	5/14/2016	11:59:00 AM	SR445	N	Queen Way	No Data	3	No Data	C	Angle
1020580	Injury Crash	9/21/2016	6:55:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-End
1021212	Injury Crash	5/14/2016	1:28:00 PM	SR445	N	Disc Dr.	No Data	1	No Data	C	Rear-end
1033201	Injury Crash	2/13/2017	7:31:00 AM	SR445	N	Spring Ridge Dr.	No Data	2	No Data	C	Rear-End
1033785	Injury Crash	3/2/2017	7:50:00 AM	SR445	N	SR659	No Data	2	No Data	C	Rear-End
1034135	Injury Crash	2/10/2017	10:57:00 AM	SR445	S	Golden View Dr.	No Data	1	No Data	B	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1034188	Injury Crash	3/11/2017	4:59:00 PM	SR445	N	Queen Way	No Data	1	No Data	C	Angle
1039468	Injury Crash	3/22/2017	12:51:00 AM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1042659	Injury Crash	4/13/2017	9:27:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	1	No Data	C	Rear-end
1043016	Injury Crash	5/5/2017	12:40:00 PM	Disc Dr.	E	SR445	No Data	1	No Data	C	Rear-end
1049522	Injury Crash	5/4/2017	4:53:00 PM	N Los Altos Pkwy.	No Data	SR445	No Data	1	No Data	C	Rear-end
1049593	Injury Crash	5/18/2017	6:13:00 PM	SR445	No Data	Sparks Blvd.	No Data	1	No Data	C	Angle
1049740	Injury Crash	4/28/2017	2:55:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	2	No Data	A	Rear-end
1051098	Injury Crash	4/2/2017	1:46:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
1051488	Injury Crash	6/16/2017	12:45:00 PM	SR445	S	Mile Marker 4	No Data	4	No Data	B	Rear-end
1053755	Injury Crash	6/10/2017	6:10:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Rear-end
1062557	Injury Crash	6/17/2017	6:52:00 PM	SR445	No Data	Sparks Blvd.	No Data	1	No Data	C	Sideswipe, Overtaking
1063974	Injury Crash	7/31/2017	5:11:00 PM	SR445	S	Disc Dr.	No Data	3	No Data	C	Rear-end
1065911	Injury Crash	8/24/2017	8:28:00 AM	N Los Altos Pkwy.	No Data	SR445	No Data	2	No Data	C	Angle
1065973	Injury Crash	9/30/2017	4:49:00 PM	Disc Dr.	E	SR445	No Data	2	No Data	C	Sideswipe, Overtaking
1066116	Injury Crash	9/25/2017	4:26:00 PM	SR445	N	Spring Ridge Dr.	No Data	2	No Data	B	Rear-end
1066204	Injury Crash	9/28/2017	1:34:00 PM	SR445	N	Shoppers Way	No Data	3	No Data	C	Rear-end
1066361	Injury Crash	9/18/2017	6:08:00 PM	SR445	N	Disc Dr.	No Data	1	No Data	B	Non-collision
1066616	Injury Crash	9/26/2017	10:57:00 AM	SR445	No Data	Sparks Blvd.	No Data	2	No Data	C	Angle
1067114	Injury Crash	9/4/2017	8:12:00 AM	SR445	N	Mile Marker 5	No Data	1	No Data	C	Rear-end
1068367	Injury Crash	9/5/2017	8:46:00 AM	SR445	N	Mile Marker 5	No Data	1	No Data	C	Rear-end
1069843	Injury Crash	7/24/2017	10:40:00 AM	N Los Altos Pkwy.	No Data	SR445	No Data	1	No Data	C	Rear-end
1070860	Injury Crash	2/25/2015	5:16:00 PM	SR445	N	Queen Way	No Data	1	No Data	C	Rear-end
1070892	Injury Crash	9/24/2015	1:00:00 AM	SR445	S	Sparks Blvd.	No Data	1	No Data	C	Non-collision
1073669	Injury Crash	11/19/2017	8:33:00 AM	SR445	No Data	Los Altos Pkwy	No Data	1	No Data	C	Rear-end
1074886	Injury Crash	11/16/2017	5:13:00 PM	SR445	S	Sparks Blvd	No Data	1	No Data	C	Rear-end
1075171	Injury Crash	12/13/2017	9:16:00 AM	SR445	N	SR880	No Data	1	No Data	C	Rear-end
1075228	Injury Crash	11/7/2017	7:24:00 AM	SR445	N	Los Altos Pkwy.	No Data	2	No Data	C	Rear-end
1075420	Injury Crash	9/29/2017	3:26:00 PM	SR445	No Data	Disc Dr.	No Data	1	No Data	C	Non-Collision
1075561	Injury Crash	11/26/2017	7:25:00 AM	SR445	N	Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
1077407	Injury Crash	10/10/2017	1:20:00 PM	SR445	S	Los Altos Pkwy.	No Data	2	No Data	C	Angle
1079232	Injury Crash	11/29/2017	4:57:00 PM	SR445	S	Disc Dr.	No Data	1	No Data	C	Rear-end
1080071	Injury Crash	12/17/2017	4:11:00 PM	SR445	S	Highland Ranch Pkwy.	No Data	2	No Data	C	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1082250	Injury Crash	11/13/2017	12:37:00 PM	SR445	S	Los Altos Pkwy.	No Data	3	No Data	B	Head-on
1083198	Injury Crash	12/21/2017	1:08:00 PM	SR445	S	Los Altos Pkwy.	No Data	1	No Data	C	Rear-end
945158	Property Damage Only	3/10/2015	7:29:00 PM	SR445	S	Mile Marker 3	No Data	No Data	PDO	No Data	Rear-end
945561	Property Damage Only	2/16/2015	12:03:00 PM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
945691	Property Damage Only	2/15/2015	12:00:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
945949	Property Damage Only	1/9/2015	12:16:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Angle
946139	Property Damage Only	2/2/2015	3:30:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
946452	Property Damage Only	1/20/2015	4:45:00 PM	SR445	S	Golden View Dr.	No Data	No Data	PDO	No Data	Non-collision
947337	Property Damage Only	1/30/2015	10:11:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
947385	Property Damage Only	2/10/2015	5:51:00 PM	Queen Way	No Data	SR445	No Data	No Data	PDO	No Data	Head-on
947788	Property Damage Only	2/3/2015	6:07:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
952021	Property Damage Only	3/6/2015	8:51:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
952051	Property Damage Only	2/25/2015	8:00:00 AM	SR445	S	Kiley Pkwy.	No Data	No Data	PDO	No Data	Angle
952910	Property Damage Only	5/6/2015	7:25:00 AM	SR445	S	MM 4	No Data	No Data	PDO	No Data	Rear-end
953305	Property Damage Only	3/23/2015	12:23:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
953661	Property Damage Only	4/10/2015	11:06:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	No Data	PDO	No Data	Rear-end
954155	Property Damage Only	2/17/2015	12:01:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
955145	Property Damage Only	5/14/2015	11:01:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
955469	Property Damage Only	7/17/2015	10:42:00 AM	SR445	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
955721	Property Damage Only	7/13/2015	3:17:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Angle
955888	Property Damage Only	5/21/2015	7:00:00 PM	SR445	N	Golden View Dr.	No Data	No Data	PDO	No Data	Non-collision
955931	Property Damage Only	4/10/2015	2:34:00 PM	SR445	N	Shoppers Way	No Data	No Data	PDO	No Data	Non-collision
956603	Property Damage Only	5/2/2015	4:20:00 PM	SR445	N	Mile Marker 4	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
956997	Property Damage Only	6/21/2015	10:20:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
959661	Property Damage Only	3/1/2015	9:17:00 AM	SR445	S	Golden View Dr.	No Data	No Data	PDO	No Data	Rear-end
959793	Property Damage Only	7/28/2015	5:30:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
959821	Property Damage Only	7/30/2015	11:27:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
960233	Property Damage Only	9/17/2015	9:15:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
960244	Property Damage Only	8/9/2015	1:06:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
960374	Property Damage Only	9/24/2015	7:39:00 AM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
960400	Property Damage Only	9/24/2015	9:01:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
960410	Property Damage Only	8/6/2015	12:41:00 PM	SR445	N	Mile Marker 5	No Data	No Data	PDO	No Data	Rear-end
960450	Property Damage Only	9/29/2015	6:05:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
960470	Property Damage Only	8/24/2015	9:42:00 AM	SR445	S	Mile Marker 5	No Data	No Data	PDO	No Data	Angle
960475	Property Damage Only	9/7/2015	8:15:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Rear-end
960518	Property Damage Only	9/15/2015	4:14:00 PM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	No Data	Rear-end
960609	Property Damage Only	8/26/2015	5:48:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
961376	Property Damage Only	10/10/2015	9:38:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Sideswiping, Overtaking
973665	Property Damage Only	10/6/2015	4:45:00 PM	SR445	S	Mile Marker 6	No Data	No Data	PDO	No Data	Rear-end
973680	Property Damage Only	10/20/2015	7:26:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
973761	Property Damage Only	10/24/2015	5:18:00 PM	SR445	N	Golden View Dr.	No Data	No Data	PDO	No Data	Non-collision
973812	Property Damage Only	10/27/2015	3:02:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
974097	Property Damage Only	11/11/2015	1:29:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
975773	Property Damage Only	11/17/2015	1:25:00 PM	SR445	S	Queen Way	No Data	No Data	PDO	No Data	Rear-end
975859	Property Damage Only	11/20/2015	6:55:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
977479	Property Damage Only	12/21/2015	12:30:00 PM	SR445	No Data	Queen Way	No Data	No Data	PDO	No Data	Angle

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
977489	Property Damage Only	12/21/2015	6:37:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
977652	Property Damage Only	12/27/2015	7:44:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Sideswipe, overtaking
977753	Property Damage Only	12/29/2015	1:55:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
977772	Property Damage Only	12/30/2015	12:05:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
977847	Property Damage Only	12/31/2015	12:25:00 AM	SR445	N	Golden View Dr.	No Data	No Data	PDO	No Data	Non-collision
978080	Property Damage Only	1/8/2016	7:07:00 AM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Non-collision
978526	Property Damage Only	6/14/2015	10:16:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
978588	Property Damage Only	7/8/2015	1:20:00 PM	N Los Altos Pkwy.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
978672	Property Damage Only	6/8/2015	12:28:00 PM	SR445	E	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
978973	Property Damage Only	1/11/2015	11:18:00 AM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	No Data	Angle
979203	Property Damage Only	1/29/2015	3:00:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
979354	Property Damage Only	5/14/2015	1:30:00 AM	Farr Ln.	S	SR880	No Data	No Data	PDO	No Data	Non-collision
979378	Property Damage Only	7/22/2015	6:26:00 PM	Sparks Blvd.	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Angle
979922	Property Damage Only	2/20/2015	9:54:00 AM	N Los Altos Pkwy.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
980403	Property Damage Only	9/10/2015	8:03:00 AM	N Los Altos Pkwy.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-to-rear
980418	Property Damage Only	8/20/2015	12:17:00 PM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	No Data	Angle
982049	Property Damage Only	12/14/2015	4:24:00 PM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	No Data	Rear-end
982306	Property Damage Only	12/17/2015	5:30:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
983128	Property Damage Only	2/7/2016	1:18:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
983228	Property Damage Only	2/14/2016	4:00:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
983333	Property Damage Only	2/19/2016	12:22:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
983351	Property Damage Only	2/22/2016	7:15:00 AM	SR445	N	Mile Marker 5	No Data	No Data	PDO	No Data	Angle
983442	Property Damage Only	3/1/2016	2:38:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
983678	Property Damage Only	2/27/2016	12:09:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-Collision
983687	Property Damage Only	1/6/2016	4:56:00 AM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
983712	Property Damage Only	1/14/2016	7:20:00 AM	Queen Way	S	SR445	No Data	No Data	PDO	No Data	Angle
983943	Property Damage Only	4/9/2015	2:04:00 AM	Golden View Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Non-collision
984091	Property Damage Only	2/17/2015	12:17:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
984453	Property Damage Only	9/19/2015	5:47:00 PM	SR445	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
984490	Property Damage Only	11/15/2015	3:20:00 PM	Highland Ranch Pkwy.	W	SR445	No Data	No Data	PDO	No Data	Angle
984558	Property Damage Only	11/18/2015	8:00:00 AM	Disc Dr.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
985728	Property Damage Only	4/6/2016	4:55:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Rear-end
986629	Property Damage Only	3/16/2016	1:45:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
986699	Property Damage Only	4/7/2016	5:24:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
986719	Property Damage Only	4/20/2016	7:33:00 AM	SR445	S	Kiley Pkwy.	No Data	No Data	PDO	No Data	Rear-end
986845	Property Damage Only	4/7/2016	3:40:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
986901	Property Damage Only	4/10/2016	7:43:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
987245	Property Damage Only	3/23/2016	4:00:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
988091	Property Damage Only	3/17/2016	2:55:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
989200	Property Damage Only	4/13/2016	7:40:00 AM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
990370	Property Damage Only	4/17/2016	10:47:00 AM	SR445	N	Spring Ridge Dr.	No Data	No Data	PDO	No Data	Rear-end
992012	Property Damage Only	4/2/2016	3:28:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
992054	Property Damage Only	3/31/2016	3:57:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Angle
993303	Property Damage Only	3/16/2016	10:25:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
993332	Property Damage Only	4/21/2016	1:56:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
997108	Property Damage Only	5/29/2016	3:26:00 PM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
998799	Property Damage Only	6/6/2016	3:34:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
1000778	Property Damage Only	7/21/2016	5:53:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1001084	Property Damage Only	6/26/2016	11:25:00 AM	SR445	N	Golden View Dr.	No Data	No Data	PDO	No Data	Non-collision
1001319	Property Damage Only	6/25/2016	2:05:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1001388	Property Damage Only	6/27/2016	7:45:00 AM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
1001576	Property Damage Only	7/18/2016	5:38:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1002205	Property Damage Only	6/19/2016	2:04:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1002788	Property Damage Only	6/26/2016	8:43:00 AM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
1003084	Property Damage Only	7/22/2016	7:48:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
1003332	Property Damage Only	6/30/2016	2:25:00 AM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Non-collision
1004403	Property Damage Only	8/1/2016	11:00:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
1004818	Property Damage Only	8/7/2016	7:30:00 AM	SR445	N	Golden View Dr.	No Data	No Data	PDO	No Data	Rear-end
1006121	Property Damage Only	8/14/2016	11:39:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
1007921	Property Damage Only	8/18/2016	3:40:00 PM	SR445	S	Kiley Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1008461	Property Damage Only	8/25/2016	7:45:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1010605	Property Damage Only	9/19/2016	7:40:00 AM	SR445	S	Mile Marker 5	No Data	No Data	PDO	No Data	Rear-end
1010812	Property Damage Only	9/12/2016	1:45:00 PM	SR445	N	N Los Altos Pkwy	No Data	No Data	PDO	No Data	Rear-end
1010860	Property Damage Only	8/31/2016	5:30:00 PM	SR445	N	Mile Marker 3	No Data	No Data	PDO	No Data	Non-collision
1011159	Property Damage Only	8/31/2016	7:25:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1011306	Property Damage Only	9/13/2016	2:25:00 PM	SR445	S	N Los Altos Pkwy	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1011971	Property Damage Only	9/23/2016	1:49:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Rear-end
1012285	Property Damage Only	9/2/2016	5:10:00 PM	SR445	S	Disc DR.	No Data	No Data	PDO	No Data	Rear-end
1012348	Property Damage Only	9/14/2016	7:35:00 AM	Disc Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1012771	Property Damage Only	11/7/2016	2:36:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Non-collision
1012915	Property Damage Only	12/5/2016	4:27:00 PM	SR445	S	Spring Ridge Dr.	No Data	No Data	PDO	No Data	Angle
1013086	Property Damage Only	10/30/2016	3:21:00 PM	SR445	S	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
1013213	Property Damage Only	10/7/2016	1:52:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013269	Property Damage Only	10/8/2016	5:00:00 AM	Sparks Blvd.	S	SR445	No Data	No Data	PDO	No Data	Non-collision
1013414	Property Damage Only	10/30/2016	8:06:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1013431	Property Damage Only	10/11/2016	5:16:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013447	Property Damage Only	12/12/2016	5:37:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1013602	Property Damage Only	11/18/2016	12:21:00 AM	SR445	N	Disc Dr.	No Data	No Data	PDO	No Data	Rear-end
1013651	Property Damage Only	11/14/2016	8:20:00 AM	SR445	S	Queen Way	No Data	No Data	PDO	No Data	Rear-end
1013867	Property Damage Only	12/10/2016	1:57:00 PM	SR445	S	Golden View Dr.	No Data	No Data	PDO	No Data	Rear-end
1014093	Property Damage Only	12/22/2016	8:17:00 PM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
1014110	Property Damage Only	12/15/2016	4:47:00 PM	SR445	S	Sparks Blvd.	No Data	No Data	PDO	No Data	Non-Collision
1014181	Property Damage Only	12/28/2016	3:14:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1014201	Property Damage Only	12/5/2016	6:47:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	No Data	Angle
1014266	Property Damage Only	10/19/2016	5:16:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1014346	Property Damage Only	11/13/2016	10:17:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1014455	Property Damage Only	11/28/2016	3:25:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Angle
1014518	Property Damage Only	12/11/2016	4:32:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Rear-end
1014519	Property Damage Only	10/7/2016	7:20:00 AM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1014680	Property Damage Only	10/21/2016	9:30:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Backing
1019938	Property Damage Only	9/16/2016	2:00:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Rear-end
1021176	Property Damage Only	2/21/2015	8:00:00 AM	SR445	No Data	Queen Way	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1029363	Property Damage Only	1/17/2017	9:57:00 PM	N Los Altos Pkwy.	E	SR445	No Data	No Data	PDO	O	Rear-end
1029753	Property Damage Only	1/16/2017	7:10:00 AM	SR445	N	Mile Marker 4	No Data	No Data	PDO	O	Rear-end
1029870	Property Damage Only	1/28/2017	10:18:00 AM	SR445	S	Queen Way	No Data	No Data	PDO	O	Non-Collision
1029907	Property Damage Only	1/8/2017	3:25:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1030752	Property Damage Only	1/3/2017	10:39:00 PM	SR445	S	Kiley Pkwy.	No Data	No Data	PDO	O	Angle
1032276	Property Damage Only	1/23/2017	12:38:00 PM	SR445	N	Mile Marker 2	No Data	No Data	PDO	O	Rear-end
1032776	Property Damage Only	2/15/2017	6:16:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1033730	Property Damage Only	3/12/2017	4:21:00 AM	SR445	S	Sparks Blvd.	No Data	No Data	PDO	O	Non-collision
1033998	Property Damage Only	3/1/2017	5:02:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	O	Unknown
1043097	Property Damage Only	5/21/2017	10:30:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	O	Rear-end
1046044	Property Damage Only	4/16/2017	3:51:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	O	Angle
1046240	Property Damage Only	5/8/2017	4:36:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1049503	Property Damage Only	3/23/2017	12:45:00 PM	SR445	No Data	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1050788	Property Damage Only	6/22/2017	4:06:00 AM	SR445	N	Queen Way	No Data	No Data	PDO	No Data	Non-collision
1051069	Property Damage Only	6/7/2017	3:05:00 PM	SR445	S	N Los Altos Pkwy	No Data	No Data	PDO	O	Rear-end
1051299	Property Damage Only	6/30/2017	8:09:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1052150	Property Damage Only	7/1/2017	4:57:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	O	Non-Collision
1052231	Property Damage Only	6/1/2017	6:30:00 PM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	O	Angle
1053026	Property Damage Only	6/26/2017	12:27:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	O	Angle
1053102	Property Damage Only	5/23/2017	6:30:00 AM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Rear-end
1053308	Property Damage Only	4/9/2017	4:33:00 PM	Kiley Pkwy.	E	SR445	No Data	No Data	PDO	O	Non-collision
1053858	Property Damage Only	6/30/2017	9:29:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1053885	Property Damage Only	6/3/2017	11:05:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1063429	Property Damage Only	8/14/2017	4:31:00 PM	SR445	No Data	Queen Way	No Data	No Data	PDO	O	Angle
1064409	Property Damage Only	8/1/2017	1:35:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1064573	Property Damage Only	7/13/2017	6:30:00 PM	SR445	N	Spring Ridge Dr.	No Data	No Data	PDO	O	Non-collision
1066205	Property Damage Only	9/22/2017	12:33:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1066561	Property Damage Only	10/13/2017	2:01:00 PM	SR445	N	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1066635	Property Damage Only	9/5/2017	6:00:00 PM	SR445	No Data	N Los Altos Pkwy.	No Data	No Data	PDO	O	Rear-end
1067151	Property Damage Only	7/22/2017	5:46:00 PM	Sparks Blvd.	No Data	SR445	No Data	No Data	PDO	No Data	Non-collision
1067320	Property Damage Only	9/14/2017	2:38:00 PM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1067952	Property Damage Only	9/7/2017	9:24:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	O	Non-collision
1068354	Property Damage Only	9/18/2017	7:03:00 AM	SR445	S	N Los Altos Pkwy.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1068639	Property Damage Only	9/28/2017	6:48:00 AM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1069654	Property Damage Only	9/22/2017	7:30:00 PM	SR445	N	Queen Way	No Data	No Data	PDO	O	Rear-end
1069821	Property Damage Only	10/15/2017	7:42:00 AM	SR445	S	Spring Ridge Dr.	No Data	No Data	PDO	O	Rear-end
1073287	Property Damage Only	11/26/2017	5:51:00 PM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1074529	Property Damage Only	11/30/2017	7:44:00 AM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1074685	Property Damage Only	12/23/2017	2:20:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	O	Angle
1075019	Property Damage Only	11/30/2017	7:15:00 PM	SR445	S	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1075261	Property Damage Only	11/17/2017	11:18:00 AM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1075415	Property Damage Only	12/15/2017	10:00:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	O	Rear-end
1075441	Property Damage Only	11/17/2017	12:18:00 PM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1075582	Property Damage Only	10/23/2017	10:17:00 AM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1075592	Property Damage Only	12/8/2017	1:32:00 AM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
1075765	Property Damage Only	10/22/2017	6:30:00 PM	SR445	N	Disc DR.	No Data	No Data	PDO	O	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1076603	Property Damage Only	12/6/2017	5:14:00 PM	SR445	S	Sparks Blvd.	No Data	No Data	PDO	O	Rear-end
1077866	Property Damage Only	10/26/2017	9:19:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	O	Rear-end
1080048	Property Damage Only	10/9/2017	4:21:00 PM	SR445	N	Disc Dr.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1080469	Property Damage Only	11/13/2017	11:39:00 AM	SR445	N	SR880	No Data	No Data	PDO	O	Rear-end
1082015	Property Damage Only	12/8/2017	5:30:00 PM	SR445	No Data	Mile Marker 3	No Data	No Data	PDO	O	Angle
1083627	Property Damage Only	11/3/2017	3:55:00 PM	SR445	N	Los Altos Pkwy.	No Data	No Data	PDO	O	Non-collision

Crash Data, Pyramid (Sparks Blvd. to Calle de la Platta), Washoe County

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
948096	Injury Crash	2/16/2015	6:57:00 PM	SR445	No Data	Calle de la Platta	No Data	3	No Data	C	Rear-end
952642	Injury Crash	3/22/2015	7:45:00 AM	SR445	N	Mile Marker 5	No Data	1	No Data	C	Rear-end
952801	Injury Crash	4/28/2015	7:27:00 PM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-end
953255	Injury Crash	6/16/2015	5:56:00 PM	SR445	S	Lazy Five Pkwy.	No Data	1	No Data	C	Rear-end
953531	Injury Crash	7/7/2015	12:21:00 PM	SR445	S	Sparks Blvd.	No Data	2	No Data	C	Rear-end
954969	Injury Crash	4/3/2015	10:46:00 AM	SR445	S	Sparks Blvd.	No Data	1	No Data	C	Rear-end
955355	Injury Crash	3/20/2015	4:07:00 PM	SR445	S	Eagle Canyon Dr.	No Data	1	No Data	B	Non-collision
955629	Injury Crash	7/22/2015	1:53:00 PM	SR445	S	Lazy Five Pkwy.	No Data	2	No Data	C	Rear-end
959822	Injury Crash	5/8/2015	12:35:00 PM	Egyptian Dr.	W	SR445	No Data	1	No Data	C	Rear-end
960385	Injury Crash	9/3/2015	8:15:00 AM	SR445	N	La Posada Dr.	No Data	2	No Data	C	Sideswiping, Overtaking
960405	Injury Crash	8/27/2015	10:35:00 PM	SR445	N	Mile Marker 9	No Data	3	No Data	U	Rear-end
961172	Injury Crash	9/30/2015	5:06:00 PM	SR445	S	Tierra Del Sol Pkwy.	No Data	2	No Data	U	Angle
965204	Injury Crash	10/12/2015	8:20:00 PM	SR445	S	Eagle Canyon Dr.	No Data	1	No Data	C	Rear-end
976071	Injury Crash	11/30/2015	7:20:00 AM	SR445	N	Sparks Blvd.	No Data	1	No Data	C	Rear-end
982116	Injury Crash	11/30/2015	10:29:00 AM	Calle de la Platta	E	SR445	No Data	1	No Data	B	Non-collision
982119	Injury Crash	12/7/2015	9:35:00 AM	Sky Ranch Blvd.	No Data	SR445	No Data	1	No Data	C	Rear-end
983075	Injury Crash	2/3/2016	6:20:00 AM	SR445	No Data	Calle de la Platta	No Data	1	No Data	C	Angle
983395	Injury Crash	2/26/2016	11:08:00 AM	SR445	N	Highland Ranch Pkwy	No Data	2	No Data	C	Rear-end
984404	Injury Crash	7/9/2015	6:20:00 PM	Sky Ranch Blvd.	No Data	SR445	No Data	2	No Data	C	Rear-end
985347	Injury Crash	4/15/2016	12:20:00 AM	SR445	N	David James Blvd.	No Data	2	No Data	B	Non-collision
989266	Injury Crash	3/27/2016	10:45:00 AM	SR445	N	Sparks Blvd.	No Data	2	No Data	C	Angle
989932	Injury Crash	5/4/2016	8:46:00 PM	SR445	No Data	Sparks Blvd.	No Data	2	No Data	C	Angle
990626	Injury Crash	4/23/2016	10:30:00 PM	SR445	No Data	Highland Ranch Pkwy.	No Data	1	No Data	C	Non-collision
996357	Injury Crash	5/21/2016	11:18:00 AM	SR445	No Data	Eagle Canyon Dr.	No Data	1	No Data	B	Angle
996571	Injury Crash	8/26/2016	4:36:00 AM	SR445	No Data	Lazy Five Pkwy.	No Data	1	No Data	A	Non-collision
996889	Injury Crash	5/25/2016	5:46:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	2	No Data	U	Head-on
999587	Injury Crash	6/14/2016	12:54:00 PM	SR445	No Data	Lazy Five Pkwy.	No Data	1	No Data	B	Non-collision
1003249	Injury Crash	7/25/2016	1:41:00 PM	SR445	No Data	Sunset Springs Ln.	No Data	1	No Data	B	Angle
1007226	Injury Crash	8/7/2016	9:46:00 AM	SR445	N	Lazy Five Pkwy.	No Data	1	No Data	C	Non-Collision

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1011177	Injury Crash	9/6/2016	8:15:00 AM	SR445	S	Mile Marker 6	No Data	1	No Data	B	Rear-End
1012702	Injury Crash	9/29/2016	9:03:00 AM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-End
1012799	Injury Crash	11/27/2016	5:19:00 PM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-End
1013802	Injury Crash	12/25/2016	1:30:00 PM	Highland Ranch Pkwy.	No Data	SR445	No Data	1	No Data	B	Rear-end
1013978	Injury Crash	12/5/2016	9:05:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	2	No Data	C	Rear-end
1014107	Injury Crash	10/14/2016	7:57:00 PM	SR445	No Data	Calle de la Platta	No Data	6	No Data	C	Angle
1021123	Injury Crash	5/14/2016	7:49:00 AM	SR445	N	Lazy Five Pkwy.	No Data	1	No Data	C	Non-collision
1029189	Injury Crash	1/16/2017	4:55:00 PM	SR445	S	Lazy Five Pkwy.	No Data	2	No Data	C	Rear-end
1032088	Injury Crash	1/17/2017	6:55:00 AM	SR445	S	Calle de la Platta	No Data	3	No Data	C	Rear-end
1032225	Injury Crash	1/17/2017	6:55:00 AM	SR445	S	Calle de la Platta	No Data	2	No Data	C	Rear-end
1033576	Injury Crash	2/16/2017	11:39:00 AM	SR445	N	La Posada Dr.	No Data	1	No Data	C	Rear-end
1034174	Injury Crash	3/14/2017	6:59:00 AM	SR445	N	Mile Marker 9	No Data	2	No Data	B	Angle
1039780	Injury Crash	3/9/2017	3:46:00 PM	SR445	No Data	Eagle Canyon Dr.	No Data	1	No Data	B	Rear-end
1042659	Injury Crash	4/13/2017	9:27:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	1	No Data	C	Rear-end
1042942	Injury Crash	4/9/2017	8:35:00 AM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-end
1043500	Injury Crash	4/17/2017	8:20:00 AM	SR445	N	Mile Marker 9	No Data	1	No Data	B	Non-collision
1045028	Injury Crash	5/3/2017	5:30:00 PM	SR445	No Data	La Posada Dr.	No Data	1	No Data	C	Rear-end
1047999	Injury Crash	4/24/2017	3:39:00 PM	SR445	S	Lazy Five Pkwy.	No Data	1	No Data	C	Angle
1049534	Injury Crash	4/13/2017	2:48:00 PM	SR445	S	Robert Banks Blvd.	No Data	5	No Data	C	Rear-end
1049593	Injury Crash	5/18/2017	6:13:00 PM	SR445	No Data	Sparks Blvd.	No Data	1	No Data	C	Angle
1049740	Injury Crash	4/28/2017	2:55:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	2	No Data	A	Rear-end
1062557	Injury Crash	6/17/2017	6:52:00 PM	SR445	No Data	Sparks Blvd.	No Data	1	No Data	C	Sideswipe, Overtaking
1063417	Injury Crash	8/6/2017	5:57:00 PM	SR445	S	Lazy Five Pkwy.	No Data	1	No Data	C	Rear-end
1064115	Injury Crash	8/12/2017	10:54:00 AM	SR445	S	Tierra Del Sol Pkwy.	No Data	1	No Data	B	Non-collision
1064683	Injury Crash	8/13/2017	12:06:00 PM	SR445	N	Mile Marker 7	No Data	1	No Data	B	Angle
1066616	Injury Crash	9/26/2017	10:57:00 AM	SR445	No Data	Sparks Blvd.	No Data	2	No Data	C	Angle
1066992	Injury Crash	8/24/2017	2:59:00 PM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-end
1067923	Injury Crash	9/1/2017	8:34:00 PM	SR445	N	Eagle Canyon Dr.	No Data	1	No Data	C	Rear-end
1069135	Injury Crash	9/9/2017	5:56:00 PM	SR445	S	Calle de la Platta	No Data	1	No Data	C	Angle
1069423	Injury Crash	9/11/2017	2:33:00 PM	SR445	N	Eagle Canyon Rd.	No Data	2	No Data	C	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Dir	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1071498	Injury Crash	10/6/2017	7:26:00 PM	SR445	N	David James Blvd.	No Data	1	No Data	C	Rear-end
1080071	Injury Crash	12/17/2017	4:11:00 PM	SR445	S	Highland Ranch Pkwy.	No Data	2	No Data	C	Rear-end
1083267	Injury Crash	11/16/2017	6:51:00 AM	SR445	S	La Posada Dr.	No Data	1	No Data	C	Rear-end
944579	Property Damage Only	1/7/2015	6:20:00 PM	SR445	S	Mile Marker 8	No Data	No Data	PDO	No Data	Angle
945092	Property Damage Only	3/9/2015	5:10:00 PM	SR445	S	Mile Marker 7	No Data	No Data	PDO	No Data	Rear-end
945561	Property Damage Only	2/16/2015	12:03:00 PM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
946264	Property Damage Only	1/29/2015	3:57:00 PM	SR445	S	La Posada Dr.	No Data	No Data	PDO	No Data	Rear-end
952494	Property Damage Only	5/7/2015	10:10:00 AM	SR445	N	Erin Dr.	No Data	No Data	PDO	No Data	Non-collision
953661	Property Damage Only	4/10/2015	11:06:00 AM	Highland Ranch Pkwy.	W	SR445	No Data	No Data	PDO	No Data	Rear-end
953926	Property Damage Only	5/14/2015	7:32:00 AM	SR445	No Data	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Non-collision
954066	Property Damage Only	7/10/2015	2:20:00 AM	SR445	N	Mile Marker 7	No Data	No Data	PDO	No Data	Non-collision
954238	Property Damage Only	7/3/2015	5:36:00 PM	SR445	N	Sunset Springs Ln.	No Data	No Data	PDO	No Data	Rear-end
954593	Property Damage Only	5/17/2015	7:17:00 AM	SR445	S	Sky Ranch Blvd.	No Data	No Data	PDO	No Data	Angle
954924	Property Damage Only	6/2/2015	7:15:00 AM	SR445	N	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Rear-end
955469	Property Damage Only	7/17/2015	10:42:00 AM	SR445	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
955721	Property Damage Only	7/13/2015	3:17:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Angle
955926	Property Damage Only	4/28/2015	7:39:00 AM	SR445	S	Mile Marker 6	No Data	No Data	PDO	No Data	Rear-end
956046	Property Damage Only	6/23/2015	5:59:00 PM	SR445	S	Lazy Five Pkwy.	No Data	No Data	PDO	No Data	Angle
956321	Property Damage Only	5/18/2015	7:42:00 AM	SR445	No Data	La Posada Dr.	No Data	No Data	PDO	No Data	Rear-end
956534	Property Damage Only	6/14/2015	11:16:00 AM	Sunset Springs Ln.	E	SR445	No Data	No Data	PDO	No Data	Rear-end
956873	Property Damage Only	5/29/2015	2:30:00 PM	SR445	No Data	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Angle
958541	Property Damage Only	9/27/2015	4:55:00 PM	Sunset Springs Ln.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
959047	Property Damage Only	3/8/2015	5:30:00 PM	SR445	No Data	La Posada Dr.	No Data	No Data	PDO	No Data	Angle

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
960233	Property Damage Only	9/17/2015	9:15:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
960348	Property Damage Only	8/3/2015	6:09:00 PM	SR445	S	Dolores Dr.	No Data	No Data	PDO	No Data	Non-collision
960384	Property Damage Only	9/24/2015	7:33:00 AM	Eagle Canyon Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
960450	Property Damage Only	9/29/2015	6:05:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
960488	Property Damage Only	9/21/2015	4:06:00 PM	SR445	N	Calle de la Platta	No Data	No Data	PDO	No Data	Angle
960498	Property Damage Only	8/18/2015	3:45:00 PM	SR445	No Data	La Posada Dr.	No Data	No Data	PDO	No Data	Angle
965244	Property Damage Only	10/14/2015	7:57:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
973665	Property Damage Only	10/6/2015	4:45:00 PM	SR445	S	Mile Marker 6	No Data	No Data	PDO	No Data	Rear-end
973778	Property Damage Only	10/26/2015	12:21:00 AM	SR445	S	Mile Marker 7	No Data	No Data	PDO	No Data	Non-collision
973904	Property Damage Only	11/1/2015	9:17:00 AM	Erin Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
975944	Property Damage Only	11/24/2015	12:48:00 PM	SR445	S	Mile Marker 7	No Data	No Data	PDO	No Data	Non-collision
977517	Property Damage Only	12/22/2015	7:09:00 PM	SR445	No Data	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Angle
978526	Property Damage Only	6/14/2015	10:16:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
978672	Property Damage Only	6/8/2015	12:28:00 PM	SR445	E	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
979378	Property Damage Only	7/22/2015	6:26:00 PM	Sparks Blvd.	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Angle
982132	Property Damage Only	12/17/2015	1:40:00 PM	SR445	No Data	La Posada Dr.	No Data	No Data	PDO	No Data	Rear-end
983074	Property Damage Only	2/3/2016	6:25:00 AM	SR445	No Data	Erin Dr.	No Data	No Data	PDO	No Data	Rear-end
983678	Property Damage Only	2/27/2016	12:09:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
983975	Property Damage Only	2/24/2015	5:58:00 PM	Calle de la Platta	W	SR445	No Data	No Data	PDO	No Data	Non-collision
984169	Property Damage Only	9/25/2015	12:56:00 PM	La Posada Dr.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
984453	Property Damage Only	9/19/2015	5:47:00 PM	SR445	No Data	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
984490	Property Damage Only	11/15/2015	3:20:00 PM	Highland Ranch Pkwy.	W	SR445	No Data	No Data	PDO	No Data	Angle
987272	Property Damage Only	3/19/2016	12:00:00 PM	SR445	S	La Posada Dr.	No Data	No Data	PDO	No Data	Rear-end

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
987804	Property Damage Only	5/4/2016	9:26:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
993633	Property Damage Only	4/7/2016	3:00:00 PM	SR445	No Data	LA Posada Dr.	No Data	No Data	PDO	No Data	Angle
995073	Property Damage Only	5/21/2016	11:59:00 AM	SR445	N	Mile Marker 7	No Data	No Data	PDO	No Data	Angle
997610	Property Damage Only	5/28/2016	8:37:00 PM	SR445	No Data	Dolores Dr.	No Data	No Data	PDO	No Data	Angle
998082	Property Damage Only	6/2/2016	2:46:00 PM	SR445	N	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Rear-end
998799	Property Damage Only	6/6/2016	3:34:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
1000415	Property Damage Only	6/19/2016	7:30:00 AM	SR445	N	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Rear-end
1001319	Property Damage Only	6/25/2016	2:05:00 PM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1001388	Property Damage Only	6/27/2016	7:45:00 AM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Rear-end
1003463	Property Damage Only	7/15/2016	3:00:00 PM	SR445	E	Mile Marker 6.38	No Data	No Data	PDO	No Data	Rear-end
1005349	Property Damage Only	8/14/2016	3:12:00 PM	SR445	No Data	Calle de la Platta	No Data	No Data	PDO	No Data	Angle
1011426	Property Damage Only	9/2/2016	2:10:00 PM	SR445	S	Mile Marker 8	No Data	No Data	PDO	No Data	Rear-end
1012793	Property Damage Only	10/19/2016	5:21:00 PM	SR445	No Data	Calle de la Platta	No Data	No Data	PDO	No Data	Sideswipe, Overtaking
1012880	Property Damage Only	10/7/2016	11:00:00 AM	SR445	S	David James Blvd.	No Data	No Data	PDO	No Data	Rear-end
1013269	Property Damage Only	10/8/2016	5:00:00 AM	Sparks Blvd	S	SR445	No Data	No Data	PDO	No Data	Non-collision
1013414	Property Damage Only	10/30/2016	8:06:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	No Data	Rear-end
1013618	Property Damage Only	10/29/2016	3:32:00 PM	SR445	N	Lazy Five Pkwy.	No Data	No Data	PDO	No Data	Non-collision
1014093	Property Damage Only	12/22/2016	8:17:00 PM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	No Data	Angle
1014141	Property Damage Only	11/27/2016	5:21:00 PM	SR445	S	La Posada Dr.	No Data	No Data	PDO	No Data	Rear-end
1014191	Property Damage Only	11/17/2016	2:05:00 PM	SR445	N	Calle de la Plata	No Data	No Data	PDO	No Data	Angle
1014335	Property Damage Only	12/8/2016	6:43:00 PM	SR445	No Data	La Posada Dr.	No Data	No Data	PDO	No Data	Angle
1014354	Property Damage Only	10/23/2016	7:05:00 AM	Robert Banks Blvd.	No Data	SR445	No Data	No Data	PDO	No Data	Rear-end
1014397	Property Damage Only	12/15/2016	4:42:00 PM	SR445	S	Eagle Canyon Dr.	No Data	No Data	PDO	No Data	Non-collision

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1020637	Property Damage Only	5/12/2016	4:05:00 PM	SR445	No Data	Egyptian Dr.	No Data	No Data	PDO	No Data	Angle
1032327	Property Damage Only	1/11/2017	4:45:00 AM	SR445	N	Erin Dr.	No Data	No Data	PDO	O	Non-collision
1036451	Property Damage Only	2/21/2017	7:41:00 AM	Egyptian Dr.	No Data	SR445	No Data	No Data	PDO	O	Backing
1036467	Property Damage Only	3/13/2017	6:15:00 PM	SR445	S	La Posada Dr.	No Data	No Data	PDO	O	Non-collision
1040092	Property Damage Only	3/6/2017	7:06:00 AM	SR445	W	Calle de la Platta	No Data	No Data	PDO	O	Rear-end
1044666	Property Damage Only	4/11/2017	11:08:00 AM	SR445	N	Sky Ranch Blvd.	No Data	No Data	PDO	O	Rear-end
1050087	Property Damage Only	5/19/2017	4:16:00 AM	SR445	S	Sunset Springs Ln.	No Data	No Data	PDO	O	Non-collision
1052950	Property Damage Only	7/5/2017	6:15:00 AM	SR445	N	Mile Marker 8	No Data	No Data	PDO	O	Non-collision
1053102	Property Damage Only	5/23/2017	6:30:00 AM	SR445	No Data	Sparks Blvd.	No Data	No Data	PDO	O	Rear-end
1062588	Property Damage Only	7/5/2017	4:40:00 PM	SR445	N	Sunset Springs Ln.	No Data	No Data	PDO	O	Angle
1064446	Property Damage Only	8/16/2017	3:22:00 PM	SR445	No Data	Sky Ranch Blvd.	No Data	No Data	PDO	O	Angle
1064972	Property Damage Only	8/7/2017	6:44:00 AM	SR445	S	La Posada Dr.	No Data	No Data	PDO	O	Rear-end
1065406	Property Damage Only	8/16/2017	3:00:00 PM	SR445	N	Mile Marker 7	No Data	No Data	PDO	O	Non-collision
1066915	Property Damage Only	9/24/2017	4:45:00 PM	Tierra Del Sol Pkwy.	E	SR445	No Data	No Data	PDO	O	Rear-end
1066931	Property Damage Only	9/18/2017	7:44:00 PM	SR445	No Data	Eagle Canyon Dr.	No Data	No Data	PDO	O	Angle
1067151	Property Damage Only	7/22/2017	5:46:00 PM	Sparks Blvd.	No Data	SR445	No Data	No Data	PDO	No Data	Non-collision
1067952	Property Damage Only	9/7/2017	9:24:00 PM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	O	Non-collision
1067999	Property Damage Only	9/24/2017	5:36:00 PM	SR445	S	Tierra Del Sol Pkwy.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1068015	Property Damage Only	10/7/2017	10:21:00 PM	Dolores Dr.	No Data	SR445	No Data	No Data	PDO	O	Non-Collision
1070420	Property Damage Only	8/30/2017	7:01:00 AM	Eagle Canyon Dr.	W	SR445	No Data	No Data	PDO	O	Rear-end
1070742	Property Damage Only	8/30/2017	2:42:00 PM	Eagle Canyon Dr.	W	SR445	No Data	No Data	PDO	O	Sideswipe, Overtaking
1070870	Property Damage Only	4/16/2015	7:25:00 PM	SR445	N	Sparks Blvd	No Data	No Data	PDO	No Data	Rear-end
1070885	Property Damage Only	9/21/2015	7:33:00 PM	SR445	S	Lazy Five Pkwy.	No Data	No Data	PDO	No Data	Sideswipe, Overtaking

OBJECT ID	Crash Severity	Crash Date	Crash Time	Primary Street	Direction	Secondary Street	Fatalities	Injured	Property Damage Only	Injury Type	Crash Type
1073217	Property Damage Only	11/25/2017	4:23:00 PM	SR445	S	La Posada Dr.	No Data	No Data	PDO	O	Rear-end
1073655	Property Damage Only	11/13/2017	12:28:00 PM	SR445	S	Eagle Canyon Dr.	No Data	No Data	PDO	O	Rear-end
1074529	Property Damage Only	11/30/2017	7:44:00 AM	SR445	N	Sparks Blvd.	No Data	No Data	PDO	O	Sideswipe, Overtaking
1075096	Property Damage Only	12/19/2017	6:46:00 AM	SR445	No Data	Tierra Del Sol Pkwy.	No Data	No Data	PDO	O	Non-Collision
1075108	Property Damage Only	10/21/2017	8:10:00 PM	SR445	N	Lazy Five Pkwy.	No Data	No Data	PDO	O	Non-collision
1075415	Property Damage Only	12/15/2017	10:00:00 PM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	O	Rear-end
1075592	Property Damage Only	12/8/2017	1:32:00 AM	Sparks Blvd.	E	SR445	No Data	No Data	PDO	No Data	Non-collision
1076884	Property Damage Only	11/28/2017	7:25:00 AM	SR445	N	Highland Ranch Pkwy.	No Data	No Data	PDO	O	Rear-end
1076898	Property Damage Only	11/27/2017	10:03:00 PM	SR445	No Data	Eagle Canyon Dr.	No Data	No Data	PDO	O	Angle
1080004	Property Damage Only	11/27/2017	8:39:00 AM	SR445	S	Eagle Canyon Dr.	No Data	No Data	PDO	O	Rear-end
1080754	Property Damage Only	10/7/2017	2:51:00 AM	SR445	N	Lazy Five Pkwy.	No Data	No Data	PDO	O	Non-collision
1082484	Property Damage Only	10/24/2017	7:35:00 AM	SR445	S	Lazy Five Pkwy.	No Data	No Data	PDO	O	Angle
1082764	Property Damage Only	11/12/2017	2:54:00 PM	SR445	S	Calle de la Plata	No Data	No Data	PDO	O	Sideswipe, Overtaking

SUB-SECTION D - TRANSFORMING ECONOMIES

Overall Economic Development			
Total Score	**Ranking**	**Score**	
100	HIGH	50	
	MEDUIM	45.1 - 82.4	
	LOW	36	

NDOT seeks to promote the expansion and diversity of Nevada's economy. Points are awarded to those projects that have a greater potential to promote economic development.

D1 - Truck Percentage			
	Percentage Scoring System		
Maximum Score	Min.	Max.	Score
25.0	0.00%	0.90%	0
	1.00%	2.90%	6.25
	3.00%	4.90%	12.5
	5.00%	9.90%	18.75
	10.00%	Above	25

Description

Points are awarded based on the percentage of trucks the project roadway carries. This criterion will better reflect low volume roads that are vital to isolated economic generators within the state such as mining and agriculture.

Truck % = Truck AADT / Total Vehicular AADT

D2 - Freight Reliability			
	Travel time Index (TTI)		
Maximum Score	Max.	Min.	Score
25.0	Greater than 2.61	2.6	25
	2.59	1.8	16.6
	1.79	1.2	8.3
	1.19	1	0.0

Description

Travel time index (TTI) is the ratio of the actual travel time that would occur under uncongested conditions. A TTI of 1.0 means the facility is totally uncongested. A TTI of 1.2 means that the travel time is 20 percent higher than it would be for uncongested conditions. The values shown in this table are the Planning Time Index (PTI) which are the 95th percentile travel times divided by the uncongested travel time. New alignments will be considered uncongested; score will be rated as zero.

D3 - Support Economic Development		
Maximum Score	Scoring System	
	Criteria	Score
50.0	Project may negatively impact economic generator access along the alignment.	0
	Project continues to support and maintain existing access to economic generators.	12.5
	Project may impact a select number of economic generator access, but it enhances the overall alignment corridor access.	25
	Project enhances existing access and improves connectivity along the alignment.	37.5
	Project provides new connections to both existing economic generators and new development areas.	50
Description		
Points are awarded to projects based on impacts or improvements to existing economic generators such as but not limited to, shopping centers, recreational facilities, commercial office space, industrial complexes, tourist attractions, etc.		

	Study	Location	Description	Transforming Economies				
				Truck Percentage	Freight Reliability	Support Economic Development	Total Economic Score	Weighted Economies Score
				25.0%	25.0%	50.0%	100.0%	25.0%
Roadway								
1		US 395	Widen US-395 from Clear Acre Lane to Red Rock Drive (MP 27.06 to 35.81)	25	25.0	12.5	62.5	**15.6**
2		I-80 East	Widen I-80 from McCarran Boulevard to USA Parkway (MP 17.56 to 32.75)	25	16.6	25.0	66.6	**16.7**
3		I-580	New Auxiliary Lanes between interchanges: 1. NB I-580 Moana Ln to Virginia St (MP 22.56 to 21.51) 2. NB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP 20.72 to 21.51) 3. SB I-580 Moana Ln to Virginia St/Kietzke Ln (MP 22.56 to 21.51) 4. SB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP20.72 to21.51)	12.5	25.0	12.5	50.0	**12.5**
4		I-80 West	Widen EB I-80 Robb Drive to Keystone Avenue (MP 9.23 to 12.48)	18.75	8.3	12.5	39.6	**9.9**
5	**EDAWN La Posada Study**	La Posada Alternatives	Potential roadway connection from La Posada to USA Parkway	0.0	0.0	37.5	37.5	**9.4**
6	**Sparks TMSA Study**	La Posada						
7	**NDOT South Meadows Evaluation**	South Meadows Connector	New alignment from South Meadows to USA Parkway	0.0	0.0	50.0	50.0	**12.5**
8	**Pyramid/US 395 Connector**	Connection between Pyramid and US 395 (Overall)	New alignment currently under EIS study	0.0	0.0	37.5	37.5	**9.4**
9		Phase 1	Widen Pyramid Hwy between Queen Way and Sparks Blvd. (MP 1.97 to 5.44)	0.0	25.0	12.5	37.5	**9.4**
10		Phase 2	Widen Disc Dr. from Pyramid hwy. to Vista Blvd.	0.0	0.0	12.5	12.5	**3.1**
11		Phase 3	Construct new US 395 Connector from Parr interchange to Pyramid Highway	0.0	0.0	37.5	37.5	**9.4**
12		Phase 4	Add new direct connect Ramps at US395 w/ widening of US395	0.0	0.0	12.5	12.5	**3.1**
13		Phase 5	Widen Pyramid highway from Sparks Blvd. to Calle De La Plata (MP 5.44 to 9.75)	0.0	25.0	12.5	37.5	**9.4**
14		Phase 6	New interchange near Sun Valley local improvements	0.0	0.0	37.5	37.5	**9.4**

Study		Location	Description	Transforming Economies				
				Truck Percentage	Freight Reliability	Support Economic Development	Total Economic Score	Weighted Economic Score
				25.0%	25.0%	50.0%	100.0%	25.0%
Roadway								
	SEC Alignment Studies							
	Storey County Land Use							
15		Patrick/I-80 Interchange	Reconstruct Interchange	25	16.6	25	66.6	**16.7**
16		Lockwood/I-80 Interchange	Reconstruct Interchange	25	8.3	25	58.3	**14.6**
17		Vanpooling	See transit column below					
18		TRIC internal transit/rail	NDOT currently studying as part of inter-county regional transit study					
19	**Reno Spaghetti Bowl**	I-80/I-580/US 395 System Interchange	Reconstruct Interchange (MP 25.0)	12.5	25.0	12.5	50.0	**12.5**
20	**NDOT Autonomous Vehicles Grant**	I-80	Feasibility of a pilot AV corridor project	25	8.3	12.5	45.8	**11.5**
	2009 I-80 Corridor Study							
		Patrick/I-80 Interchange	Reconstruct Interchange (MP 28.1)					
		Lockwood/I-80 Interchange	Reconstruct Interchange (MP 22.5)					
		Patrick/I-80 Interchange	Construct Roundabout ramp termini					
		Lockwood/I-80 Interchange	Construct Roundabout ramp termini					
21		Eastbound I-80 - McCarran to Sparks	Add auxiliary lanes (MP 16.5 to 17.6)	25.0	8.3	12.5	45.8	**11.5**
22		Eastbound I-80 McCarran to Vista	Widen to 3 lanes (MP 17.6 to 19.7)	25.0	8.3	12.5	45.8	**11.5**
		Eastbound I-80 Vista to Lockwood	Add auxiliary lane					
		Eastbound I-80 Vista to Patrick	Widen to 3 lanes					
23		Westbound I-80 Sparks to McCarran	Add auxiliary lane (MP 16.5 to 17.6)	25.0	8.3	12.5	45.8	**11.5**
24		Westbound I-80 Vista to McCarran	Widen to 3 lanes (MP 17.6 to 19.7)	25.0	8.3	12.5	45.8	**11.5**
		Westbound Lockwood to Vista	Add auxiliary lane					
		Westbound Patrick to Vista	Widen to 3 lanes					
25		Install ITS backbone	E. McCarran to Wadsworth	25.0	8.3	12.5	45.8	**11.5**
	Freight							
	Nevada State Freight Plan							

	Study	Location	Description	Transforming Economies				
				Truck Percentage	Freight Reliability	Support Economic Development	Total Economic Score	Weighted Economic Score
				25.0%	25.0%	50.0%	100.0%	25.0%
Roadway								
26		I-80 Safety Improvements	Eastern Truckee Canyon (USA Parkway interchange improvements)	25	16.6	12.5	54.1	**13.5**
27		I-80 USA Parkway Interchange	New interchange with possible direct connect system	25	16.6	25.0	66.6	**16.7**
28		Lockwood Interchange	New interchange including bridge over the Truckee					
	NDOT Statewide Truck Parking Implementation Plan							
	Other							
29	McCarran SMP	McCarran Interchange	Construct new interchange at McCarran Boulevard	18.8	8.3	25.0	52.1	**13.0**
30	City of Sparks	Sparks Interchange	Construct new interchange at Sparks Blvd.	18.8	8.3	25.0	52.1	**13.0**
31	City of Sparks	Vista Interchange	Construct new interchange at Vista Blvd.	18.8	8.3	25.0	52.1	**13.0**
32	RTC	Clean Water Way	Clean Water bypass (from Veterans Pkwy to I-80)(Eastbound)	0.0	0.0	25.0	25.0	**6.3**
33	I--80 Reversible lanes	Vista to USA	Reversible lanes from Vista to USA Pkwy	25	8.3	12.5	45.8	**11.5**
34	Eagle Canyon Alignment	Lemmon Valley to Spanish Springs	New alignment from Spanish Springs to Lemmon Valley (8.2 mi)	0	0.0	25.0	25.0	**6.3**
	Transit/Rideshare							
	RTC Commuter Rail							
	TESLA Park and Ride							
	RTC Vanpool							
	Operational Agency Plans							
		NDOT Inter-County and Regional Transit Plan						
		EDWAN Transit Management Association						

TMCs

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105+04954	AM PEAK	I-580	NORTHBOUND	108	0.434419	1.161	1.217	1.521	62.9
105+04953	AM PEAK	I-580	NORTHBOUND	106	0.127841	1.146	1.177	1.404	63.7
105P04954	AM PEAK	I-580	NORTHBOUND	109	0.595534	1.138	1.177	1.352	64.1
105P04953	AM PEAK	I-580	NORTHBOUND	107	0.300153	1.135	1.177	1.377	64.3
105-04954	AM PEAK	I-580	SOUTHBOUND	187	0.346632	1.323	1.420	1.972	53.7
105N04954	AM PEAK	I-580	SOUTHBOUND	188	0.568946	1.209	1.246	1.479	58.7
105-04953	AM PEAK	I-580	SOUTHBOUND	189	0.274273	1.208	1.246	1.543	58.8
105N04953	AM PEAK	I-580	SOUTHBOUND	190	0.455024	1.172	1.203	1.420	60.6
105+04996	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	348	0.162619	1.559	1.763	3.526	43.0
105P04995	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	347	0.498886	1.403	1.489	2.680	47.7
105+04995	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	346	0.119974	1.271	1.333	1.838	53.5
105P04992	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	341	0.881881	1.264	1.167	1.892	55.4
105+04994	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	344	0.227521	1.225	1.321	1.707	57.1
105+04993	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	342	1.145367	1.223	1.186	1.750	57.3
105P04994	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	345	0.595199	1.220	1.302	1.643	56.6
105+04992	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	340	0.931535	1.188	1.169	1.380	58.1
105P04993	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	343	0.655049	1.153	1.167	1.458	60.7
105P04991	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	339	0.302546	1.123	1.153	1.283	60.5
105+04991	AM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	338	1.155197	1.105	1.153	1.259	61.5
105P05182	AM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	367	0.205581	1.106	1.123	1.197	66.0
105+05183	AM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	368	4.039421	1.094	1.106	1.197	66.7
105+05182	AM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	366	4.236706	1.090	1.091	1.180	66.1
105P05183	AM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	369	0.513128	1.071	1.109	1.183	66.3
105N05000	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	834	0.673927	1.818	2.444	3.882	36.3
105-05000	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	833	0.693593	1.686	1.861	3.941	39.7
105N05001	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	832	0.628548	1.501	1.367	3.350	44.6
105-05001	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	831	0.264219	1.243	1.172	1.744	54.7
105N05002	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	830	0.455011	1.150	1.153	1.417	59.1
105-05002	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	829	2.34529	1.123	1.113	1.232	61.4
105N05003	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	828	0.217492	1.122	1.113	1.211	61.5
105-05003	AM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	827	1.260768	1.121	1.113	1.211	61.6
105+05002	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	360	0.22621	1.165	1.131	1.327	59.2

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105+05001	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	358	0.664687	1.161	1.169	1.468	59.4
105P05001	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	359	0.671839	1.153	1.113	1.255	59.8
105P05002	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	361	0.474367	1.153	1.131	1.255	59.9
105+05000	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	356	0.282767	1.152	1.153	1.417	59.0
105P05000	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	357	0.537362	1.133	1.133	1.308	60.0
105+05003	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	362	2.435694	1.121	1.111	1.186	62.4
105P05003	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	363	0.374494	1.117	1.111	1.186	62.7
105+05004	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	364	1.001389	1.096	1.111	1.186	63.8
105P05004	AM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	365	0.241508	1.082	1.094	1.167	64.7
105-05004	AM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	825	4.237694	1.135	1.109	1.183	62.5
105N05004	AM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	826	0.199647	1.133	1.129	1.207	61.8
105N05182	AM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	824	0.208917	1.100	1.129	1.207	63.6
105N05183	AM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	822	0.513762	1.090	1.109	1.183	65.1
105-05182	AM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	823	4.056869	1.069	1.109	1.164	66.4
105-04995	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	843	0.281928	1.180	1.241	1.396	56.8
105N04996	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	842	0.490113	1.165	1.222	1.404	56.6
105-04992	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	849	1.134139	1.161	1.218	1.426	57.7
105N04995	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	844	0.513656	1.155	1.193	1.333	58.9
105N04992	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	850	0.594646	1.151	1.236	1.360	59.1
105-04993	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	847	0.299283	1.150	1.193	1.511	59.2
105-04991	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	851	0.754487	1.140	1.193	1.360	59.6
105N04994	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	846	0.613343	1.126	1.172	1.333	60.4
105-04994	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	845	0.089714	1.124	1.172	1.308	60.5
105N04991	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	852	0.668887	1.112	1.150	1.255	62.1
105N04993	AM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	848	0.623111	1.099	1.153	1.236	61.9
105P21025	AM PEAK	NV-445	NORTHBOUND		0.033187	1.869	2.037	5.000	29.4
105P21024	AM PEAK	NV-445	NORTHBOUND		0.153056	1.739	2.000	3.529	34.5
105+21024	AM PEAK	NV-445	NORTHBOUND		1.684972	1.361	1.526	2.000	42.6
105+21025	AM PEAK	NV-445	NORTHBOUND		2.275038	1.291	1.357	1.839	44.2
105N21024	AM PEAK	NV-445	SOUTHBOUND		0.060006	2.105	2.400	5.455	28.5
105N21025	AM PEAK	NV-445	SOUTHBOUND		0.063324	2.058	2.391	5.000	26.7
105N21023	AM PEAK	NV-445	SOUTHBOUND		0.05373	1.946	2.292	5.500	28.3
105-21022	AM PEAK	NV-445	SOUTHBOUND		1.935335	1.833	2.042	4.900	26.7

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105-21023	AM PEAK	NV-445	SOUTHBOUND		1.762152	1.620	1.706	3.222	35.8
105-21024	AM PEAK	NV-445	SOUTHBOUND		2.287608	1.475	1.553	2.458	40.0
105+04962	AM PEAK	US-395	NORTHBOUND	124	1.086026	1.236	1.308	1.545	55.0
105P04962	AM PEAK	US-395	NORTHBOUND	125	0.719411	1.222	1.321	1.591	57.3
105+04964	AM PEAK	US-395	NORTHBOUND	128	0.178228	1.210	1.296	1.591	57.9
105P04963	AM PEAK	US-395	NORTHBOUND	127	0.293492	1.193	1.296	1.522	58.7
105+04963	AM PEAK	US-395	NORTHBOUND	126	1.19238	1.192	1.296	1.522	58.7
105+04965	AM PEAK	US-395	NORTHBOUND	130	0.420842	1.162	1.183	1.365	61.1
105P04964	AM PEAK	US-395	NORTHBOUND	129	0.696004	1.156	1.207	1.400	60.6
105+04967	AM PEAK	US-395	NORTHBOUND	134	1.269772	1.153	1.186	1.346	60.7
105+04966	AM PEAK	US-395	NORTHBOUND	132	1.06621	1.143	1.148	1.296	61.2
105P04965	AM PEAK	US-395	NORTHBOUND	131	0.666812	1.135	1.164	1.291	62.6
105P04966	AM PEAK	US-395	NORTHBOUND	133	0.638291	1.118	1.169	1.302	61.7
105N04962	AM PEAK	US-395	SOUTHBOUND	172	0.781212	2.665	3.500	7.778	26.3
105-04962	AM PEAK	US-395	SOUTHBOUND	171	0.968015	2.176	2.840	6.455	32.6
105N04963	AM PEAK	US-395	SOUTHBOUND	170	0.37035	2.129	2.483	7.200	33.8
105-04963	AM PEAK	US-395	SOUTHBOUND	169	0.416232	1.775	1.651	4.733	40.0
105N04964	AM PEAK	US-395	SOUTHBOUND	168	0.586885	1.530	1.489	3.182	45.8
105N04965	AM PEAK	US-395	SOUTHBOUND	166	0.484825	1.503	1.346	3.182	46.6
105-04964	AM PEAK	US-395	SOUTHBOUND	167	0.573525	1.473	1.468	2.875	46.9
105-04965	AM PEAK	US-395	SOUTHBOUND	165	1.265055	1.351	1.207	2.258	51.8
105N04966	AM PEAK	US-395	SOUTHBOUND	164	0.405637	1.253	1.148	1.429	55.9
105-04966	AM PEAK	US-395	SOUTHBOUND	163	1.455568	1.233	1.167	1.489	56.7
105N04967	AM PEAK	US-395	SOUTHBOUND	162	0.51969	1.137	1.164	1.315	62.5
105+04961	AM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	122	0.184976	1.238	1.314	1.675	54.1
105+04960	AM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	120	0.08642	1.238	1.375	1.650	53.3
105P04960	AM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	121	0.502584	1.229	1.340	1.595	54.5
105P04961	AM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	123	0.463624	1.183	1.264	1.457	56.7
105+04955	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	110	0.336354	1.200	1.286	1.636	60.0
105P04959	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	119	0.744632	1.192	1.283	1.511	57.1
105+04957	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	114	0.119987	1.184	1.246	1.578	59.9
105+04959	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	118	0.212142	1.179	1.259	1.478	57.7
105+04958	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	116	0.3243	1.178	1.246	1.479	60.3
105P04958	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	117	0.339405	1.161	1.228	1.429	60.3
105P04955	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	111	0.39239	1.152	1.220	1.440	62.5
105+04956	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	112	0.170715	1.149	1.200	1.412	62.7

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105P04956	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	113	0.260914	1.141	1.183	1.420	62.2
105P04957	AM PEAK	US-395 NB Moana to I-80	NORTHBOUND	115	0.275323	1.133	1.183	1.365	62.6
105-04961	AM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	173	1.146802	2.620	3.450	7.667	26.3
105N04961	AM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	174	0.346539	2.358	2.957	5.667	28.8
105-04960	AM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	175	0.225185	2.030	2.429	4.533	33.5
105N04960	AM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	176	0.231666	1.950	2.194	4.250	34.9
105-04959	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	177	0.332732	1.777	2.061	3.400	38.3
105N04959	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	178	0.629412	1.563	1.634	2.680	42.9
105-04958	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	179	0.125871	1.474	1.558	2.481	45.5
105N04958	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	180	0.413255	1.389	1.478	2.125	49.0
105-04957	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	181	0.038985	1.384	1.458	2.059	50.6
105N04957	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	182	0.578341	1.275	1.296	1.707	54.9
105N04955	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	186	0.398734	1.238	1.268	1.578	57.3
105-04956	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	183	0.208402	1.230	1.273	1.591	56.9
105-04955	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	185	0.170324	1.213	1.224	1.479	58.5
105N04956	AM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	184	0.246436	1.209	1.224	1.479	58.7
105+04954	MIDDAY	I-580	NORTHBOUND	108	0.434419	1.214	1.281	1.622	60.1
105+04953	MIDDAY	I-580	NORTHBOUND	106	0.127841	1.208	1.217	1.521	60.4
105P04953	MIDDAY	I-580	NORTHBOUND	107	0.300153	1.197	1.217	1.490	61.0
105P04954	MIDDAY	I-580	NORTHBOUND	109	0.595534	1.178	1.217	1.404	62.0
105-04954	MIDDAY	I-580	SOUTHBOUND	187	0.346632	1.247	1.315	1.821	56.9
105-04953	MIDDAY	I-580	SOUTHBOUND	189	0.274273	1.205	1.268	1.614	58.9
105N04954	MIDDAY	I-580	SOUTHBOUND	188	0.568946	1.199	1.224	1.511	59.2
105N04953	MIDDAY	I-580	SOUTHBOUND	190	0.455024	1.157	1.203	1.449	61.4
105+04996	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	348	0.162619	1.330	1.340	2.481	50.4
105P04995	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	347	0.498886	1.260	1.288	1.971	53.2
105+04995	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	346	0.119974	1.164	1.193	1.388	58.4
105+04994	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	344	0.227521	1.144	1.186	1.400	61.2
105P04994	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	345	0.595199	1.142	1.190	1.353	60.4
105+04993	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	342	1.145367	1.132	1.148	1.250	61.8
105P04992	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	341	0.881881	1.119	1.129	1.207	62.5

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105P04993	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	343	0.655049	1.116	1.148	1.273	62.7
105+04992	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	340	0.931535	1.100	1.150	1.255	62.7
105+04991	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	338	1.155197	1.086	1.133	1.214	62.6
105P04991	MIDDAY	I-80 EB Robb Drive to I-590	EASTBOUND	339	0.302546	1.085	1.133	1.214	62.6
105P05182	MIDDAY	I-80 EXIT 23 to EXIT 32	EASTBOUND	367	0.205581	1.081	1.123	1.177	67.5
105+05183	MIDDAY	I-80 EXIT 23 to EXIT 32	EASTBOUND	368	4.039421	1.073	1.106	1.159	68.1
105+05182	MIDDAY	I-80 EXIT 23 to EXIT 32	EASTBOUND	366	4.236706	1.066	1.108	1.161	67.6
105P05183	MIDDAY	I-80 EXIT 23 to EXIT 32	EASTBOUND	369	0.513128	1.061	1.092	1.145	66.9
105N05000	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	834	0.673927	1.241	1.294	1.833	53.2
105-05000	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	833	0.693593	1.186	1.264	1.595	56.5
105N05001	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	832	0.628548	1.125	1.155	1.367	59.5
105-05001	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	831	0.264219	1.088	1.133	1.236	62.5
105N05003	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	828	0.217492	1.076	1.113	1.190	64.1
105N05002	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	830	0.455011	1.074	1.115	1.193	63.3
105-05003	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	827	1.260768	1.073	1.113	1.190	64.3
105-05002	MIDDAY	I-80 EXIT 23 to EXIT 32	WESTBOUND	829	2.34529	1.069	1.113	1.169	64.5
105+05001	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	358	0.664687	1.121	1.169	1.380	61.5
105+05000	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	356	0.282767	1.108	1.153	1.283	61.4
105P05001	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	359	0.671839	1.107	1.113	1.211	62.3
105P05000	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	357	0.537362	1.094	1.133	1.236	62.1
105+05002	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	360	0.22621	1.089	1.113	1.255	63.4
105P05002	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	361	0.474367	1.082	1.113	1.190	63.8
105+05004	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	364	1.001389	1.078	1.111	1.167	65.0
105P05003	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	363	0.374494	1.076	1.111	1.167	65.1
105+05003	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	362	2.435694	1.072	1.111	1.167	65.3
105P05004	MIDDAY	I-80 McCarran to EXIT 23	EASTBOUND	365	0.241508	1.063	1.094	1.148	65.9
105N05004	MIDDAY	I-80 McCarran to EXIT 23	WESTBOUND	826	0.199647	1.087	1.129	1.207	64.4
105-05004	MIDDAY	I-80 McCarran to EXIT 23	WESTBOUND	825	4.237694	1.082	1.109	1.183	65.6
105N05182	MIDDAY	I-80 McCarran to EXIT 23	WESTBOUND	824	0.208917	1.077	1.111	1.186	65.0
105N05183	MIDDAY	I-80 McCarran to EXIT 23	WESTBOUND	822	0.513762	1.063	1.109	1.164	66.8
105-05182	MIDDAY	I-80 McCarran to EXIT 23	WESTBOUND	823	4.056869	1.061	1.092	1.164	66.9

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105-04992	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	849	1.134139	1.151	1.218	1.396	58.2
105N04992	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	850	0.594646	1.146	1.236	1.360	59.3
105-04993	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	847	0.299283	1.142	1.172	1.478	59.5
105N04996	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	842	0.490113	1.141	1.179	1.320	57.9
105-04995	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	843	0.281928	1.135	1.196	1.314	59.0
105-04991	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	851	0.754487	1.128	1.193	1.333	60.3
105N04995	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	844	0.513656	1.121	1.172	1.283	60.6
105N04991	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	852	0.668887	1.113	1.150	1.255	62.0
105N04994	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	846	0.613343	1.110	1.153	1.308	61.2
105-04994	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	845	0.089714	1.099	1.153	1.236	61.9
105N04993	MIDDAY	I-80 WB Robb Drive to I-590	WESTBOUND	848	0.623111	1.086	1.133	1.214	62.6
105P21025	MIDDAY	NV-445	NORTHBOUND		0.033187	1.916	2.115	5.000	28.7
105P21024	MIDDAY	NV-445	NORTHBOUND		0.153056	1.584	1.667	3.750	37.9
105+21024	MIDDAY	NV-445	NORTHBOUND		1.684972	1.333	1.415	2.000	43.5
105+21025	MIDDAY	NV-445	NORTHBOUND		2.275038	1.267	1.357	1.727	45.0
105N21024	MIDDAY	NV-445	SOUTHBOUND		0.060006	2.019	2.143	5.455	29.7
105N21025	MIDDAY	NV-445	SOUTHBOUND		0.063324	2.005	2.292	5.500	27.4
105N21023	MIDDAY	NV-445	SOUTHBOUND		0.05373	1.730	1.833	4.231	31.8
105-21022	MIDDAY	NV-445	SOUTHBOUND		1.935335	1.683	1.750	4.083	29.1
105-21023	MIDDAY	NV-445	SOUTHBOUND		1.762152	1.417	1.487	2.320	40.9
105-21024	MIDDAY	NV-445	SOUTHBOUND		2.287608	1.372	1.439	2.034	43.0
105+04964	MIDDAY	US-395	NORTHBOUND	128	0.178228	1.192	1.250	1.489	58.7
105P04962	MIDDAY	US-395	NORTHBOUND	125	0.719411	1.189	1.273	1.522	58.9
105+04962	MIDDAY	US-395	NORTHBOUND	124	1.086026	1.182	1.259	1.478	57.5
105+04963	MIDDAY	US-395	NORTHBOUND	126	1.19238	1.167	1.250	1.458	60.0
105P04963	MIDDAY	US-395	NORTHBOUND	127	0.293492	1.164	1.250	1.458	60.1
105+04965	MIDDAY	US-395	NORTHBOUND	130	0.420842	1.158	1.183	1.340	61.3
105P04964	MIDDAY	US-395	NORTHBOUND	129	0.696004	1.154	1.186	1.321	60.7
105P04965	MIDDAY	US-395	NORTHBOUND	131	0.666812	1.138	1.145	1.268	62.4
105+04967	MIDDAY	US-395	NORTHBOUND	134	1.269772	1.138	1.167	1.296	61.5
105+04966	MIDDAY	US-395	NORTHBOUND	132	1.06621	1.137	1.148	1.250	61.6
105P04966	MIDDAY	US-395	NORTHBOUND	133	0.638291	1.114	1.150	1.255	62.0
105-04963	MIDDAY	US-395	SOUTHBOUND	169	0.416232	1.239	1.224	1.511	57.3
105N04964	MIDDAY	US-395	SOUTHBOUND	168	0.586885	1.164	1.186	1.321	60.1
105-04966	MIDDAY	US-395	SOUTHBOUND	163	1.455568	1.151	1.186	1.321	60.8
105N04962	MIDDAY	US-395	SOUTHBOUND	172	0.781212	1.147	1.148	1.228	61.0
105-04962	MIDDAY	US-395	SOUTHBOUND	171	0.968015	1.143	1.145	1.246	62.1
105-04965	MIDDAY	US-395	SOUTHBOUND	165	1.265055	1.130	1.148	1.228	62.0
105N04963	MIDDAY	US-395	SOUTHBOUND	170	0.37035	1.130	1.161	1.263	63.7
105-04964	MIDDAY	US-395	SOUTHBOUND	167	0.573525	1.127	1.150	1.255	61.2

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105N04967	MIDDAY	US-395	SOUTHBOUND	162	0.51969	1.125	1.145	1.246	63.1
105N04965	MIDDAY	US-395	SOUTHBOUND	166	0.484825	1.124	1.148	1.228	62.3
105N04966	MIDDAY	US-395	SOUTHBOUND	164	0.405637	1.114	1.148	1.228	62.8
105+04961	MIDDAY	US-395 NB McCarran to Oddie	NORTHBOUND	122	0.184976	1.222	1.288	1.675	54.8
105+04960	MIDDAY	US-395 NB McCarran to Oddie	NORTHBOUND	120	0.08642	1.208	1.294	1.500	54.6
105P04960	MIDDAY	US-395 NB McCarran to Oddie	NORTHBOUND	121	0.502584	1.201	1.264	1.489	55.8
105P04961	MIDDAY	US-395 NB McCarran to Oddie	NORTHBOUND	123	0.463624	1.157	1.241	1.396	57.9
105+04955	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	110	0.336354	1.209	1.286	1.600	59.5
105+04957	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	114	0.119987	1.197	1.246	1.543	59.3
105P04959	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	119	0.744632	1.188	1.259	1.447	57.2
105+04959	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	118	0.212142	1.182	1.236	1.417	57.5
105+04958	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	116	0.3243	1.181	1.246	1.420	60.1
105+04956	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	112	0.170715	1.165	1.220	1.385	61.8
105P04955	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	111	0.39239	1.165	1.220	1.412	61.8
105P04958	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	117	0.339405	1.164	1.228	1.346	60.1
105P04956	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	113	0.260914	1.158	1.203	1.420	61.3
105P04957	MIDDAY	US-395 NB Moana to I-80	NORTHBOUND	115	0.275323	1.142	1.183	1.340	62.2
105N04960	MIDDAY	US-395 SB McCarran to Oddie	SOUTHBOUND	176	0.231666	1.239	1.308	1.511	54.9
105-04960	MIDDAY	US-395 SB McCarran to Oddie	SOUTHBOUND	175	0.225185	1.225	1.283	1.511	55.5
105-04961	MIDDAY	US-395 SB McCarran to Oddie	SOUTHBOUND	173	1.146802	1.158	1.169	1.302	59.6
105N04961	MIDDAY	US-395 SB McCarran to Oddie	SOUTHBOUND	174	0.346539	1.157	1.214	1.333	58.8
105-04959	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	177	0.332732	1.297	1.417	1.659	52.4
105-04958	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	179	0.125871	1.263	1.340	1.634	53.1
105-04957	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	181	0.038985	1.238	1.321	1.628	56.5
105N04959	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	178	0.629412	1.224	1.314	1.558	54.7
105N04958	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	180	0.413255	1.211	1.283	1.545	56.1
105N04957	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	182	0.578341	1.166	1.207	1.373	60.1
105N04955	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	186	0.398734	1.162	1.183	1.392	61.1

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105-04956	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	183	0.208402	1.159	1.207	1.400	60.4
105-04955	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	185	0.170324	1.140	1.164	1.315	62.3
105N04956	MIDDAY	US-395 SB Moana to I-80	SOUTHBOUND	184	0.246436	1.137	1.183	1.291	62.4
105P04953	PM PEAK	I-580	NORTHBOUND	107	0.300153	1.940	2.704	4.563	37.6
105+04953	PM PEAK	I-580	NORTHBOUND	106	0.127841	1.924	2.607	4.867	37.9
105+04954	PM PEAK	I-580	NORTHBOUND	108	0.434419	1.609	1.921	2.920	45.4
105P04954	PM PEAK	I-580	NORTHBOUND	109	0.595534	1.458	1.521	2.607	50.1
105-04954	PM PEAK	I-580	SOUTHBOUND	187	0.346632	1.342	1.420	2.367	52.9
105N04954	PM PEAK	I-580	SOUTHBOUND	188	0.568946	1.270	1.340	2.088	55.9
105-04953	PM PEAK	I-580	SOUTHBOUND	189	0.274273	1.256	1.365	1.868	56.5
105N04953	PM PEAK	I-580	SOUTHBOUND	190	0.455024	1.187	1.246	1.543	59.8
105+04996	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	348	0.162619	1.353	1.396	2.233	49.5
105P04995	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	347	0.498886	1.318	1.340	2.094	50.8
105+04995	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	346	0.119974	1.220	1.236	1.478	55.7
105P04994	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	345	0.595199	1.185	1.211	1.438	58.2
105+04994	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	344	0.227521	1.180	1.228	1.489	59.3
105+04993	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	342	1.145367	1.156	1.167	1.321	60.6
105P04993	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	343	0.655049	1.150	1.167	1.373	60.9
105P04992	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	341	0.881881	1.145	1.148	1.250	61.1
105+04992	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	340	0.931535	1.130	1.150	1.278	61.1
105P04991	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	339	0.302546	1.120	1.172	1.283	60.7
105+04991	PM PEAK	I-80 EB Robb Drive to I-590	EASTBOUND	338	1.155197	1.112	1.172	1.283	61.2
105+05182	PM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	366	4.236706	1.090	1.125	1.180	66.0
105P05182	PM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	367	0.205581	1.090	1.141	1.217	67.0
105+05183	PM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	368	4.039421	1.080	1.123	1.197	67.6
105P05183	PM PEAK	I-80 EXIT 23 to EXIT 32	EASTBOUND	369	0.513128	1.069	1.109	1.183	66.4
105N05000	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	834	0.673927	1.616	2.276	3.143	40.8
105-05000	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	833	0.693593	1.562	1.861	3.526	42.9
105N05001	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	832	0.628548	1.361	1.340	2.913	49.2
105-05001	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	831	0.264219	1.230	1.193	1.789	55.3
105N05002	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	830	0.455011	1.177	1.153	1.478	57.8
105-05003	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	827	1.260768	1.164	1.113	1.232	59.3
105-05002	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	829	2.34529	1.142	1.113	1.278	60.4

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105N05003	PM PEAK	I-80 EXIT 23 to EXIT 32	WESTBOUND	828	0.217492	1.133	1.113	1.232	60.9
105+05002	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	360	0.22621	1.246	1.150	1.438	55.4
105P05002	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	361	0.474367	1.242	1.131	1.302	55.6
105P05001	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	359	0.671839	1.240	1.150	1.408	55.6
105+05001	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	358	0.664687	1.225	1.232	1.605	56.3
105+05000	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	356	0.282767	1.217	1.308	1.545	55.9
105P05000	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	357	0.537362	1.194	1.236	1.447	57.0
105+05003	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	362	2.435694	1.191	1.129	1.207	58.8
105+05004	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	364	1.001389	1.163	1.129	1.228	60.2
105P05003	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	363	0.374494	1.148	1.129	1.207	61.0
105P05004	PM PEAK	I-80 McCarran to EXIT 23	EASTBOUND	365	0.241508	1.104	1.129	1.186	63.4
105N05182	PM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	824	0.208917	1.247	1.111	1.228	56.1
105-05182	PM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	823	4.056869	1.233	1.092	1.203	57.6
105N05183	PM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	822	0.513762	1.216	1.109	1.203	58.4
105-05004	PM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	825	4.237694	1.202	1.109	1.268	59.1
105N05004	PM PEAK	I-80 McCarran to EXIT 23	WESTBOUND	826	0.199647	1.198	1.129	1.273	58.4
105N04996	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	842	0.490113	1.202	1.245	1.467	54.9
105-04995	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	843	0.281928	1.178	1.241	1.426	56.9
105N04995	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	844	0.513656	1.158	1.214	1.417	58.7
105-04993	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	847	0.299283	1.157	1.193	1.545	58.8
105-04992	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	849	1.134139	1.150	1.218	1.396	58.3
105N04992	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	850	0.594646	1.145	1.236	1.360	59.4
105N04991	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	852	0.668887	1.137	1.150	1.255	60.7
105-04994	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	845	0.089714	1.125	1.172	1.308	60.4
105N04994	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	846	0.613343	1.125	1.172	1.360	60.5
105-04991	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	851	0.754487	1.124	1.193	1.333	60.5
105N04993	PM PEAK	I-80 WB Robb Drive to I-590	WESTBOUND	848	0.623111	1.091	1.153	1.236	62.3
105P21024	PM PEAK	NV-445	NORTHBOUND		0.153056	1.949	2.222	5.455	30.8
105P21025	PM PEAK	NV-445	NORTHBOUND		0.033187	1.945	2.200	4.583	28.3
105+21024	PM PEAK	NV-445	NORTHBOUND		1.684972	1.668	1.758	3.053	34.8
105+21025	PM PEAK	NV-445	NORTHBOUND		2.275038	1.332	1.425	1.900	42.8
105N21024	PM PEAK	NV-445	SOUTHBOUND		0.060006	2.497	2.857	8.571	24.0

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105N21025	PM PEAK	NV-445	SOUTHBOUND		0.063324	2.438	2.895	6.875	22.6
105-21022	PM PEAK	NV-445	SOUTHBOUND		1.935335	1.650	1.750	3.500	29.7
105N21023	PM PEAK	NV-445	SOUTHBOUND		0.05373	1.602	1.571	3.929	34.3
105-21024	PM PEAK	NV-445	SOUTHBOUND		2.287608	1.513	1.595	2.565	39.0
105-21023	PM PEAK	NV-445	SOUTHBOUND		1.762152	1.416	1.487	2.320	40.9
105+04964	PM PEAK	US-395	NORTHBOUND	128	0.178228	1.289	1.321	1.892	54.3
105P04964	PM PEAK	US-395	NORTHBOUND	129	0.696004	1.282	1.296	2.000	54.6
105P04963	PM PEAK	US-395	NORTHBOUND	127	0.293492	1.237	1.273	1.667	56.6
105+04965	PM PEAK	US-395	NORTHBOUND	130	0.420842	1.218	1.268	1.732	58.3
105+04963	PM PEAK	US-395	NORTHBOUND	126	1.19238	1.196	1.228	1.522	58.5
105+04962	PM PEAK	US-395	NORTHBOUND	124	1.086026	1.192	1.259	1.511	57.0
105P04962	PM PEAK	US-395	NORTHBOUND	125	0.719411	1.184	1.228	1.522	59.1
105P04965	PM PEAK	US-395	NORTHBOUND	131	0.666812	1.132	1.183	1.365	62.7
105+04967	PM PEAK	US-395	NORTHBOUND	134	1.269772	1.111	1.167	1.273	63.0
105+04966	PM PEAK	US-395	NORTHBOUND	132	1.06621	1.109	1.148	1.273	63.1
105P04966	PM PEAK	US-395	NORTHBOUND	133	0.638291	1.087	1.150	1.255	63.5
105-04963	PM PEAK	US-395	SOUTHBOUND	169	0.416232	1.228	1.224	1.511	57.8
105N04963	PM PEAK	US-395	SOUTHBOUND	170	0.37035	1.188	1.200	1.358	60.6
105-04962	PM PEAK	US-395	SOUTHBOUND	171	0.968015	1.180	1.164	1.291	60.1
105N04962	PM PEAK	US-395	SOUTHBOUND	172	0.781212	1.170	1.167	1.296	59.8
105N04964	PM PEAK	US-395	SOUTHBOUND	168	0.586885	1.166	1.207	1.346	60.0
105-04964	PM PEAK	US-395	SOUTHBOUND	167	0.573525	1.125	1.169	1.302	61.3
105-04966	PM PEAK	US-395	SOUTHBOUND	163	1.455568	1.125	1.186	1.321	62.2
105-04965	PM PEAK	US-395	SOUTHBOUND	165	1.265055	1.113	1.167	1.250	62.9
105N04965	PM PEAK	US-395	SOUTHBOUND	166	0.484825	1.110	1.167	1.250	63.0
105N04966	PM PEAK	US-395	SOUTHBOUND	164	0.405637	1.109	1.148	1.250	63.1
105N04967	PM PEAK	US-395	SOUTHBOUND	162	0.51969	1.107	1.164	1.246	64.1
105+04960	PM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	120	0.08642	1.703	2.129	3.143	38.7
105P04960	PM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	121	0.502584	1.559	1.914	2.680	43.0
105+04961	PM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	122	0.184976	1.397	1.634	2.161	48.0
105P04961	PM PEAK	US-395 NB McCarran to Oddie	NORTHBOUND	123	0.463624	1.259	1.396	1.718	53.2
105+04959	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	118	0.212142	1.978	2.615	5.231	34.4
105P04959	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	119	0.744632	1.903	2.519	4.000	35.7
105P04958	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	117	0.339405	1.847	2.414	4.375	37.9
105+04958	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	116	0.3243	1.690	2.088	3.944	42.0
105P04957	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	115	0.275323	1.577	1.651	3.550	45.0
105+04957	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	114	0.119987	1.520	1.614	3.087	46.7

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105P04956	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	113	0.260914	1.455	1.479	2.840	48.8
105+04956	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	112	0.170715	1.430	1.440	2.769	50.4
105+04955	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	110	0.336354	1.418	1.500	2.400	50.8
105P04955	PM PEAK	US-395 NB Moana to I-80	NORTHBOUND	111	0.39239	1.406	1.412	2.483	51.2
105N04960	PM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	176	0.231666	1.361	1.360	1.700	49.9
105-04960	PM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	175	0.225185	1.313	1.308	1.659	51.8
105N04961	PM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	174	0.346539	1.261	1.236	1.417	53.9
105-04961	PM PEAK	US-395 SB McCarran to Oddie	SOUTHBOUND	173	1.146802	1.234	1.190	1.380	55.9
105-04959	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	177	0.332732	1.415	1.478	1.889	48.1
105N04959	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	178	0.629412	1.343	1.314	1.718	49.9
105-04958	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	179	0.125871	1.312	1.340	1.861	51.1
105-04957	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	181	0.038985	1.292	1.321	1.842	54.2
105N04955	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	186	0.398734	1.287	1.246	2.152	55.2
105N04958	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	180	0.413255	1.285	1.283	1.789	52.9
105N04957	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	182	0.578341	1.280	1.250	1.707	54.7
105-04956	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	183	0.208402	1.243	1.250	1.795	56.3
105-04955	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	185	0.170324	1.216	1.224	1.732	58.4
105N04956	PM PEAK	US-395 SB Moana to I-80	SOUTHBOUND	184	0.246436	1.199	1.203	1.614	59.2
105P04954	WEEKEND	I-580	NORTHBOUND	109	0.595534	1.175	1.177	1.377	62.1
105+04953	WEEKEND	I-580	NORTHBOUND	106	0.127841	1.173	1.197	1.460	62.3
105+04954	WEEKEND	I-580	NORTHBOUND	108	0.434419	1.171	1.217	1.460	62.3
105P04953	WEEKEND	I-580	NORTHBOUND	107	0.300153	1.159	1.177	1.377	63.0
105-04954	WEEKEND	I-580	SOUTHBOUND	187	0.346632	1.208	1.224	1.732	58.8
105N04954	WEEKEND	I-580	SOUTHBOUND	188	0.568946	1.185	1.203	1.511	59.9
105-04953	WEEKEND	I-580	SOUTHBOUND	189	0.274273	1.163	1.224	1.543	61.0
105N04953	WEEKEND	I-580	SOUTHBOUND	190	0.455024	1.135	1.183	1.392	62.5
105+04996	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	348	0.162619	1.241	1.218	1.861	54.0
105P04995	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	347	0.498886	1.207	1.218	1.718	55.5
105+04995	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	346	0.119974	1.110	1.153	1.308	61.3
105+04994	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	344	0.227521	1.108	1.148	1.296	63.2
105P04994	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	345	0.595199	1.106	1.150	1.278	62.4

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105P04993	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	343	0.655049	1.102	1.148	1.273	63.5
105+04991	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	338	1.155197	1.098	1.153	1.236	61.9
105+04993	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	342	1.145367	1.095	1.129	1.228	63.9
105+04992	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	340	0.931535	1.095	1.131	1.232	63.0
105P04991	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	339	0.302546	1.093	1.153	1.236	62.2
105P04992	WEEKEND	I-80 EB Robb Drive to I-590	EASTBOUND	341	0.881881	1.093	1.129	1.207	64.0
105P05182	WEEKEND	I-80 EXIT 23 to EXIT 32	EASTBOUND	367	0.205581	1.110	1.159	1.217	65.7
105+05183	WEEKEND	I-80 EXIT 23 to EXIT 32	EASTBOUND	368	4.039421	1.100	1.141	1.217	66.3
105+05182	WEEKEND	I-80 EXIT 23 to EXIT 32	EASTBOUND	366	4.236706	1.093	1.143	1.200	65.9
105P05183	WEEKEND	I-80 EXIT 23 to EXIT 32	EASTBOUND	369	0.513128	1.077	1.127	1.183	65.9
105N05001	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	832	0.628548	1.128	1.155	1.426	59.4
105-05000	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	833	0.693593	1.126	1.175	1.396	59.5
105N05000	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	834	0.673927	1.117	1.158	1.347	59.1
105-05003	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	827	1.260768	1.089	1.113	1.190	63.3
105-05002	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	829	2.34529	1.087	1.113	1.190	63.5
105-05001	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	831	0.264219	1.085	1.115	1.214	62.7
105N05003	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	828	0.217492	1.084	1.131	1.190	63.7
105N05002	WEEKEND	I-80 EXIT 23 to EXIT 32	WESTBOUND	830	0.455011	1.076	1.115	1.193	63.2
105P05001	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	359	0.671839	1.165	1.131	1.302	59.2
105+05001	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	358	0.664687	1.117	1.150	1.327	61.8
105+05000	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	356	0.282767	1.108	1.153	1.308	61.3
105+05002	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	360	0.22621	1.104	1.150	1.302	62.5
105P05000	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	357	0.537362	1.099	1.133	1.259	61.9
105P05002	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	361	0.474367	1.094	1.131	1.232	63.1
105P05003	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	363	0.374494	1.093	1.129	1.207	64.1
105+05004	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	364	1.001389	1.093	1.129	1.207	64.1
105+05003	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	362	2.435694	1.089	1.129	1.207	64.3
105P05004	WEEKEND	I-80 McCarran to EXIT 23	EASTBOUND	365	0.241508	1.084	1.129	1.186	64.6
105N05004	WEEKEND	I-80 McCarran to EXIT 23	WESTBOUND	826	0.199647	1.098	1.129	1.207	63.8
105-05004	WEEKEND	I-80 McCarran to EXIT 23	WESTBOUND	825	4.237694	1.095	1.127	1.183	64.9
105-05182	WEEKEND	I-80 McCarran to EXIT 23	WESTBOUND	823	4.056869	1.091	1.127	1.183	65.1

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105N05182	WEEKEND	I-80 McCarran to EXIT 23	WESTBOUND	824	0.208917	1.086	1.129	1.186	64.4
105N05183	WEEKEND	I-80 McCarran to EXIT 23	WESTBOUND	822	0.513762	1.086	1.127	1.183	65.4
105N04992	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	850	0.594646	1.156	1.259	1.388	58.8
105-04992	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	849	1.134139	1.142	1.218	1.367	58.7
105N04996	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	842	0.490113	1.111	1.158	1.320	59.4
105N04995	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	844	0.513656	1.110	1.153	1.283	61.3
105-04991	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	851	0.754487	1.108	1.172	1.283	61.4
105-04993	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	847	0.299283	1.107	1.153	1.283	61.4
105N04991	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	852	0.668887	1.107	1.150	1.232	62.3
105-04995	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	843	0.281928	1.102	1.155	1.264	60.8
105N04994	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	846	0.613343	1.097	1.133	1.236	62.0
105N04993	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	848	0.623111	1.092	1.153	1.236	62.3
105-04994	WEEKEND	I-80 WB Robb Drive to I-590	WESTBOUND	845	0.089714	1.092	1.133	1.236	62.3
105P21025	WEEKEND	NV-445	NORTHBOUND		0.033187	2.393	2.619	9.167	23.0
105P21024	WEEKEND	NV-445	NORTHBOUND		0.153056	1.546	1.714	3.529	38.8
105+21024	WEEKEND	NV-445	NORTHBOUND		1.684972	1.392	1.450	2.320	41.7
105+21025	WEEKEND	NV-445	NORTHBOUND		2.275038	1.248	1.295	1.781	45.7
105N21025	WEEKEND	NV-445	SOUTHBOUND		0.063324	2.290	2.500	7.857	24.0
105N21024	WEEKEND	NV-445	SOUTHBOUND		0.060006	2.216	2.400	7.500	27.1
105N21023	WEEKEND	NV-445	SOUTHBOUND		0.05373	1.834	1.833	5.000	30.0
105-21022	WEEKEND	NV-445	SOUTHBOUND		1.935335	1.497	1.581	2.579	32.7
105-21023	WEEKEND	NV-445	SOUTHBOUND		1.762152	1.482	1.487	2.762	39.1
105-21024	WEEKEND	NV-445	SOUTHBOUND		2.287608	1.352	1.372	2.107	43.6
105P04962	WEEKEND	US-395	NORTHBOUND	125	0.719411	1.211	1.346	1.628	57.8
105+04964	WEEKEND	US-395	NORTHBOUND	128	0.178228	1.203	1.273	1.522	58.2
105+04962	WEEKEND	US-395	NORTHBOUND	124	1.086026	1.203	1.333	1.619	56.5
105+04963	WEEKEND	US-395	NORTHBOUND	126	1.19238	1.185	1.296	1.522	59.0
105P04963	WEEKEND	US-395	NORTHBOUND	127	0.293492	1.176	1.296	1.489	59.5
105P04964	WEEKEND	US-395	NORTHBOUND	129	0.696004	1.146	1.207	1.346	61.1
105+04965	WEEKEND	US-395	NORTHBOUND	130	0.420842	1.144	1.183	1.291	62.1
105+04967	WEEKEND	US-395	NORTHBOUND	134	1.269772	1.137	1.167	1.321	61.5
105+04966	WEEKEND	US-395	NORTHBOUND	132	1.06621	1.121	1.148	1.250	62.5
105P04966	WEEKEND	US-395	NORTHBOUND	133	0.638291	1.118	1.169	1.255	61.7
105P04965	WEEKEND	US-395	NORTHBOUND	131	0.666812	1.112	1.145	1.246	63.8
105-04963	WEEKEND	US-395	SOUTHBOUND	169	0.416232	1.238	1.183	1.420	57.3
105N04964	WEEKEND	US-395	SOUTHBOUND	168	0.586885	1.182	1.186	1.321	59.2
105N04963	WEEKEND	US-395	SOUTHBOUND	170	0.37035	1.167	1.161	1.286	61.7
105-04962	WEEKEND	US-395	SOUTHBOUND	171	0.968015	1.122	1.145	1.246	63.3
105N04967	WEEKEND	US-395	SOUTHBOUND	162	0.51969	1.117	1.145	1.246	63.5

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105-04964	WEEKEND	US-395	SOUTHBOUND	167	0.573525	1.115	1.150	1.255	61.9
105-04966	WEEKEND	US-395	SOUTHBOUND	163	1.455568	1.114	1.167	1.296	62.9
105N04962	WEEKEND	US-395	SOUTHBOUND	172	0.781212	1.106	1.129	1.228	63.3
105-04965	WEEKEND	US-395	SOUTHBOUND	165	1.265055	1.105	1.148	1.228	63.3
105N04966	WEEKEND	US-395	SOUTHBOUND	164	0.405637	1.103	1.129	1.228	63.5
105N04965	WEEKEND	US-395	SOUTHBOUND	166	0.484825	1.102	1.148	1.228	63.5
105+04960	WEEKEND	US-395 NB McCarran to Oddie	NORTHBOUND	120	0.08642	1.191	1.320	1.535	55.4
105+04961	WEEKEND	US-395 NB McCarran to Oddie	NORTHBOUND	122	0.184976	1.182	1.264	1.489	56.7
105P04960	WEEKEND	US-395 NB McCarran to Oddie	NORTHBOUND	121	0.502584	1.177	1.264	1.457	56.9
105P04961	WEEKEND	US-395 NB McCarran to Oddie	NORTHBOUND	123	0.463624	1.176	1.264	1.457	57.0
105+04955	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	110	0.336354	1.177	1.220	1.532	61.2
105P04959	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	119	0.744632	1.169	1.236	1.447	58.2
105+04957	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	114	0.119987	1.162	1.224	1.511	61.1
105P04955	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	111	0.39239	1.153	1.180	1.385	62.4
105+04959	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	118	0.212142	1.145	1.214	1.417	59.4
105+04958	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	116	0.3243	1.145	1.203	1.420	62.0
105+04956	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	112	0.170715	1.140	1.180	1.309	63.1
105P04956	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	113	0.260914	1.128	1.164	1.315	63.0
105P04958	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	117	0.339405	1.125	1.207	1.346	62.2
105P04957	WEEKEND	US-395 NB Moana to I-80	NORTHBOUND	115	0.275323	1.121	1.183	1.340	63.4
105N04960	WEEKEND	US-395 SB McCarran to Oddie	SOUTHBOUND	176	0.231666	1.191	1.283	1.447	57.1
105-04960	WEEKEND	US-395 SB McCarran to Oddie	SOUTHBOUND	175	0.225185	1.157	1.236	1.388	58.8
105N04961	WEEKEND	US-395 SB McCarran to Oddie	SOUTHBOUND	174	0.346539	1.129	1.193	1.308	60.2
105-04961	WEEKEND	US-395 SB McCarran to Oddie	SOUTHBOUND	173	1.146802	1.126	1.150	1.278	61.3
105-04959	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	177	0.332732	1.238	1.388	1.659	54.9
105N04959	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	178	0.629412	1.212	1.314	1.595	55.3
105-04958	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	179	0.125871	1.202	1.264	1.558	55.7
105-04957	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	181	0.038985	1.178	1.250	1.556	59.4

TMC	PERIOD	SEGMENT	DIRECTION	ROAD ORDER	TMC LENGTH	AVG TTI	TTI P80	TTI P95	AVG SPEED
105N04958	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	180	0.413255	1.159	1.214	1.511	58.7
105N04955	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	186	0.398734	1.145	1.164	1.340	62.0
105-04956	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	183	0.208402	1.135	1.186	1.400	61.7
105N04957	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	182	0.578341	1.131	1.186	1.373	61.9
105-04955	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	185	0.170324	1.114	1.145	1.291	63.8
105N04956	WEEKEND	US-395 SB Moana to I-80	SOUTHBOUND	184	0.246436	1.113	1.145	1.291	63.8

Vehicle Classification Reports

*The classification count covers an area that has four volume stations within the “From and To”

- Formula: Trucks/AADT = Truck Percentage
- The total number of trucks (Light Trucks + Heavy Trucks) is 6,939

Data Collection Methods:

- Permanent Continuous Weigh In Motion (WIM) – (up to 365 days per year 24 hours per day)
- Permanent Continuous Automatic Vehicle Classification (AVC) – (up to 365 days per year 24 hours per day)
- Short Term AVC – (up to seven continuous days 24 hours per day).
- Manual Classification – (24 to 48 continuous hours, [by manual observation])

*Vehicle Classification distributions are based on number of axels as defined by the Federal Highway Administration (FHWA).

Route	Segment Description		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
IR15	CA/NV Stateline	St. Rose Pkwy. Interchange	351	689	129	235	4995	29	321	134	56	2016
IR15	St. Rose Pkwy. Interchange	Flamingo Rd. Interchange	584	1929	424	335	5186	86	314	131	164	E
IR15	Flamingo Rd. Interchange	Spring Mtn. Rd. Interchange	1388	4584	1007	796	8323	204	746	311	390	E
IR15	Spring Mtn. Rd. Interchange	Sahara Ave.	1414	4584	1027	811	8483	208	761	317	397	E
IR15	Sahara Ave.	L.V. Expwy Interchange	1398	4672	1015	802	8387	206	752	314	393	E
IR15	L.V. Expwy Interchange	Lake Mead Interchange	1047	4619	1791	1360	7225	300	328	203	480	2016
IR15	Lake Mead Interchange	Speedway-Hollywood Blvd. Interchange	839	6319	1435	1090	5789	240	263	163	385	2016
IR15	Speedway-Hollywood Blvd Interchange	US93	199	5063	102	279	3572	32	161	100	472	2016
IR15	US93	West Mesquite	154	570	71	199	3718	43	113	106	218	2015
IR15	West Mesquite	CA/NV State Line	182	693	48	554	2224	9	97	75	216	2015
IR80	CA/NV Stateline	Garson Rd.	167	852	106	191	3859	27	170	151	9	2016
IR80	Garson Rd.	Robb Dr.	748	1076	93	681	1654	14	327	65	15	2014
IR80	Robb Dr.	McCarran Ave.	182	1476	196	162	4728	25	222	187	15	2014
IR80	McCarran Ave.	Keystone Ave.	182	657	196	162	4728	25	222	187	15	2015
IR80	Keystone Ave.	Wells Ave.	540	657	186	205	3724	22	248	183	20	2013
IR80	Wells Ave.	US 395	580	745	225	235	3485	35	270	120	15	2014
IR80	US 395	Vista Blvd.	476	1975	382	302	1617	50	98	44	69	2015
IR80	Vista Blvd.	Mustang	39	1303	650	346	4501	79	244	159	316	2016
IR80	Mustang	USA Pkwy.	183	657	284	147	3150	37	98	90	206	2016
IR80	USA Pkwy.	E. Fernley	157	36	115	217	2667	22	99	61	284	2016
IR80	E. Fernley	US 95 (Trinity)	100	457	75	279	1866	16	314	64	292	2015
IR80	US 95 (Trinity)	Winnemucca Blvd. West	90	367	58	198	1960	15	69	62	260	2016

Route	Segment Description		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
IR80	Winnemucca Blvd. West	East Winnemucca	80	272	41	117	2053	13	55	60	192	2016
IR80	East Winnemucca	SR304	100	177	45	48	2120	44	31	59	277	2015
IR80	SR304	SR304	122	314	41	158	2177	30	55	56	304	2013
IR80	SR304	SR766 Central Carlin	100	276	45	48	2120	44	31	59	277	2016
IR80	SR766 Central Carlin	SR225 Mt. City Hwy.	281	314	46	208	2690	37	73	68	285	2016
IR80	SR225 Mt. City Hwy.	Osino	219	524	50	168	2724	36	58	67	299	2016
IR80	Osino	E. Wells Ave.	66	375	48	65	2236	31	30	61	277	2016
IR80	E. Wells Ave.	US95	77	429	26	118	1907	15	46	61	242	2015
IR215	US95	IR15	394	260	343	193	1033	39	36	22	99	2015
IR215	IR15	Valley View	245	1599	303	123	641	40	34	12	169	E
CL215	Valley View	Rainbow Super Arterial	349	2277	431	174	912	57	48	17	240	E
CL215	Rainbow Super Arterial	SR159 Charleston Blvd.	133	957	208	68	347	29	24	6	143	E
CL215	SR159 Charleston Blvd.	Summerlin Pkwy.	96	920	263	52	248	41	32	2	238	2015
CL215	Summerlin Pkwy.	US 95 (Trinity)	132	998	185	122	2054	34	101	77	124	E
CL215	US 95 (Trinity)	CA/NV Stateline	149	1037	145	156	2956	31	136	114	66	E
US6	CA/NV Stateline	US6/95 (Coaldale Jct.)	3	9	1	3	38	0	10	0	0	2015
US6	US6/95 (Coaldale Jct.)	Jct. US95 (In Tonopah)	18	184	15	56	355	7	11	8	49	2016
US6	Jct. US95 (In Tonopah)	SR375	11	40	8	18	28	1	1	0	11	2016
US 6	SR375	SR318	1	13	1	7	18	1	2	1	5	2016
US6	SR318	US6 / 50 / 93	2	24	10	94	314	7	5	3	34	2016
US6 / 50 / 93	US6 / 50 / 93	Cave Lake Rd.	1	6	14	1	137	7	1	0	19	2016
US6 / 50	Cave Lake Rd.	Jct. US6 / 50 / 93 (Maj. Woods)	1	5	12	4	93	4	0	0	9	2016
US50	CA/NV Stateline	Nevada Beach	1	3	2	3	25	2	0	0	6	2016
US50	Nevada Beach	SR28	116	224	40	43	158	0	10	1	12	2015
US50	SR28	US395	118	183	44	43	165	2	8	4	12	2015
US50	US395	Fairview Ave.	267	500	116	80	582	3	73	19	63	2015
US50	Fairview Ave.	IR580 / US 50	99	1838	106	234	654	24	49	25	107	2016
US50	IR580/ US50	Fairview Ln./Graves Ln.	94	718	76	69	80	4	14	4	21	2016
US50	Fairview Ln. / Graves Ln.	Deer Run Rd. / Arrowhead Dr.	162	540	104	90	124	4	24	6	41	2016
US50	Deer Run Rd. / Arrowhead Dr.	SR341	113	348	54	79	2018	8	22	4	122	2016
US50	Dayton Valley Rd.	SR341	78	163	37	55	152	5	15	2	105	2016

Route	Segment Description		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
US50	US95 Alt.	Lahonton Boat Landing	10	33	11	17	37	1	3	0	9	2016
US50	Lahonton Boat Landing	US50 Alt.	14	39	9	17	40	2	1	2	10	2016
US50	US50 Alt.	US95	74	271	38	138	447	4	29	10	56	2016
US50	US95	SR121 / Dixie Valley Rd.	8	44	8	24	50	2	9	1	12	2016
US50	Dixie Valley Rd.	SR305	4	29	6	17	58	1	6	1	9	2016
US50	SR305	SR376	1	3	4	1	51	8	2	0	20	2016
US50	SR376	SR278	3	9	2	34	39	2	7	0	9	2016
US50	SR278	Fayette Ave.	1	2	11	3	42	6	1	0	13	2016
US50A/ US95A	US50	SR427	18	184	15	56	355	7	11	8	49	2016
US50A/ US95A	SR427	Roundabout	20	99	21	13	150	2	9	1	10	2016
US50A	Roundabout	US50	32	698	38	97	559	13	30	18	73	2016
US93	AZ/NV Stateline	Nevada Hwy.	152	986	136	187	1590	28	82	57	64	2016
US93	Nevada Hwy.	Buchanan Blvd.	214	239	56	128	1742	19	157	38	13	2016
US93	Buchanan Blvd.	US95	395	466	65	160	1479	21	127	35	15	2015
US93/95	RR Pass	Wagonwheel Dr.	446	622	91	282	1829	21	171	43	90	2015
US93/95 run concurrent with and are mileposted IR515, Wagonwheel Dr. to IR15. Then US93 runs concurrent with and is mileposted IR15, Spaghetti Bowl to Jct. US93 N. of Apex.												
US93	IR15	SR318	27	118	9	50	271	5	14	4	19	2016
US93	SR318	SR319	1	13	1	7	18	1	2	1	5	2016
US93	SR319	US6/50	3	7	7	4	65	2	2	0	5	2016
US93	SR319	US6/50	3	7	7	4	65	2	2	0	5	2016
US93	US50	US93 Alt.	21	56	8	26	412	6	7	3	100	2015
US93	US93 Alt. (MP303.892)	IR80 (MP 381.753)	2	12	6	6	373	6	1	2	15	2016
US93	IR80 (MP 381.753)	Idaho (MP 449.668)	13	179	8	51	669	13	3	2	28	2016
US93A	US93 Alt (MP 0.00)	IR80 (MP 59.2)	0	1	3	0	24	1	0	0	72	2016
US95	California Ave.	SR163 (Laughlin Hwy.)	19	71	10	63	367	1	49	7	1	2016
US95	SR163 (Laughlin Hwy.)	SR164 (Nipton Rd.)	66	238	13	162	146	0	43	4	1	2016
US95	SR164 (Nipton Rd.)	US93/95 RR Pass	33	27	44	40	496	15	39	7	21	2016
US95 Runs concurrent with and is mileposted US93 from Jct. US93 to Wagonwheel Dr., then US93/95 runs concurrent with and are mileposted IR515 to IR15 at the Spaghetti Bowl.												
US515	Wagonwheel Dr.	IR215	446	622	91	282	1829	21	171	43	90	2015
US515	Russel Rd.	SR582 Boulder Hwy.	719	2066	598	246	2805	234	97	44	268	2016
US515	Boulder Hwy.	IR15	460	1286	442	233	1763	147	124	52	262	E
US95	IR15	Rainbow Rd.	330	895	363	227	1241	104	137	56	258	2016
US95	Rainbow Rd.	Rancho Interchange	200	505	285	220	720	60	150	60	255	E
US95	Rancho Interchange	SR157 Mt. Charleston	226	969	132	72	388	12	9	5	121	2013
US95	SR157 Mt. Charleston	Indian Springs AFB	76	125	25	87	380	9	12	5	62	2016

Route	Segment		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
US95	Indian Springs AFB	SR160	43	92	9	71	361	9	13	7	67	2016
US95	SR160	1st St. (Beatty)	35	61	10	52	399	8	16	5	21	2016
US95	1st St. (Beatty)	SR226	28	51	8	36	384	4	12	7	66	2015
US95	SR266	Jct. US6 (in Tonopah)	29	57	7	46	323	5	15	5	60	2016
US6/95 run concurrent from Junction US6 in Tonopah to Coaldale Jct. and are mileposted at US6.												
US95	Jct. US6 (Coaldale Jct.)	SR360	28	54	6	62	311	4	15	5	32	2015
US95	SR360	SR362	34	57	8	30	547	7	45	8	29	2016
US95	SR362	Army Ammo Depot (N)	33	86	15	45	519	4	37	8	37	E
US95	Army Ammo Depot (N)	US95 Alt.	35	74	11	33	539	6	46	8	34	2016
US95	US95 Alt.	Williams St. (US50)	21	129	18	41	571	5	23	13	48	2016
US95	Williams St. (US 50)	IR80	7	24	7	20	190	2	5	0	12	2016
US95 runs concurrent with and is milepost as I80 from Trinity Rest Stop to Winnemucca.												
US95	Winnemucca Downtown W.	Winnemucca Blvd. E.	125	60	25	135	210	30	10	5	25	E
US95	Melarkey St.	Reinhart Rd.	110	78	38	19	291	24	11	6	44	2016
US95	Reinhart Rd.	SR290	19	73	8	79	297	6	14	3	28	2016
US95	SR290	SR140	15	53	6	62	313	6	13	2	26	2016
US95	SR140	Idaho	18	89	4	47	294	5	12	4	25	2016
US95A	US95	SR339	17	35	2	18	50	1	3	1	1	2016
US95A	SR339	Weeks Cutoff	198	65	131	28	255	6	15	4	21	2016
US95A	Weeks Cutoff	US50	28	46	13	14	263	6	15	3	19	2016
US50A/95A runs concurrent from Jct. US50 to the Roundabout in Fernley, and are mileposted as US50A.												
US395	CA/NV Stateline	Riverview	27	9	11	10	181	1	30	13	0	2016
US395	Riverview	SR88	87	169	72	43	424	7	87	18	90	2015
US395	SR88	US50	132	299	53	95	163	1	34	6	6	2016
US50 / IR580	US395 / S. Carson St.	US 50 (William St.)	99	1838	106	234	654	24	49	25	107	2016
IR580	US50 (William St.)	Lakeview Interchange	272	685	91	203	329	2	65	11	28	2014
IR580	Lakeview Interchange	Bowers Mansion Rd.	213	426	64	102	329	2	65	11	28	2014
IR580	Bowers Mansion Rd.	Mt. Rose Hwy. (SR431)	143	2228	142	228	711	63	63	30	42	2015
IR580	Mt. Rose Hwy.	Neil Rd.	142	2915	137	213	720	48	56	28	63	2016
IR580	Neil Rd.	Plumb Ln.	476	1303	382	302	1617	50	98	44	69	2014
US395	Plumb Ln.	I-80	518	1506	454	610	2200	21	75	65	44	2010
US395	IR80	Lemmon Valley	339	1335	272	384	1084	7	89	31	215	2015
US395	Lemmon Valley	Red Rock	360	808	195	329	1147	9	103	27	25	2016
US 395	Red Rock	California	119	326	36	107	503	4	75	16	3	2016
SR28	US50	Village Blvd.	28	59	17	6	52	1	3	1	0	2015
SR28	Village Blvd.	SR431	82	100	75	11	68	3	3	0	2	2014
SR28	SR431	California	75	154	91	12	45	1	5	1	0	2015
SR88	California	Centerville Ln.	23	618	56	50	108	3	18	30	40	2015

Route	Segment		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
SR88	Centerville Ln.	US395	38	112	64	20	226	7	16	2	6	2016
SR117	US50	US95	35	76	19	29	132	1	12	7	30	2016
IR146	IR15	IR215 (Pecos Interchange)	204	394	118	59	254	8	17	28	51	2016
SR157	Kyle Canyon Recreation Area	US95	5	33	9	8	4	0	0	0	0	2016
SR159	SR160 (Pahrump Valley Rd.)	IR215	15	28	17	8	230	0	23	4	16	2015
SR160	SR604 (Las Vegas Blvd.)	Rainbow Blvd.	222	380	136	68	439	11	27	6	56	2016
SR160	Rainbow Blvd.	SR159 (Blue Diamond)	66	120	23	40	271	2	24	4	22	2015
SR160	SR159 (Blue Diamond)	SR371 (Charles Brown Hwy.)	53	80	6	32	73	1	4	3	7	2015
SR160	SR372 (Charles Brown Hwy.)	US95	11	14	9	13	28	1	3	0	5	2016
SR163	US95	Needles Hwy.	40	75	22	46	64	1	8	3	2	2016
SR163	Needles Hwy.	NV/AZ State Line	41	67	44	29	80	1	19	3	1	2016
SR170	IR15	Mesquite Blvd.	21	67	6	4	18	4	1	1	49	2016
SR206	SR88 Woodfords Rd.	SR207	9	25	3	5	15	0	1	1	0	2016
SR206	SR207	Genoa Ln.	10	14	5	2	3	0	0	0	0	2016
SR207	US50	SR206	24	30	11	4	43	1	0	1	1	2016
SR207	SR206	SR88	18	48	1	4	28	0	1	0	0	2016
SR208	US395	SR339	4	4	1	2	6	0	2	0	0	2016
SR208	SR339	US95 Alt.	5	5	10	5	10	5	5	0	0	E
SR225	Idaho St.	Copper St.	15	90	5	45	10	0	0	0	5	2008
SR225	Copper St.	Idaho	14	37	14	17	23	2	1	0	12	2016
SR227	Idaho St.	Licht Way	195	364	114	55	65	4	16	3	29	2013
SR266	CA/NV Stateline	US95	1	6	1	4	2	0	1	0	0	2016
SR278	US50	IR80 (Carlin)	4	23	4	4	14	2	3	1	7	2015
SR294	PE / HU Line	SR794 (3rd St.)	10	31	20	2	7	1	2	0	28	2016
SR305	US50	Copper Canyon Rd.	7	6	21	4	19	5	5	1	20	2016
SR305	Copper Canyon Rd.	7	3	27	2	6	24	12	4	0	18	2015
SR318	US93/SR375	US6	13	39	3	22	290	4	9	2	21	2016
SR319	US93	NV/UT State Line	5	2	9	1	28	3	0	0	4	2016
SR339	SR208 (Yerington Rd.)	US95 Alt.	13	53	5	15	51	0	20	1	4	2016
SR341	US50	SR342 (in V.C.)	31	56	15	8	57	0	8	0	7	2016
SR341	SR342 (in V.C.)	US395	17	42	17	5	17	1	0	2	1	2014
SR360	US6	US95	3	7	1	5	276	2	60	4	3	2016
SR362	US95	US95	25	27	8	16	539	6	42	8	33	2016
SR373	California Ave.	US95	11	23	2	5	85	2	6	0	9	2016
SR375	US6	SR318	1	6	0	6	9	0	1	0	5	2016
SR376	US6	US50 (Austin)	1	1	4	1	28	10	4	1	4	2016

Route	Segment		Light Trucks			Heavy Trucls						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3+ Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
US395A	Bowers Mansion Rd. (SR429)	Mt. Rose Hwy. (SR431)	73	123	15	18	46	0	3	2	2	2015
US395A	Mt. Rose Hwy. (SR431)	Longley Ln.	35	67	12	15	16	0	6	1	2	2015
Virginia St.	Longley Ln.	S. McCarran Blvd.	35	67	12	15	16	0	6	1	2	2015
Virginia St.	S. McCarran Blvd.	Plumb Ln.	138	86	24	64	44	0	15	3	4	2014
Virginia St.	Plumb Ln.	N. McCarran Blvd.	109	69	14	21	25	0	5	1	1	2016
Virginia St., SR430	N. McCarran Blvd.	US395	99	63	10	7	19	0	1	0	0	2016
SR431	SR28 (N. Lake Blvd.)	Mt. Rose Ski Area	19	66	54	5	12	1	1	0	0	2015
SR431	Mt. Rose Ski Area	SR430 (S. Virginia St.)	13	486	19	12	25	34	9	1	31	2014
SR445	IR80	N. McCarran Blvd.	44	204	64	53	105	4	20	8	31	2015
SR445	N. McCarran Blvd.	44	44	204	64	53	105	4	20	8	31	2015
SR513	S. Division St.	Fairview Ave.	23	22	11	3	5	0	0	0	2	2015
SR520	SR529 (S. Carson St.)	SR530 (William St.)	20	70	14	8	15	0	7	3	2	2015
SR525	Graves Ln.	US50	22	74	11	11	9	0	0	1	2	2016
SR529	US50 (Spooner Jct.)	Fairview Dr.	267	500	116	80	582	3	73	19	63	2015
SR529	Fairview Dr.	SR520 (Stewart St.)	153	323	66	57	309	2	43	13	34	E
SR529	SR530 (Williams St.)	SR531 (College Pkwy.)	56	135	16	26	41	0	8	4	4	E
SR529	SR531 (College Pkwy.)	IR580 / US395 (Carson Bypass)	73	123	15	18	46	0	3	2	2	2015
SR530	SR529 (Carson St.)	US395 (Carson By-Pass)	25	895	47	48	36	3	3	1	1	2016
SR531	SR529 (North Carson St.)	Graves Ln.	55	80	8	7	7	0	0	0	0	2016
SR535	West Urban Limit	End State Maintained	127	148	70	29	103	5	11	3	51	2015
SR562	Las Vegas Blvd (SR604)	Mountain Vista	306	192	36	41	127	1	4	2	1	2014
SR562	Mountain Vista	US95	148	183	80	35	93	3	10	4	23	2016
SR573	SR599 (Rancho Rd.)	IR15	295	309	112	65	177	5	15	6	51	2016
SR574	US95 (OK Hwy.)	MLK Blvd.	168	144	333	10	79	8	0	0	15	2016
SR574	MLK Blvd.	SR612 (Nellis Blvd.)	439	444	327	99	349	10	70	8	38	2016
SR579	SR599 (Rancho Rd.)	SR604 (Las Vegas Blvd.)	120	112	17	30	54	1	5	0	18	2016
SR579	Las Vegas Blvd. (SR604)	SR612 (Nellis Blvd.)	147	143	13	10	26	0	1	00	1	2016
SR582	US95 (Wagonwheel Dr.)	SR612 (Nellis Blvd.)	154	218	62	165	44	2	8	1	2	2016
SR582	SR612 (Nellis Blvd.)	Maryland Pkwy.	88	146	37	110	22	1	7	2	2	2016
SR589	Rainbow Blvd.	Las Vegas Blvd. (SR604)	100	219	30	153	62	1	10	1	2	2016
SR589	SR604 (Las Vegas Blvd.)	Nellis Blvd. (SR612)	48	70	29	72	16	1	2	0	2	2014
SR592	Rainbow Blvd.	SR604 (Las Vegas Blvd.)	190	252	68	55	63	1	6	1	4	2015
SR592	SR604 (Las Vegas Blvd.)	SR582 (Boulder Hwy.)	189	243	91	49	47	1	10	2	10	2015

Route	Segment		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3 Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
SR593	Rainbow Blvd.	IR15	275	225	85	100	90	5	5	5	5	E
SR593	IR15	IR515	145	204	38	168	76	1	8	2	2	2015
SR593	IR515	Boulder Hwy. (SR582)	128	225	43	202	61	2	6	0	3	2016
SR594	Paradise	Sandhill Rd.	68	119	25	13	20	6	2	1	3	2016
SR594	Sandhill Rd.	IR515	86	120	34	12	40	6	3	1	4	2016
SR595	SR160 (Pahrump Valley Rd.)	SR593 (Tropicana Blvd.)	87	96	37	9	57	1	3	1	3	2014
SR595	SR593 (Tropicana Blvd.)	Rainbow Blvd. Interchange (US95)	167	190	51	60	130	3	9	1	8	2014
SR596	SR593 (Tropicana Ave.)	US95	109	150	12	10	21	0	1	0	7	2016
SR596	US95	Rancho Rd.	81	107	25	6	11	1	1	0	0	2016
SR599	US95	SR574 (Cheyenne Ave.)	243	199	22	24	47	1	6	1	4	2015
SR599	SR574 (Cheyenne Ave.)	US95 (Ann/Rancho Rd. Interchange)	246	193	61	15	25	1	3	0	9	2016
SR604	IR15	SR146 (Saint Rose Pkwy.)	7	24	9	10	18	4	1	1	57	2016
SR604	SR146 (Saint Rose Pkwy.)	SR593 (Tropicana Ave.)	300	373	82	22	57	1	4	0	1	2016
SR604	SR593 (Tropicana Ave.)	SR147 (Lake Mead Blvd.)	434	354	22	59	16	1	12	5	3	2016
SR604	SR147 (Lake Mead Blvd.)	IR15	63	84	24	126	48	0	12	2	5	2016
SR606	Russell Rd.	Charleston Blvd.	63	92	19	96	19	0	5	1	2	2016
SR607	SR562 (Sunset Rd.)	SR159 (Charleston Blvd.)	219	150	67	30	32	0	5	1	2	2016
SR607	SR159 (Charleston Blvd.)	SR604 (Las Vegas Blvd.)	145	192	67	35	34	0	9	1	1	2015
SR610	SR159 (Charleston Blvd.)	SR604 (Las Vegas Blvd.)	145	192	67	35	34	0	9	1	1	2015
SR610	SR604 (Las Vegas Blvd.)	IR15	215	344	253	142	274	16	156	11	112	2016
SR612	SR593 (Tropicana Ave.)	Washington Ave.	163	218	75	23	55	1	6	0	2	2015
SR612	Washington Ave.	SR604 Las Vegas Blvd.	286	328	230	41	66	5	9	1	54	2016
SR648	Kietzke Ln.	E. McCarran Blvd.	175	336	69	42	105	2	39	9	6	2014
SR653	McCarran Blvd.	Virginia St.	12	44	8	5	1	0	1	0	0	2016
SR657	California Ave.	IR80	64	99	13	25	7	0	11	2	5	2016
SR657	IR80	End of Route	30	60	20	35	15	0	5	5	10	2015
SR659	IR580/US395	IR80	125	225	90	80	65	10	0	0	10	E
SR659	IR80	Longley Ln.	144	253	120	69	288	10	24	25	75	2014
SR659	Longley Ln.	IR580	125	765	150	120	160	5	5	5	5	E
SR756	SR88	US395	22	40	3	2	6	0	1	0	0	2016
SR766	IR80	End of Route	127	130	13	21	52	18	4	2	381	2015
Airway Dr.	Longley Ln.	Neil Rd.	65	97	31	14	33	1	8	1	3	2015
Carat Ave.	Double Diamond Pkwy.	Steamboat Pkwy.	11	28	15	0	11	0	0	0	15	2016

Route	Segment		Light Trucks			Heavy Trucks						Data Year
			Single Unit			Semi-Trailer			Multi-Trailer			
	From	To	Bus	2 Ax	3 Ax	4 Ax	5 Ax	6 Ax	5 Ax	6 Ax	7 Ax	
Double Diamond	Double R Blvd.	Double R Blvd.	45	151	9	7	16	1	1	1	7	2016
Echo Blvd.	Moya Blvd.	Alpha Ave.	48	26	14	22	42	0	5	1	2	2016
Fairview Ave.	S. Carson St.	Freeway Entrance	229	364	154	69	604	4	80	12	42	2014
Fairview Ave.	Freeway Entrance	US50	36	82	23	12	19	0	6	1	3	2015
Jacks Valley Rd.	SR206	US395	12	21	4	2	1	0	4	0	0	2016
Koval Ln.	Reno Ave.	Sands	545	680	24	34	43	0	3	1	1	2016
Lone Mtn. Rd.	IR215	Rancho Rd.	26	73	10	6	3	0	1	0	0	2016
Lone Mts. Rd.	Rancho Rd.	Camino Al Norte	10	67	2	3	5	1	1	0	0	2015
Longley Ln.	S. McCarran Blvd.	Pembroke Dr.	80	131	30	83	67	0	6	4	0	2014
Needles Hwy.	CA/NV Stateline	SR163 (Laughlin Hwy.)	32	34	4	15	13	0	8	0	0	2016
Nevada Hwy.	Buchanan Blvd.	US93	14	31	6	4	1	0	1	0	0	2016
Sandhill Rd.	Sunset Rd.	Tropicana Ave.	78	59	12	40	0	1	1	0	1	2016
Sandhill Rd.	Russel Rd.	Boulder Hwy.	62	51	8	5	10	1	1	0	0	2016
South Meadows Pkwy.	I-580 NB off/on ramps	E. of Veterans Pkwy.	57	63	7	2	5	0	1	0	0	2015
Sparks Blvd.	IR80	Pyramid Way	27	60	41	54	135	1	6	2	2	2016
Terminal Way	Plumb Ln.	Gregg St.	152	149	46	31	29	0	5	1	3	2014
Torrey Pines Rd.	Tropicana Ave.	Charleston Blvd.	5	25	2	1	1	0	0	0	0	2016
USA Pkwy.	IR80	EOP	68	175	207	110	910	4	16	4	32	2016
Valley View	IR215	Spring Mtn.	113	123	24	12	21	1	3	0	1	2016
Valley View	Spring Mtn.	US95	143	196	24	16	19	1	2	1	1	2016
Veterans Pkwy.	SR341 (Geiger Grade)	S. Meadows Pkwy.	44	111	8	7	11	2	1	0	7	2016
Vista Blvd.	IR80	Prater Way	142	319	222	176	419	3	35	15	34	2016
Vista Blvd.	Prater Way	End of Maintained	82	124	57	15	38	3	4	2	7	2015
W. Fourth St.	IR80	W. McCarran Blvd.	30	37	31	2	41	0	0	0	2	2016
W. Mesquite Blvd.	IR15	Sandhill Blvd.	28	89	25	9	30	3	7	2	55	2016
Wedge Pkwy.	Mt. Rose Hwy.	Arrow Creek Pkwy.	7	22	8	1	1	0	0	0	0	2016

Reno Facility

SEGMENT	DIRECTION	PERIOD	AVG_TTI	TTI_P80	TTI_P95	AVG_SPEED	Score	
I-580	NORTHBOUND	AM PEAK	1.149	1.196	1.349	63.6		
I-580	NORTHBOUND	MIDDAY	1.199	1.238	1.419	60.9		
I-580	NORTHBOUND	PM PEAK	1.672	2.086	3.115	43.7	25	I-580 Aux lanes
I-580	NORTHBOUND	WEEKEND	1.159	1.196	1.349	63.1		
I-580	SOUTHBOUND	AM PEAK	1.220	1.259	1.427	58.2		
I-580	SOUTHBOUND	MIDDAY	1.202	1.247	1.415	59.1		
I-580	SOUTHBOUND	PM PEAK	1.262	1.319	1.930	56.3		
I-580	SOUTHBOUND	WEEKEND	1.160	1.199	1.382	61.3		
I-80 EB Robb Drive to I-590	EASTBOUND	AM PEAK	1.214	1.220	1.548	56.8	8.3	I-80 Robb to I-580
I-80 EB Robb Drive to I-590	EASTBOUND	MIDDAY	1.136	1.154	1.235	60.8		
I-80 EB Robb Drive to I-590	EASTBOUND	PM PEAK	1.156	1.177	1.289	59.7		
I-80 EB Robb Drive to I-590	EASTBOUND	WEEKEND	1.110	1.140	1.209	62.2		
I-80 EXIT 23 to EXIT 32	EASTBOUND	AM PEAK	1.129	1.125	1.176	64.2		
I-80 EXIT 23 to EXIT 32	EASTBOUND	MIDDAY	1.103	1.123	1.154	65.6		
I-80 EXIT 23 to EXIT 32	EASTBOUND	PM PEAK	1.113	1.136	1.176	65.1		
I-80 EXIT 23 to EXIT 32	EASTBOUND	WEEKEND	1.117	1.145	1.194	64.9		
I-80 EXIT 23 to EXIT 32	WESTBOUND	AM PEAK	1.313	1.376	2.109	51.9	16.6	Mustang to USA
I-80 EXIT 23 to EXIT 32	WESTBOUND	MIDDAY	1.120	1.141	1.196	60.9		
I-80 EXIT 23 to EXIT 32	WESTBOUND	PM PEAK	1.285	1.364	1.947	53.1		
I-80 EXIT 23 to EXIT 32	WESTBOUND	WEEKEND	1.108	1.130	1.191	61.5		
I-80 McCarran to EXIT 23	EASTBOUND	AM PEAK	1.150	1.131	1.193	60.4		
I-80 McCarran to EXIT 23	EASTBOUND	MIDDAY	1.104	1.123	1.156	63.0		
I-80 McCarran to EXIT 23	EASTBOUND	PM PEAK	1.201	1.151	1.232	57.9	8.3	McCarran to Mustang
I-80 McCarran to EXIT 23	EASTBOUND	WEEKEND	1.106	1.134	1.184	62.8		
I-80 McCarran to EXIT 23	WESTBOUND	AM PEAK	1.133	1.125	1.161	62.6		
I-80 McCarran to EXIT 23	WESTBOUND	MIDDAY	1.105	1.121	1.155	64.2		
I-80 McCarran to EXIT 23	WESTBOUND	PM PEAK	1.247	1.123	1.238	56.9	8.3	McCarran to Mustang

SEGMENT	DIRECTION	PERIOD	AVG_TTI	TTI_P80	TTI_P95	AVG_SPEED	Score	
I-80 McCarran to EXIT 23	WESTBOUND	WEEKEND	1.114	1.129	1.172	63.7		
I-80 WB Robb Drive to I-590	WESTBOUND	AM PEAK	1.153	1.181	1.241	58.7		
I-80 WB Robb Drive to I-590	WESTBOUND	MIDDAY	1.141	1.169	1.219	59.4		
I-80 WB Robb Drive to I-590	WESTBOUND	PM PEAK	1.150	1.188	1.278	58.9	8.3	I-80 West
I-80 WB Robb Drive to I-590	WESTBOUND	WEEKEND	1.129	1.163	1.219	60.0		
NV-445	NORTHBOUND	AM PEAK	1.326	1.437	1.834	43.3		
NV-445	NORTHBOUND	MIDDAY	1.298	1.396	1.803	44.3		
NV-445	NORTHBOUND	PM PEAK	1.459	1.573	2.163	39.4		
NV-445	NORTHBOUND	WEEKEND	1.306	1.361	1.913	44.2		
NV-445	SOUTHBOUND	AM PEAK	1.668	1.893	3.300	32.9	25	Pyramid Highway
NV-445	SOUTHBOUND	MIDDAY	1.510	1.609	2.638	36.4		
NV-445	SOUTHBOUND	PM PEAK	1.554	1.664	2.679	35.3		
NV-445	SOUTHBOUND	WEEKEND	1.474	1.568	2.494	37.3		
US-395	NORTHBOUND	AM PEAK	1.182	1.217	1.339	59.0		
US-395	NORTHBOUND	MIDDAY	1.163	1.199	1.298	60.0		
US-395	NORTHBOUND	PM PEAK	1.177	1.217	1.411	59.3		
US-395	NORTHBOUND	WEEKEND	1.144	1.211	1.328	61.1		
US-395	SOUTHBOUND	AM PEAK	1.629	1.869	3.571	43.1	25	Clear Acre to Red Rock
US-395	SOUTHBOUND	MIDDAY	1.138	1.156	1.250	61.7		
US-395	SOUTHBOUND	PM PEAK	1.140	1.161	1.261	61.6		
US-395	SOUTHBOUND	WEEKEND	1.110	1.143	1.222	63.4		
US-395 NB McCarran to Oddie	NORTHBOUND	AM PEAK	1.242	1.298	1.450	54.3		
US-395 NB McCarran to Oddie	NORTHBOUND	MIDDAY	1.199	1.258	1.379	56.3		
US-395 NB McCarran to Oddie	NORTHBOUND	PM PEAK	1.335	1.483	1.782	50.6		
US-395 NB McCarran to Oddie	NORTHBOUND	WEEKEND	1.185	1.290	1.449	57.1		
US-395 NB Moana to I-80	NORTHBOUND	AM PEAK	1.175	1.223	1.337	60.1		
US-395 NB Moana to I-80	NORTHBOUND	MIDDAY	1.187	1.228	1.321	59.5		
US-395 NB Moana to I-80	NORTHBOUND	PM PEAK	1.662	2.102	3.179	42.5	25	I-580 Aux lanes
US-395 NB Moana to I-80	NORTHBOUND	WEEKEND	1.146	1.197	1.301	61.7		

SEGMENT	DIRECTION	PERIOD	AVG_TTI	TTI_P80	TTI_P95	AVG_SPEED	Score	
US-395 SB McCarran to Oddie	SOUTHBOUND	AM PEAK	2.433	3.136	6.331	28.2	25	Spaghetti bowl
US-395 SB McCarran to Oddie	SOUTHBOUND	MIDDAY	1.174	1.202	1.309	58.5		
US-395 SB McCarran to Oddie	SOUTHBOUND	PM PEAK	1.257	1.224	1.378	54.6		
US-395 SB McCarran to Oddie	SOUTHBOUND	WEEKEND	1.131	1.182	1.270	60.8		
US-395 SB Moana to I-80	SOUTHBOUND	AM PEAK	1.377	1.427	1.946	50.5		
US-395 SB Moana to I-80	SOUTHBOUND	MIDDAY	1.214	1.251	1.370	57.3		
US-395 SB Moana to I-80	SOUTHBOUND	PM PEAK	1.303	1.303	1.951	53.3		
US-395 SB Moana to I-80	SOUTHBOUND	WEEKEND	1.167	1.213	1.337	59.6		

TTTR Metric

SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
I-580	NORTHBOUND	105+04953	106	1.286	1.714	3.875	1.286	1.286
I-580	NORTHBOUND	105P04953	107	1.235	1.765	3.778	1.235	1.313
I-580	NORTHBOUND	105+04954	108	1.375	1.500	2.333	1.320	1.333
I-580	SOUTHBOUND	105-04953	189	1.313	1.438	1.563	1.250	1.313
I-580	SOUTHBOUND	105N04953	190	1.231	1.269	1.333	1.269	1.231
I-80 EB Robb Drive to I-590	EASTBOUND	105+04991	338	1.130	1.116	1.159	1.243	1.130
I-80 EB Robb Drive to I-590	EASTBOUND	105P04991	339	1.167	1.111	1.167	1.222	1.111
I-80 EB Robb Drive to I-590	EASTBOUND	105+04992	340	1.127	1.111	1.130	1.218	1.111
I-80 EB Robb Drive to I-590	EASTBOUND	105P04992	341	1.275	1.120	1.180	1.196	1.120
I-80 EB Robb Drive to I-590	EASTBOUND	105+04993	342	1.373	1.154	1.200	1.200	1.108
I-80 EB Robb Drive to I-590	EASTBOUND	105P04993	343	1.184	1.132	1.158	1.184	1.162
I-80 EB Robb Drive to I-590	EASTBOUND	105+04994	344	1.308	1.154	1.231	1.231	1.154
I-80 EB Robb Drive to I-590	EASTBOUND	105P04994	345	1.229	1.171	1.200	1.143	1.143
I-80 EB Robb Drive to I-590	EASTBOUND	105+04995	346	1.286	1.286	1.286	1.143	1.143
I-80 EB Robb Drive to I-590	EASTBOUND	105P04995	347	1.467	1.467	1.467	1.241	1.276
I-80 EB Robb Drive to I-590	EASTBOUND	105+04996	348	1.800	1.600	1.500	1.333	1.333
I-80 EXIT 23 to EXIT 32	EASTBOUND	105+05182	366	1.105	1.050	1.088	1.107	1.088
I-80 EXIT 23 to EXIT 32	EASTBOUND	105P05182	367	1.182	1.091	1.182	1.083	1.182
I-80 EXIT 23 to EXIT 32	EASTBOUND	105+05183	368	1.121	1.063	1.080	1.145	1.098

SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
I-80 EXIT 23 to EXIT 32	WESTBOUND	105-05003	827	1.096	1.096	1.178	1.167	1.125
I-80 EXIT 23 to EXIT 32	WESTBOUND	105N05003	828	1.167	1.167	1.167	1.167	1.167
I-80 EXIT 23 to EXIT 32	WESTBOUND	105-05002	829	1.110	1.088	1.221	1.149	1.104
I-80 EXIT 23 to EXIT 32	WESTBOUND	105N05002	830	1.231	1.154	1.423	1.154	1.115
I-80 EXIT 23 to EXIT 32	WESTBOUND	105-05001	831	1.333	1.200	1.688	1.200	1.133
I-80 EXIT 23 to EXIT 32	WESTBOUND	105N05001	832	1.718	1.342	2.711	1.378	1.270
I-80 EXIT 23 to EXIT 32	WESTBOUND	105-05000	833	2.591	1.767	3.089	1.268	1.214
I-80 EXIT 23 to EXIT 32	WESTBOUND	105N05000	834	2.814	2.214	2.750	1.250	1.200
I-80 McCarran to EXIT 23	EASTBOUND	105+05000	356	1.294	1.176	1.353	1.375	1.250
I-80 McCarran to EXIT 23	EASTBOUND	105P05000	357	1.219	1.125	1.219	1.226	1.161
I-80 McCarran to EXIT 23	EASTBOUND	105+05001	358	1.256	1.154	1.231	1.205	1.179
I-80 McCarran to EXIT 23	EASTBOUND	105P05001	359	1.158	1.105	1.158	1.158	1.105
I-80 McCarran to EXIT 23	EASTBOUND	105+05002	360	1.308	1.231	1.308	1.231	1.231
I-80 McCarran to EXIT 23	EASTBOUND	105P05002	361	1.143	1.111	1.185	1.148	1.148
I-80 McCarran to EXIT 23	EASTBOUND	105+05003	362	1.108	1.072	1.102	1.129	1.086
I-80 McCarran to EXIT 23	EASTBOUND	105P05003	363	1.143	1.095	1.143	1.143	1.095

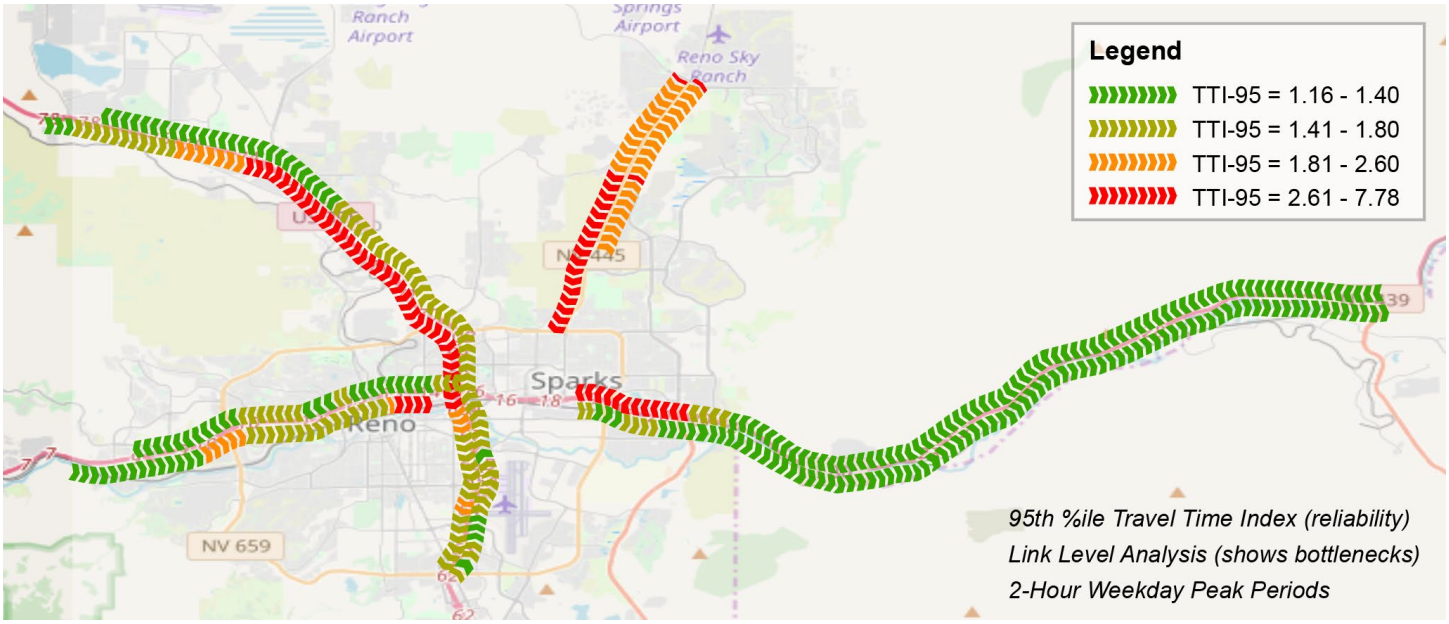
SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
I-80 McCarran to EXIT 23	EASTBOUND	105P05004	365	1.071	1.071	1.071	1.071	1.071
I-80 McCarran to EXIT 23	WESTBOUND	105N05183	822	1.107	1.107	1.143	1.143	1.107
I-80 McCarran to EXIT 23	WESTBOUND	105-05182	823	1.088	1.066	1.123	1.123	1.088
I-80 McCarran to EXIT 23	WESTBOUND	105N05182	824	1.083	1.083	1.167	1.083	1.083
I-80 McCarran to EXIT 23	WESTBOUND	105-05004	825	1.070	1.070	1.190	1.126	1.088
I-80 McCarran to EXIT 23	WESTBOUND	105N05004	826	1.182	1.182	1.273	1.182	1.182
I-80 WB Robb Drive to I-590	WESTBOUND	105N04996	842	1.200	1.207	1.267	1.241	1.172
I-80 WB Robb Drive to I-590	WESTBOUND	105-04995	843	1.176	1.176	1.235	1.235	1.118
I-80 WB Robb Drive to I-590	WESTBOUND	105N04995	844	1.167	1.133	1.161	1.267	1.133
I-80 WB Robb Drive to I-590	WESTBOUND	105-04994	845	1.200	1.200	1.200	1.400	1.200
I-80 WB Robb Drive to I-590	WESTBOUND	105N04994	846	1.139	1.111	1.167	1.333	1.111
I-80 WB Robb Drive to I-590	WESTBOUND	105-04993	847	1.111	1.111	1.167	1.333	1.111
I-80 WB Robb Drive to I-590	WESTBOUND	105N04993	848	1.135	1.108	1.135	1.405	1.135
I-80 WB Robb Drive to I-590	WESTBOUND	105-04992	849	1.139	1.139	1.181	1.370	1.137
I-80 WB Robb Drive to I-590	WESTBOUND	105N04992	850	1.184	1.184	1.211	1.282	1.184
I-80 WB Robb Drive to I-590	WESTBOUND	105-04991	851	1.133	1.133	1.178	1.283	1.133

SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
NV-445	NORTHBOUND	105+21024		1.722	1.815	2.141	2.281	2.008
NV-445	NORTHBOUND	105+21025		1.596	1.497	1.569	1.540	1.590
NV-445	NORTHBOUND	105P21024		3.083	3.091	3.833	2.364	3.091
NV-445	NORTHBOUND	105P21025		3.333	3.667	4.000	3.333	6.667
NV-445	SOUTHBOUND	105-21022		3.090	3.090	2.649	1.681	2.050
NV-445	SOUTHBOUND	105-21023		2.133	1.924	1.924	1.766	2.341
NV-445	SOUTHBOUND	105-21024		1.843	1.651	2.000	1.658	1.861
NV-445	SOUTHBOUND	105N21023		4.000	3.750	3.500	2.750	4.500
NV-445	SOUTHBOUND	105N21024		3.600	4.000	6.200	3.250	5.400
NV-445	SOUTHBOUND	105N21025		3.500	3.833	4.143	2.800	5.500
US-395	NORTHBOUND	105P04962	125	1.378	1.364	1.395	1.313	1.465
US-395	NORTHBOUND	105+04963	126	1.284	1.292	1.319	1.299	1.361
US-395	NORTHBOUND	105P04963	127	1.278	1.222	1.333	1.263	1.353
US-395	NORTHBOUND	105+04964	128	1.364	1.273	1.455	1.364	1.400
US-395	NORTHBOUND	105P04964	129	1.250	1.200	1.619	1.262	1.200
US-395	NORTHBOUND	105+04965	130	1.208	1.208	1.500	1.250	1.167
US-395	NORTHBOUND	105P04965	131	1.158	1.132	1.211	1.158	1.105
US-395	NORTHBOUND	105+04966	132	1.213	1.164	1.180	1.161	1.167
US-395	NORTHBOUND	105P04966	133	1.162	1.162	1.194	1.158	1.194
US-395	NORTHBOUND	105+04967	134	1.230	1.189	1.205	1.213	1.178
US-395	SOUTHBOUND	105N04967	162	1.172	1.138	1.138	1.167	1.138
US-395	SOUTHBOUND	105-04966	163	1.289	1.188	1.188	1.235	1.193
US-395	SOUTHBOUND	105N04966	164	1.217	1.130	1.130	1.217	1.182
US-395	SOUTHBOUND	105-04965	165	1.625	1.125	1.153	1.205	1.141
US-395	SOUTHBOUND	105N04965	166	2.607	1.107	1.143	1.179	1.148
US-395	SOUTHBOUND	105-04964	167	2.324	1.182	1.212	1.273	1.152
US-395	SOUTHBOUND	105N04964	168	2.143	1.176	1.171	1.294	1.206
US-395	SOUTHBOUND	105-04963	169	3.160	1.375	1.375	1.333	1.250
US-395	SOUTHBOUND	105N04963	170	4.318	1.143	1.190	1.190	1.143
US-395	SOUTHBOUND	105-04962	171	4.000	1.148	1.182	1.222	1.148
US-395	SOUTHBOUND	105N04962	172	5.333	1.111	1.156	1.200	1.163
US-395 NB McCarran to Oddie	NORTHBOUND	105+04960	120	1.333	1.333	2.500	1.500	1.167

SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
US-395 NB McCarran to Oddie	NORTHBOUND	105+04961	122	1.250	1.250	1.615	1.417	1.364
US-395 NB McCarran to Oddie	NORTHBOUND	105P04961	123	1.233	1.276	1.433	1.367	1.276
US-395 NB McCarran to Oddie	NORTHBOUND	105+04962	124	1.329	1.319	1.348	1.324	1.418
US-395 NB Moana to I-80	NORTHBOUND	105P04954	109	1.176	1.229	1.750	1.265	1.212
US-395 NB Moana to I-80	NORTHBOUND	105+04955	110	1.400	1.400	1.714	1.400	1.368
US-395 NB Moana to I-80	NORTHBOUND	105P04955	111	1.318	1.217	1.792	1.261	1.227
US-395 NB Moana to I-80	NORTHBOUND	105+04956	112	1.300	1.200	2.000	1.200	1.333
US-395 NB Moana to I-80	NORTHBOUND	105P04956	113	1.267	1.267	2.000	1.333	1.200
US-395 NB Moana to I-80	NORTHBOUND	105+04957	114	1.429	1.429	2.286	1.429	1.429
US-395 NB Moana to I-80	NORTHBOUND	105P04957	115	1.313	1.250	2.529	1.313	1.333
US-395 NB Moana to I-80	NORTHBOUND	105+04958	116	1.316	1.316	2.900	1.474	1.263
US-395 NB Moana to I-80	NORTHBOUND	105P04958	117	1.190	1.238	3.273	1.333	1.250
US-395 NB Moana to I-80	NORTHBOUND	105+04959	118	1.385	1.286	4.214	1.615	1.385
US-395 NB Moana to I-80	NORTHBOUND	105P04959	119	1.383	1.426	3.231	1.604	1.422
US-395 SB McCarran to Oddie	SOUTHBOUND	105-04961	173	5.000	1.162	1.191	1.343	1.152
US-395 SB McCarran to Oddie	SOUTHBOUND	105N04961	174	4.000	1.190	1.286	1.381	1.200

SEGMENT	DIRECTION	TMC	ROAD ORDER	Weekday			All Days	Weekend
				6:00am-10:00 am	10:00am -4:00pm	4:00pm-8:00pm	8:00pm -6:00am	6:00am-8:00pm
US-395 SB McCarran to Oddie	SOUTHBOUND	105-04960	175	2.813	1.286	1.357	1.429	1.214
US-395 SB McCarran to Oddie	SOUTHBOUND	105N04960	176	2.588	1.267	1.333	1.400	1.286
US-395 SB Moana to I-80	SOUTHBOUND	105-04959	177	2.000	1.348	1.391	1.500	1.364
US-395 SB Moana to I-80	SOUTHBOUND	105N04959	178	1.727	1.390	1.450	1.488	1.450
US-395 SB Moana to I-80	SOUTHBOUND	105-04958	179	1.667	1.500	1.500	1.375	1.375
US-395 SB Moana to I-80	SOUTHBOUND	105N04958	180	1.630	1.346	1.423	1.400	1.320
US-395 SB Moana to I-80	SOUTHBOUND	105-04957	181	2.000	1.500	2.000	1.500	1.500
US-395 SB Moana to I-80	SOUTHBOUND	105N04957	182	1.486	1.229	1.371	1.294	1.235
US-395 SB Moana to I-80	SOUTHBOUND	105-04956	183	1.346	1.333	1.462	1.333	1.333
US-395 SB Moana to I-80	SOUTHBOUND	105N04956	184	1.200	1.214	1.429	1.214	1.143
US-395 SB Moana to I-80	SOUTHBOUND	105-04955	185	1.200	1.200	1.400	1.100	1.222
US-395 SB Moana to I-80	SOUTHBOUND	105N04955	186	1.250	1.261	1.625	1.217	1.227
US-395 SB Moana to I-80	SOUTHBOUND	105-04954	187	1.524	1.524	2.000	1.350	1.450
US-395 SB Moana to I-80	SOUTHBOUND	105N04954	188	1.235	1.294	1.765	1.242	1.303

**Refer to AADT Totals under Optimizing Mobility for truck percentages.*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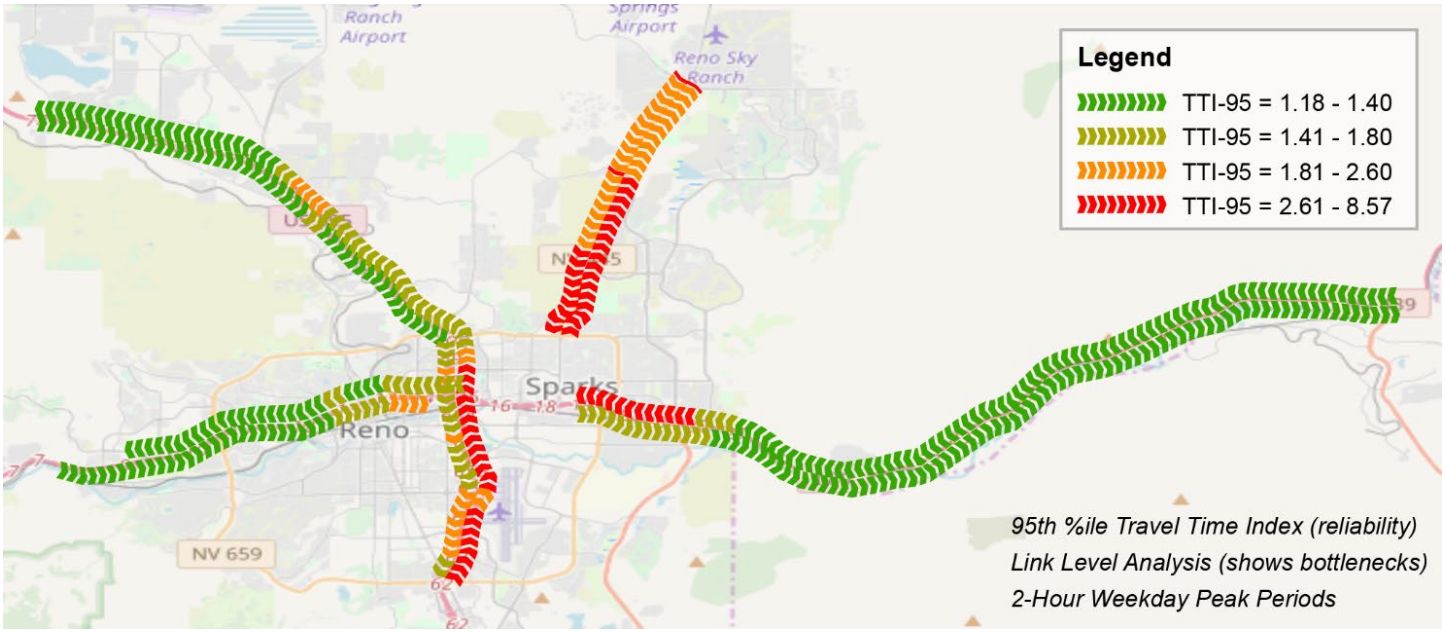
TTI-95 = 1.16 - 1.40
TTI-95 = 1.41 - 1.80
TTI-95 = 1.81 - 2.60
TTI-95 = 2.61 - 7.78
Sparks
Reno
NV 659
95th %ile Travel Time Index (reliability)
Link Level Analysis (shows bottlenecks)
2-Hour Weekday Peak Periods


Legend
TTI-95 = 1.18 - 1.40
TTI-95 = 1.41 - 1.80
TTI-95 = 1.81 - 2.60
TTI-95 = 2.61 - 8.57
Sparks
Reno
NV 659
95th %ile Travel Time Index (reliability)
Link Level Analysis (shows bottlenecks)
2-Hour Weekday Peak Periods

SUB-SECTION E - Sustainability

Overall Community and Well-Being			
Total Score	**Ranking**	**Score**	
100	HIGH	57.5	
	MEDIUM	17.0 - 21.5	
	LOW	45	

This section is intended to provide points to those projects that promote livability within the surrounding community to improve the quality of life.

E1 - Intermodal / Technology Accommodations		
Maximum Score	**Intermodal Scoring System**	
	Criteria	Scoring
40.0	None	0
	1	13.3
	2	26.7
	3 Plus	40

Description

Points are awarded for connecting modes of transportation (i.e., park and ride lots, transit facilities, bicycle facilities) as well as making accommodations for the implementation of technology, connected vehicles, variable speed signs, Active Management Systems.

E2 - Financial / Resource Sustainability		
Maximum Score	**Scoring System**	
	Criteria	Scoring
40.0	No significant long term resources required	40.0
	Moderate long term resources required	20.0
	Significant long term resources required	0

Description

Points are awarded for projects that will not have significant long term cost or resource demands. Less points are awarded for projects that have moderate additional maintenance, such as additional lanes, lighting, technology such as variable speed signs and active traffic management. No points are awarded for new facilities that will require additional maintenance crews.

E3 - Environmental Effects		
Maximum Score	**Environmental Scoring System**	
	Criteria	Scoring

20.0	YES	20.0
	NEUTRAL	10.0
	NO	0

Description
Points are awarded to projects that have the potential to improve air quality, water quality, as well as the potential to mitigate for light and noise pollution, or have minimal environmental impacts.
For new alignments, the existing roadway must be compared to the proposed alignment when analyzing air and water quality. In addition, new alignments are assumed to mitigate environmental impacts, but are scored lower as any new alignment has effects on the environment.

Study		Location	Description	Sustainability				
				Intermodal/ Technology Accommodation	Financial/ Staffing Sustainability	Environmental Effects	Total Sustainability Score	Weighted Sustainability Score
				40.0%	40.0%	20.0%	100.0%	7.5%
Roadway								
1		US 395	Widen US-395 from Clear Acre Lane to Red Rock Drive (MP 27.06 to 35.81)	13.3	40.0	10.0	63.3	**4.7**
2		I-80 East	Widen I-80 from McCarran Boulevard to USA Parkway (MP 17.56 to 32.75)	13.3	40.0	20.0	73.3	**5.5**
3		I-580	New Auxiliary Lanes between interchanges: 1. NB I-580 Moana Ln to Virginia St (MP 22.56 to 21.51) 2. NB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP 20.72 to 21.51) 3. SB I-580 Moana Ln to Virginia St/Kietzke Ln (MP 22.56 to 21.51) 4. SB I-580 Neil Rd/Meadowood Mall to S. Virginia St. (MP20.72 to21.51)	0.0	40.0	10.0	50.0	**3.8**
4		I-80 West	Widen EB I-80 Robb Drive to Keystone Avenue (MP 9.23 to 12.48)	0.0	40.0	10.0	50.0	**3.8**
5	**EDAWN La Posada Study**	La Posada Alternatives	Potential roadway connection from La Posada to USA Parkway	13.3	0.0	0.0	13.3	**1.0**
6	**Sparks TMSA Study**	La Posada						
7	**NDOT South Meadows Evaluation**	South Meadows Connector	New alignment from South Meadows to USA Parkway	13.3	0.0	0.0	13.3	**1.0**
8	**Pyramid/US 395 Connector**	Connection between Pyramid and US 395 (Overall)	New alignment currently under EIS study	13.3	0.0	0.0	13.3	**1.0**
9		Phase 1	Widen Pyramid Hwy between Queen Way and Sparks Blvd. (MP 1.97 to 5.44)	0.0	40.0	10.0	50.0	**3.8**
10		Phase 2	Widen Disc Dr. from Pyramid hwy. to Vista Blvd.	0.0	40.0	10.0	50.0	**3.8**
11		Phase 3	Construct new US 395 Connector from Parr interchange to Pyramid Highway	13.3	0.0	0.0	13.3	**1.0**

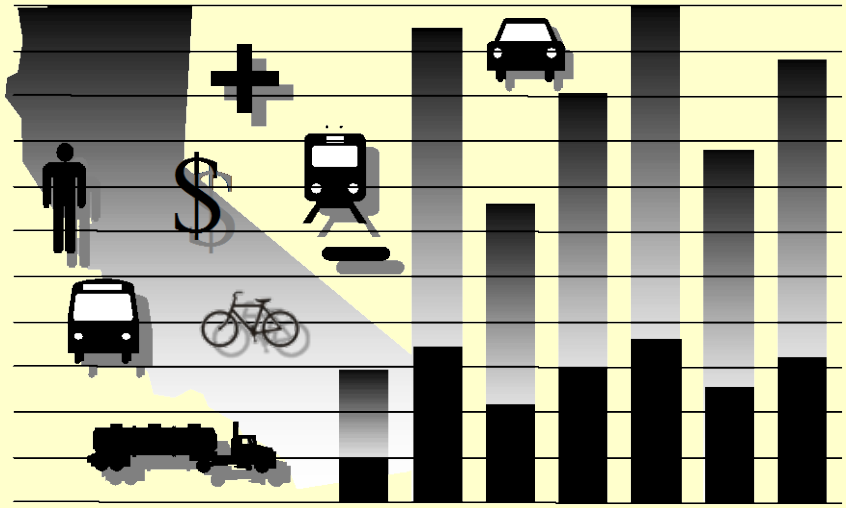
Study		Location	Description	Sustainability				
				Intermodal / Technology Accommodation	Financial Staffing Sustainability	Environmental Effects	Total Sustainability Score	Weighted Sustainability Score
				40.0%	40.0%	20.0%	100.0%	7.5%
Roadway								
12		Phase 4	Add new direct connect Ramps at US395 w/ widening of US395	0.0	20.0	0.0	20.0	**1.5**
13		Phase 5	Widen Pyramid highway from Sparks Blvd. to Calle De La Plata (MP 5.44 to 9.75)	0.0	40.0	10.0	50.0	**3.8**
14		Phase 6	New interchange near Sun Valley local improvements	0.0	0.0	0.0	0.0	**0.0**
	SEC Alignment Studies							
	Storey County Land Use							
15		Patrick/I-80 Interchange	Reconstruct Interchange	0	40	10	50.0	**3.8**
16		Lockwood/I-80 Interchange	Reconstruct Interchange	0	40	10	50.0	**3.8**
17		Vanpooling	See transit column below					
18		TRIC internal transit/rail	NDOT currently studying as part of inter-county regional transit study					
19	**Reno Spaghetti Bowl**	I-80/I-580/US 395 System Interchange	Reconstruct Interchange (MP 25.0)	13.3	20.0	10.0	43.3	**3.2**
20	**NDOT Autonomous Vehicles Grant**	I-80	Feasibility of a pilot AV corridor project	26.7	20	20	66.7	**5.0**
	2009 I-80 Corridor Study							
		Patrick/I-80 Interchange	Reconstruct Interchange (MP 28.1)					
		Lockwood/I-80 Interchange	Reconstruct Interchange (MP 22.5)					
		Patrick/I-80 Interchange	Construct Roundabout ramp termini					
		Lockwood/I-80 Interchange	Construct Roundabout ramp termini					
21		Eastbound I-80 - McCarran to Sparks	Add auxiliary lanes (MP 16.5 to 17.6)	0.0	40.0	10.0	50.0	**3.8**
22		Eastbound I-80 McCarran to Vista	Widen to 3 lanes (MP 17.6 to 19.7)	0.0	40.0	10.0	50.0	**3.8**
		Eastbound I-80 Vista to Lockwood	Add auxiliary lane					
		Eastbound I-80 Vista to Patrick	Widen to 3 lanes					

	Study	Location	Description	Sustainability				
				Intermodal/ Technology Accommodation	Financial Staffing Sustainability	Environmental Effects	Total Sustainability Score	Weighted Sustainability Score
				40.0%	40.0%	20.0%	100.0%	7.5%
Roadway								
23		Westbound I-80 Sparks to McCarran	Add auxiliary lane (MP 16.5 to 17.6)	0.0	40.0	10.0	50.0	**3.8**
24		Westbound I-80 Vista to McCarran	Widen to 3 lanes (MP 17.6 to 19.7)	0.0	40.0	10.0	50.0	**3.8**
		Westbound Lockwood to Vista	Add auxiliary lane					
		Westbound Patrick to Vista	Widen to 3 lanes					
25		Install ITS backbone	E. McCarran to Wadsworth	13.3	40.0	10.0	63.3	**4.7**
	Freight							
	Nevada State Freight Plan							
26		I-80 Safety Improvements	Eastern Truckee Canyon (USA Parkway interchange improvements)	0.0	40.0	10.0	50.0	**3.8**
27		I-80 USA Parkway Interchange	New interchange with possible direct connect system	0.0	20.0	10.0	30.0	**2.3**
28		Lockwood Interchange	New interchange including bridge over the Truckee					
	NDOT Statewide Truck Parking Implementation Plan							
	Other							
29	McCarran SMP	McCarran Interchange	Construct new interchange at McCarran Boulevard	0.0	40.0	10.0	50.0	**3.8**
30	City of Sparks	Sparks Interchange	Construct new interchange at Sparks Blvd.	0.0	40.0	10.0	50.0	**3.8**
31	City of Sparks	Vista Interchange	Construct new interchange at Vista Blvd.	0.0	40.0	10.0	50.0	**3.8**
32	RTC	Clean Water Way	Clean Water bypass (from Veterans Pkwy to I-80)(Eastbound)	0.0	40.0	0.0	40.0	**3.0**
33	I--80 Reversible lanes	Vista to USA	Reversible lanes from Vista to USA Pkwy	26.7	20.0	10.0	56.7	**4.3**
34	Eagle Canyon Alignment	Lemmon Valley to Spanish Springs	New alignment from Spanish Springs to Lemmon Valley (8.2 mi)	0.0	0.0	0.0	0.0	**0.0**
	Transit/Rideshare							
	RTC Commuter Rail							
	TESLA Park and Ride							
	RTC Vanpool							

	Operational Agency Plans							
	NDOT and Inter-County Regional Transit Plan							
	EDWAN Transit Management Association							

California Department Of Transportation

California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 6.2



Office of Transportation Economics
Division of Transportation Planning

December 2017

INTRODUCTION

This spreadsheet model provides a method for preparing a simple economic analysis of both highway and transit projects. Given certain input data for a project, the model calculates its life-cycle costs, life-cycle benefits, net present value, benefit/cost ratio, internal rate of return, and payback period. Annual benefits are also calculated.
The model is arranged by worksheets and contains the following information, data, and results:

Worksheets	**Contents**
Instructions	General model description and assumptions
1) Project Information	Project input data
2) Model Inputs	Highway speed, volume, accident data, and trips estimated by model
3) Results	Summary results of analysis
Travel Time	Calculation of travel time and induced demand impacts
Vehicle Operating Costs	Calculation of highway vehicle operating cost impacts
Accident Costs	Calculation of accident cost impacts
Emissions	Calculation of emission impacts
Final Calculations	Calculation of net present value, internal rate of return, and payback period
Parameters	Economic assumptions, lookup tables, and other model parameters

The model is designed so that the user generally needs to enter data only in the green boxes on the Project Information worksheet. The model estimates detailed highway speed, volume, and accident data for the user to review on the Model Inputs worksheet. Highway speeds are estimated from volumes using relationships found in the Highway Capacity Manual. Other adjustments are made for weaving and pavement conditions. An option is also available to conduct a simple queuing analysis. Accidents are estimated from statewide averages and recent data for the facility. If available, inputs from regional planning or traffic simulation models can be entered to override model calculations. Summary results are shown in Results worksheet.

The remaining worksheets are provided for the user to see, but model performs calculations automatically. Some projects (i.e., truck only lanes, bypasses, interchanges, and connectors) require the user to enter two sets of highway data, since two roads are involved. The model calculates benefits for the first road before the user enters information about the second road. The user clicks a button and the model clears the Project Information worksheet to receive information on other road.

In the process of economic analysis, some generally accepted economic assumptions are necessary. These assumptions include: the real and nominal discount rates, unit user costs (e.g., value of time), consumption rates (e.g., fuel consumption and vehicle emissions), and accident rates. These assumptions are given in the Parameters worksheet and should not be changed by the user.

After reading the instructions in this worksheet, the user should proceed to the Project Information worksheet and input data for the specific project in the green boxes (light gray when printed). The model provides default values in the red boxes (medium gray when printed). These values can be changed by the user, if information specific to the project is available. The model calculates some values based on relationships or assumptions, with results shown in the blue boxes (dark gray when printed). These values can be changed by the user.

INSTRUCTIONS

The user can analyze most projects simply by entering limited data on the Project Information Sheet and getting results on the Results page. The Model Inputs page allows the user to enter more detailed data adjust estimated speeds, volumes, and accidents rates, and check the number of trips estimated for projects that affect vehicle occupancy.

PROJECT DATA (Box 1A)

This section provides general information about the project and is used for highway, rail, and transit projects. At the top of the sheet, the user can enter information about the project, such as the project name, Caltrans district, and funding information.

Type of Project

1 Please select the appropriate type of highway, rail, or transit project from the pull-down menu. The menu appears if user clicks on the green box next to the project type.

For a truck only lane, bypass or intersection project, model reminds user that information must be entered for both roads impacted by project. After entering information for the first road, the user clicks a button at bottom of the worksheet to prepare model for data on the bypass or intersecting road. The user may also enter information for connector projects involving two roads.

Project Location

2 Insert a 1, 2, or 3 for the appropriate region of California. This information is used to estimate peak traffic and emissions benefits.

Length of Construction Period

3 Insert the number of construction years before benefits begin. This must be a whole number (round to next higher integer).

One- or Two-Way Data

4 Indicate whether Highway Design and Traffic Data to be entered in Box 1B is for a single direction or both directions of highway.

Length of Peak Period(s)

5 Insert the number of peak period hours per typical day. The model provides a default of 5 hours (statewide average). Model estimates total % daily traffic occurring during peak period using a lookup table developed from Traffic Census data. Model does not distinguish between weekdays and weekends.

To model a 24-hour HOV or HOT lane, enter 24 hours so peak is 100% of ADT. To model a ramp metering project, user should enter the number of hours per day that metering is operational.

HIGHWAY DESIGN AND TRAFFIC DATA (Box 1B)

Highway design and traffic data must be entered for highway projects. Enter data consistent with one- or two-way answer in Box 1A. Statewide default values are provided for some inputs.

Highway Design

6 **Roadway Type:** Indicate if the road is a freeway, expressway, or conventional highway in build and no build cases.

7 **Number of General Traffic Lanes:** Insert number of general purpose (not HOV or bus) lanes in both directions for build and no build cases. Enter data consistent with Box 1A.

8 **Number of HOV Lanes:** Insert number of HOV lanes in both directions for the build and no build cases. A value must be provided if an HOV restriction is entered on the next row.

9 **HOV Restriction:** If highway facility has/will have HOV lanes, enter the HOV restriction (e.g., 2 means 2 people per vehicle). Must be entered for an HOV project. Enter for a non-HOV project, if facility has HOV lanes. Changes in HOV restrictions are special project types and handled automatically by model.

10 **Exclusive ROW for Buses:** If bus project, indicate (with "Y" or "N") whether buses have exclusive right-of-way. This information is used to estimate emissions.

11 **Highway Free-Flow Speed:** Insert free-flow speed for build and no build cases. Model assumes build is same as no build, if not entered.

12 **Ramp Design Speed:** If auxiliary lane or off-ramp project, enter the design speed of the appropriate on- or off-ramp. This is used to estimate the speed of traffic affected by weaving.

13 **Highway Segment:** Insert segment length for build and no build cases. Model assumes build is same as no build, if not entered.

14 **Impacted Length:** The model estimates an area affected by the project. In most cases, this equals the segment length. For passing lane projects, the default affected area is 3 miles longer than the project area. For auxiliary lane and off-ramp projects, the default affected area is 1500 feet. For connectors and HOV drop ramps, default affected area is 3250 feet. User can change these lengths.

Average Daily Traffic (ADT)

15 **Current:** For most projects, insert current two-way ADT on facility. For operational improvements, enter only the one-way ADT applicable for project. Enter data consistent with one-way or two-way answer in Box 1A.

16 **Forecast (Year 20):** Insert projected ADT for 20 years after construction completion for build and no build cases. Model assumes build is same as no build, if not entered.

The model uses the current and forecasted ADT to estimate annual traffic for 20 years after construction, assuming a linear trend. User can change base (Year 1) forecasts.

Average Hourly HOV/HOT Lane Traffic

17 Insert hourly HOV/HOT volumes for build and no build cases in a typical peak hour.

Percent Traffic in Weave

18 For operational improvements, insert % traffic affected by weaving. Model suggests a % based on the type of project (2 right lanes for auxiliary lanes, 3 right lanes for off-ramps, 2.5% of all traffic for freeway connectors, and 4% of HOV traffic for HOV connectors and drop ramps). Users can change values for project conditions.

Percent Trucks

19 Insert estimated % of ADT comprised of trucks in build and no build cases. Model provides a default value (statewide average).

Truck Speed

20 If passing lane project, enter estimated speed (in MPH) for slow vehicles (trucks, recreational vehicles, etc.). Values must be entered for passing lane projects.

On-Ramp Volume

21 **Hourly Ramp Volume:** If auxiliary lane or on-ramp widening project, insert average hourly ramp volume to estimate traffic affected by weaving for auxiliary lanes and metering effectiveness for on-ramp widening. No entry needed for ramp metering projects.

22 **Metering Strategy:** If on-ramp widening project, enter 1, 2, or 3 for vehicles allowed per green signal. Enter "D" for dual metering. No entry should be made for ramp metering projects.

Queue Formation

23 **Arrival Rate:** For queuing and rail grade crossing projects, enter vehicles per hour contributing to queue. Arrival rate should be estimated only for time queue grows. Model estimates queue dissipation automatically.

24 **Departure Rate:** For queuing and rail crossing projects, enter vehicles per hour leaving queue.

Pavement Condition (for Pavement Rehab Projects)

25 If pavement rehabilitation project, enter base (Year 1) International Roughness Index (IRI) for build and no build. Model will calculate Year 20 values using standard parameters unless entered by user.

Average Vehicle Occupancy (AVO)

26 Model provides default values. The figures change automatically, depending on the presence of HOV lanes. Adjust if project-specific data are available.

HIGHWAY ACCIDENT DATA (Box 1C)

Statewide default values are provided for transit projects. The model uses information provided to calculate accident rates for each accident type in the Model Inputs worksheet.

Actual 3-Year Accident Data (from Table B)

27 Insert the total number of fatal, injury, and property damage only accidents on the segment over the three most recent years. For rail grade crossing projects, enter 10-year accident data from FRA WBAPS in fatal and injury rows and collision prediction in total accident row.

Statewide Basic Average Accident Rate

28 Insert statewide average accident rates per million vehicle-miles (or million vehicles, as appropriate) for build and no build highway rate groups. Include Base Rate and ADT Factor where applicable.
Insert statewide % of accidents that are fatal and injury accidents for road classifications similar to build and no build facilities.

29 *The model uses adjustment factors (the ration of actual rates to statewide rates for existing facility) to estimate accident rates by accident type for the new road classification. Additional adjustments (accident savings) are made for highway TMS projects. Results are presented in the Model Inputs worksheet and can be changed by the user.*

RAIL AND TRANSIT DATA (Box 1D)

This section is used for rail and transit projects only.

Annual Person-Trips

30 **Base (Year 1):** Insert estimated annual transit person-trips for first year after construction completion in build and no build cases. For transit TMS projects, enter only person-trips on routes affected. If the routes are substantially different, the benefits analysis should be split into pieces.

31 Forecast (Year 20): Insert forecasted annual transit person-trips for 20 years after construction completion in build and no build cases.

Percent Trips During Break Period

32 Insert % annual person-trips that occur during a break period.

Percent New Trips from Parallel Highway

33 Insert % new transit person-trips originating on parallel highway.

Annual Vehicle-Miles

34 **Base (Year 1):** Insert estimated annual vehicle-miles for first year after construction completion in build and no build cases. For passenger rail projects, multiply the number of train-miles by the average number of rail cars per train consist.

35 **Forecast (Year 20):** Insert forecasted annual vehicle-miles for 20 years after construction completion in build and no build cases.

Average Vehicles per Train

36 If passenger rail project, insert the average number of rail cars per train consist. This is used to calculate emissions.

Reduction in Transit Accidents

37 If project affects transit/rail safety, insert estimated percent accident reduction due to project. Increases should be entered as negative %.

Average Transit Travel Time

38 **In-Vehicle:** Insert average in-vehicle transit travel time in minutes during peak and non-peak periods in build and no build cases. For TMS Projects, insert the average for all transit routes impacted. Model assumes build is same as no build for most projects. Signal priority and bus rapid transit projects reduce time. User can adjust build travel times.

39 **Out-of-Vehicle:** Insert average out-of-vehicle transit travel time in minutes during peak and non-peak periods. Model monetizes out-of-vehicle travel time at a higher value.

Highway Grade Crossing

40 Annual Number of Trains: Insert annual number of passenger and freight trains entering highway-rail crossing.

41 Average Gate Down Time: Insert average time per train that crossing gate is down for passenger and freight trains.

Transit Agency Costs (for Transit TMS Projects)

42 **Annual Capital Expenditure:** If transit TMS project, insert annual agency capital expenditures for routes impacted by project. Model calculates cost reductions for expenditures in build case due to transit TMS. Agency cost savings are entered automatically as a negative cost in Box 1E.

43 Annual Ops. And Maintenance Expenditure: If transit TMS project, insert the annual average operating and maintenance costs for routes impacted by project. Model calculates cost reductions for expenditures in build case due to transit TMS. Agency cost savings are entered automatically as a negative cost in Box 1E.

PROJECT COSTS (Box 1E)

Net project costs should be entered in the years they are expected to occur. Costs should be entered for construction period and for twenty years after construction completion. Construction Year 1 is the first year that costs are incurred. All costs should be entered in thousands of dollars.

44	Insert project's initial costs in constant (Year 2016) dollars for project development, right-of-way, and construction. The number of construction years with costs should equal the length of the construction period (Box 1A, Input 5).
45	Insert estimated future incremental maintenance/ operating and rehabilitation costs in constant (Year 2016) dollars. These figures should be entered in the years after the project opens.
46	Insert estimated mitigation costs (e.g., wetlands, community, and sound walls) in constant (Year 2016) dollars during construction and for 20 years after construction completion.
47	Model adds agency cost savings due to transit TMS automatically.
48	Insert any other costs not already included.

HIGHWAY SPEED AND VOLUME INPUTS (Box 2A)

This section allows user to review detailed speed and volume data estimated by the model. These values are estimated from the inputs provided in the Project Information sheet.

49	User may enter new speed and volume data for the highway in the green boxes to override model calculations, if detailed data are available from a travel demand or micro-simulation model. The model estimates speeds and volumes on highway for HOVs, non-HOVs, weaving vehicles, and trucks during peak and non-peak periods in Year 1 and Year 20 in build and no build cases. Speeds are estimated using a BPR curve (or queuing analysis). Adjustments are made to speed and volumes to account for weaving. Transit mode shifts, pavement condition, and TMS.
50	IF TMS Project and detailed simulation data are available, the highway results should be inputted in the green cells. Model will use the data in place of figures estimated by the model.

HIGHWAY ACCIDENT RATES (Box 2B)

User may adjust accident rates calculated by the model. User may also enter TASAS highway accident data for rail grade crossing projects in this box.

51	**No Build:** Fatality, injury and PDO accident rates for no build facility are estimated using inputs from Box 1C of the Project Information sheet. User may change these rates in green boxes.
52	**Highway Safety or Weaving Improvement:** Model assumes an overall safety improvement for off-ramp and ramp metering projects. User may adjust this percentage. For safety projects, user should enter collision reduction factor from HSIP Guidelines.
53	**Adjustment Factor:** User may change the rations of facility accident rates to statewide averages used in calculating rates for the build facility. These factors are also adjusted by the collision reduction factor.
54	**Build Facility:** User may modify the fatality, injury, and PDO accident rates using statewide average rates and the adjustment factors.

RAMP AND ARTERIAL INPUTS (Box 2C)

This section allows users to enter detailed arterial information for an arterial signal management project or detailed ramp and arterial data for highway TMS project.

55	**Detailed Information Available**: Input "Y" if detailed arterial and/or ramp data are available. Model automatically selects "Y" if other data are inputted. User should enter detailed ramp and arterial data for TMS highway project if detailed highway data are entered in Box 2A.
56	**Aggregate Segment Length:** Input the total segment lengths for the ramps and arterials. These can be estimated from travel demand or micro-simulation model data as VMT/total trips.
57.	User may enter speeds and volumes on ramps and arterials during peak and non-peak periods in Year 1 and Year 20 in build and no build cases. If arterial signal management project, user must enter arterial data. Benefits are estimated assuming all vehicles are automobiles.

ANNUAL PERSON-TRIPS (Box 2D)

This section is for information purposes only. It allows user to examine number trips estimated for projects that affect AVO (e.g., HOT lane and HOV conversions).

NEXT STEPS

58	For bypass, interchange, and connector projects, click button on Project Information page after data are verified for the first road. Enter data for the second road in Boxes 1B and 1C. As with the first road, detailed data may be verified on Model Inputs page. Model prompts user to save interim version of analysis before proceeding.
59	Summary results are available immediately in the Results worksheet.

Clean Water Bypass

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.5	1.5
	Impacted Length	1.5	1.5

Average Daily Traffic			
	Current	5,000	
		No Build	Build
	Base (Year 1)	11,934	11,934
	Forecast (Year 20)	77,810	77,810
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		50	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	206	163
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	5	0.61
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	0	0.00
Property Damage Only (PDO) Accidents	5	0.61

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.3%	0.3%
Percent Injury Accidents (Pct Inj)	34.7%	34.7%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,000,000	$5,000,000	$0					$7,500,000	$7,500,000
2	1,000,000	0	0					7,500,000	7,009,346
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$2,000,000	$5,000,000	$0	$0	$0	$0	$0	$15,000,000	$14,509,346

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$14.5
Life-Cycle Benefits (mil. $)	$32.2
Net Present Value (mil. $)	$17.7
Benefit / Cost Ratio:	2.2
Rate of Return on Investment:	12.2%
Payback Period:	14 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$23.2	$6.2	$29.5	$1.5
Veh. Op. Cost Savings	$1.2	$0.3	$1.5	$0.1
Accident Cost Savings	$0.5	$0.1	$0.5	$0.0
Emission Cost Savings	$0.2	$0.4	$0.7	$0.0
TOTAL BENEFITS	$25.2	$7.0	$32.2	$1.6
Person-Hours of Time Saved			6,470,942	323,547

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	43	2	$0.0	$0.0
CO_2 Emissions Saved	21,051	1,053	$0.3	$0.0
NO_X Emissions Saved	55	3	$0.3	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	5	0	$0.0	$0.0

Disc Dr. (Pyramid to Vista)(Phase 2)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	6
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		2	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		40	40
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	1.4	1.4
	Impacted Length	1.4	1.4

Average Daily Traffic			
	Current	9,000	
		No Build	Build
	Base (Year 1)	9,286	9,286
	Forecast (Year 20)	12,000	12,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		40	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)	131	9.49
Fatal Accidents (Fat)	1	0.072
Injury Accidents (Inj)	49	3.55
Property Damage Only (PDO) Accidents	81	5.87

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.3%	0.3%
Percent Injury Accidents (Pct Inj)	34.7%	34.7%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$557,500	$0	$0					$11,150,000	$11,150,000
2	557,500							11,150,000	10,420,561
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$1,115,000	$0	$0	$0	$0	$0	$0	$22,300,000	$21,570,561

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$21.6
Life-Cycle Benefits (mil. $)	$32.4
Net Present Value (mil. $)	$10.8
Benefit / Cost Ratio:	1.5
Rate of Return on Investment:	12.2%
Payback Period:	8 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$0.4	$0.0	$0.4	$0.0
Veh. Op. Cost Savings	$0.0	$0.0	$0.0	$0.0
Accident Cost Savings	$26.9	$5.1	$32.0	$1.6
Emission Cost Savings	$0.0	$0.0	$0.0	$0.0
TOTAL BENEFITS	$27.3	$5.1	$32.4	$1.6
Person-Hours of Time Saved			74,592	3,730

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)
includes value for CO_2e	

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	$0.0	$0.0
CO_2 Emissions Saved	93	5	$0.0	$0.0
NO_X Emissions Saved	0	0	-$0.0	-$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

Eagle Canyon Connector

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	5	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		E	C
Number of General Traffic Lanes		0	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		15	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	8.2	8.2
	Impacted Length	8.2	8.2

Average Daily Traffic			
	Current	0	
		No Build	Build
	Base (Year 1)	0	2,000
	Forecast (Year 20)	0	3,500
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0%
Percent Traffic in Weave			0.0%
Percent Trucks (include RVs, if applicable)		1%	1%
Truck Speed		10	45

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.20	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		0.00	0.00

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)		0.21
Fatal Accidents (Fat)		0.006
Injury Accidents (Inj)		0.65
Property Damage Only (PDO) Accidents		1.06

Statewide Basic Average Accident Rate	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)	0.00	0.21
Percent Fatal Accidents (Pct Fat)	0.0%	0.6%
Percent Injury Accidents (Pct Inj)	0.0%	1.1%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		0%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0			<-- Must enter a cost -->				$0	$0
2	0			<-- Must enter a cost -->				0	0
3	5,000			Adjust Construction Period				5,000,000	4,367,194
4	1,000	1,000	30,000	Adjust Construction Period				32,000,000	26,121,532
5	0		30,000	Adjust Construction Period				30,000,000	22,886,856
6			0					0	0
7			0					0	0
8			0					0	0
Project Open									
1				$ 20.00				$ 20,000.00	$ 17,468.77
2				$ 20.00				$ 20,000.00	$ 16,325.96
3				$ 20.00				$ 20,000.00	$ 15,257.90
4				$ 20.00				$ 20,000.00	$ 14,259.72
5				$ 20.00				$ 20,000.00	$ 13,326.84
6				$ 20.00				$ 20,000.00	$ 12,454.99
7				$ 20.00				$ 20,000.00	$ 11,640.18
8				$ 20.00				$ 20,000.00	$ 10,878.67
9				$ 20.00				$ 20,000.00	$ 10,166.99
10				$ 20.00	$ 20,000.00			$ 20,020,000.00	$ 9,511,357.78
11				$ 20.00				$ 20,000.00	$ 8,880.24
12				$ 20.00				$ 20,000.00	$ 8,299.29
13				$ 20.00				$ 20,000.00	$ 7,756.34
14				$ 20.00				$ 20,000.00	$ 7,248.92
15				$ 20.00				$ 20,000.00	$ 6,774.69
16				$ 20.00				$ 20,000.00	$ 6,331.49
17				$ 20.00				$ 20,000.00	$ 5,917.28
18				$ 20.00				$ 20,000.00	$ 5,530.17
19				$ 20.00				$ 20,000.00	$ 5,168.38
20				$ 20.00				$ 20,000.00	$ 4,830.26
Total	$6,000	$1,000	$60,000	$ 400.00	$ 20,000.00	$ -	$ -	$ 87,400,000.00	$ 63,075,456.95

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$63.1
Life-Cycle Benefits (mil. $)	-$57.0
Net Present Value (mil. $)	-$120.1
Benefit / Cost Ratio:	-0.9
Rate of Return on Investment:	#NUM!
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	-$2.9	-$1.0	-$3.9	-$0.2
Veh. Op. Cost Savings	-$38.0	-$0.7	-$38.7	-$1.9
Accident Cost Savings	-$13.0	-$0.1	-$13.1	-$0.7
Emission Cost Savings	-$1.2	-$0.2	-$1.4	-$0.1
TOTAL BENEFITS	-$55.1	-$2.0	-$57.0	-$2.9
Person-Hours of Time Saved			0	0

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	-175	-9	-$0.0	-$0.0
CO_2 Emissions Saved	-45,673	-2,284	-$1.0	-$0.1
NO_X Emissions Saved	-30	-1	-$0.3	-$0.0
PM_{10} Emissions Saved	0	0	-$0.0	-$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	-$0.0	-$0.0
VOC Emissions Saved	-8	0	-$0.0	-$0.0

I-80 Eastern Truckee Canyon, USA Parkway Interchange

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	1	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.2	1.2
	Impacted Length	1.2	1.2

Average Daily Traffic			
	Current	32,000	
		No Build	Build
	Base (Year 1)	34,143	34,143
	Forecast (Year 20)	74,869	74,869
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		25.0%	25.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		40	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	620	421
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	2	0.05
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	2	0.05
Property Damage Only (PDO) Accidents	0	0.00

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,957,500	$0	$0					$7,000,000	$7,000,000
2									0
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$1,957,500	$0	$0	$0	$0	$0	$0	$7,000,000	$7,000,000

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$7.0
Life-Cycle Benefits (mil. $)	$27.0
Net Present Value (mil. $)	$20.0
Benefit / Cost Ratio:	3.9
Rate of Return on Investment:	16.7%
Payback Period:	12 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$18.6	$6.1	$24.8	$1.2
Veh. Op. Cost Savings	$0.6	$0.4	$1.0	$0.0
Accident Cost Savings	$0.6	$0.1	$0.8	$0.0
Emission Cost Savings	$0.1	$0.4	$0.5	$0.0
TOTAL BENEFITS	$20.0	$7.0	$27.0	$1.3
Person-Hours of Time Saved			4,909,227	245,461

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) (includes value for CO_2e)	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	35	2	$0.0	$0.0
CO_2 Emissions Saved	11,782	589	$0.2	$0.0
NO_X Emissions Saved	48	2	$0.3	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	4	0	$0.0	$0.0

I-80 EB McCarran Blvd. to Vista Blvd. (Widen to 3-lanes)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	1	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		2	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	2.1	2.1
	Impacted Length	2.1	2.1

Average Daily Traffic			
	Current	48,000	
		No Build	Build
	Base (Year 1)	51,475	51,475
	Forecast (Year 20)	84,485	84,485
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		25.0%	25.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1706	1685
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	74	0.67
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	33	0.30
Property Damage Only (PDO) Accidents	51	0.46

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$500,000	$0	$0					$10,000,000	$10,000,000
2	500,000							10,000,000	9,345,794
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$1,000,000	$0	$0	$0	$0	$0	$0	$20,000,000	$19,345,794

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$19.3
Life-Cycle Benefits (mil. $)	$72.9
Net Present Value (mil. $)	$53.5
Benefit / Cost Ratio:	3.8
Rate of Return on Investment:	18.8%
Payback Period:	8 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$47.9	$10.9	$58.8	$2.9
Veh. Op. Cost Savings	$1.8	$0.5	$2.4	$0.1
Accident Cost Savings	$9.0	$1.7	$10.7	$0.5
Emission Cost Savings	$0.3	$0.7	$1.0	$0.1
TOTAL BENEFITS	$59.0	$13.9	$72.9	$3.6

Person-Hours of Time Saved	########	587,027

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	74	4	$0.0	$0.0
CO_2 Emissions Saved	29,946	1,497	$0.5	$0.0
NO_X Emissions Saved	89	4	$0.5	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	8	0	$0.0	$0.0

I-80 Lockwood Interchange

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Off-Ramp Widening	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		1	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.0	1.0
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	37,500	
		No Build	Build
	Base (Year 1)	41,339	41,339
	Forecast (Year 20)	77,810	77,810
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		50	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	206	163
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	5	0.12
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	0	0.00
Property Damage Only (PDO) Accidents	5	0.12

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.3%	0.3%
Percent Injury Accidents (Pct Inj)	34.7%	34.7%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS						Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation		Constant Dollars	Present Value
Construction Period									
1	$1,250,000	$0	$0					$12,500,000	$12,500,000
2	1,250,000	0	0					12,500,000	11,682,243
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$2,500,000	$0	$0	$0	$0	$0	$0	$25,000,000	$24,182,243

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$24.2
Life-Cycle Benefits (mil. $)	$73.7
Net Present Value (mil. $)	$49.5
Benefit / Cost Ratio:	3.0
Rate of Return on Investment:	19.1%
Payback Period:	7 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$55.5	$14.4	$69.9	$3.5
Veh. Op. Cost Savings	$1.9	$0.6	$2.6	$0.1
Accident Cost Savings	$0.1	$0.0	$0.1	$0.0
Emission Cost Savings	$0.4	$0.7	$1.2	$0.1
TOTAL BENEFITS	$58.0	$15.8	$73.7	$3.7

Person-Hours of Time Saved	########	583,937

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	79	4	$0.0	$0.0
CO_2 Emissions Saved	30,402	1,520	$0.6	$0.0
NO_X Emissions Saved	82	4	$0.5	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	9	0	$0.0	$0.0

I-80 McCarran Interchange

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Off-Ramp Widening	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.2	1.2
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	94,000	
		No Build	Build
	Base (Year 1)	96,952	96,952
	Forecast (Year 20)	125,000	125,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		50	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1706	1685
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	171	1.66
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	64	0.62
Property Damage Only (PDO) Accidents	107	1.04

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,000,000	$2,500,000	$0					$18,961,500	$18,961,500
2	1,000,000	2,500,000						18,961,500	17,721,028
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$2,000,000	$5,000,000	$0	$0	$0	$0	$0	$37,923,000	$36,682,528

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$36.7
Life-Cycle Benefits (mil. $)	$71.0
Net Present Value (mil. $)	$34.3
Benefit / Cost Ratio:	1.9
Rate of Return on Investment:	16.7%
Payback Period:	6 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$42.8	$9.9	$52.7	$2.6
Veh. Op. Cost Savings	$0.0	$0.1	$0.1	$0.0
Accident Cost Savings	$15.0	$2.9	$17.9	$0.9
Emission Cost Savings	$0.0	$0.3	$0.3	$0.0
TOTAL BENEFITS	$57.9	$13.2	$71.0	$3.6

Person-Hours of Time Saved	6,880,325	344,016

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	37	2	$0.0	$0.0
CO_2 Emissions Saved	5,414	271	$0.1	$0.0
NO_X Emissions Saved	19	1	$0.2	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	3	0	$0.0	$0.0

I-80 McCarran Blvd to Sparks Blvd (EB Aux Lanes)

1A

PROJECT DATA

Type of Project	Enter ramp design speed & on-ramp volume	
Select project type from list	Auxiliary Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	1	years
One- or Two-Way Data	1	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	0.8	0.8
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	38,000	
		No Build	Build
	Base (Year 1)	38,724	38,724
	Forecast (Year 20)	52,477	52,477
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		52	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	2159	1655
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	61	1.83
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	19	0.57
Property Damage Only (PDO) Accidents	49	1.47

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0	$0	$1,400,000					$14,000,000	$14,000,000
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$0	$0	$1,400,000	$0	$0	$0	$0	$14,000,000	$14,000,000

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$14.0
Life-Cycle Benefits (mil. $)	$36.3
Net Present Value (mil. $)	$22.3
Benefit / Cost Ratio:	2.6
Rate of Return on Investment:	20.0%
Payback Period:	6 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$26.5	$3.7	$30.2	$1.5
Veh. Op. Cost Savings	$1.2	$0.3	$1.5	$0.1
Accident Cost Savings	$3.8	$0.3	$4.1	$0.2
Emission Cost Savings	$0.3	$0.2	$0.5	$0.0
TOTAL BENEFITS	$31.7	$4.6	$36.3	$1.8
Person-Hours of Time Saved			4,494,180	224,709

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	28	1	$0.0	$0.0
CO_2 Emissions Saved	12,365	618	$0.3	$0.0
NO_X Emissions Saved	20	1	$0.2	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	4	0	$0.0	$0.0

I-80 McCarran Blvd to Sparks Blvd (WB Aux Lanes)

1A

PROJECT DATA

Type of Project	Enter ramp design speed & on-ramp volume	
Select project type from list	Auxiliary Lane	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	1	years
One- or Two-Way Data	1	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	0.8	0.8
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	38,000	
		No Build	Build
	Base (Year 1)	38,724	38,724
	Forecast (Year 20)	52,477	52,477
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		52	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	2744	1337
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	62	1.86
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	16	0.48
Property Damage Only (PDO) Accidents	49	1.47

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0	$0	$1,400,000					$14,000,000	$14,000,000
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$0	$0	$1,400,000	$0	$0	$0	$0	$14,000,000	$14,000,000

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$14.0
Life-Cycle Benefits (mil. $)	$66.4
Net Present Value (mil. $)	$52.4
Benefit / Cost Ratio:	4.7
Rate of Return on Investment:	42.8%
Payback Period:	3 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$53.0	$7.0	$60.0	$3.0
Veh. Op. Cost Savings	$2.1	$0.3	$2.4	$0.1
Accident Cost Savings	$3.0	$0.3	$3.3	$0.2
Emission Cost Savings	$0.5	$0.3	$0.7	$0.0
TOTAL BENEFITS	$58.6	$7.9	$66.4	$3.3
Person-Hours of Time Saved			7,879,791	393,990

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	40	2	$0.0	$0.0
CO_2 Emissions Saved	19,316	966	$0.5	$0.0
NO_X Emissions Saved	23	1	$0.2	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	6	0	$0.0	$0.0

I-80 Patrick Interchange

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Off-Ramp Widening	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		1	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.2	1.2
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	30,000	
		No Build	Build
	Base (Year 1)	34,488	34,488
	Forecast (Year 20)	77,125	77,125
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		50	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	217	136
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	5	0.15
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	5	0.15
Property Damage Only (PDO) Accidents	0	0.00

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0	$0	$1,250,000					$12,500,000	$12,500,000
2	0	0	1,250,000					12,500,000	11,682,243
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$0	$0	$2,500,000	$0	$0	$0	$0	$25,000,000	$24,182,243

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$24.2
Life-Cycle Benefits (mil. $)	$55.8
Net Present Value (mil. $)	$31.6
Benefit / Cost Ratio:	2.3
Rate of Return on Investment:	15.0%
Payback Period:	9 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$40.5	$10.4	$50.9	$2.5
Veh. Op. Cost Savings	$1.6	$0.5	$2.1	$0.1
Accident Cost Savings	$1.5	$0.3	$1.8	$0.1
Emission Cost Savings	$0.3	$0.6	$0.9	$0.0
TOTAL BENEFITS	$44.0	$11.8	$55.8	$2.8
Person-Hours of Time Saved			8,751,426	437,571

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n)	Y	Default = Y
includes value for CO_2e		

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	64	3	$0.0	$0.0
CO_2 Emissions Saved	24,598	1,230	$0.5	$0.0
NO_X Emissions Saved	67	3	$0.4	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	7	0	$0.0	$0.0

I-80 Reversible Lanes

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	1	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

		No Build	Build
Highway Design			
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	13.0	13.0
	Impacted Length	13.0	13.0

Average Daily Traffic			
	Current	48,000	
		No Build	Build
	Base (Year 1)	51,475	51,475
	Forecast (Year 20)	84,485	84,485
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

	Peak	Non-Peak
On-Ramp Volume		
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1986	1636
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

	Year 1	Year 20
Queue Formation (if queuing or grade crossing project)		
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

		No Build	Build
Pavement Condition (if pavement project)			
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

		No Build	Build
Average Vehicle Occupancy (AVO)			
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	32	0.05
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	23	0.03
Property Damage Only (PDO) Accidents	57	0.08

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
	DIRECT PROJECT COSTS							TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
Year	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation	Transit Agency Cost Savings	Constant Dollars	Present Value
Construction Period									
1	$5,000,000	$0	$0					$112,500,000	$112,500,000
2	5,000,000							112,500,000	105,140,187
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$10,000,000	$0	$0	$0	$0	$0	$0	$225,000,000	$217,640,187

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$217.6
Life-Cycle Benefits (mil. $)	$436.9
Net Present Value (mil. $)	$219.3
Benefit / Cost Ratio:	2.0
Rate of Return on Investment:	12.3%
Payback Period:	12 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$331.6	$77.5	$409.1	$20.5
Veh. Op. Cost Savings	$11.0	$3.0	$14.0	$0.7
Accident Cost Savings	$6.0	$1.1	$7.1	$0.4
Emission Cost Savings	$2.0	$4.8	$6.8	$0.3
TOTAL BENEFITS	$350.5	$86.4	$436.9	$21.8

Person-Hours of Time Saved	########	4,058,120

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	554	28	$0.0	$0.0
CO_2 Emissions Saved	202,303	10,115	$3.1	$0.2
NO_X Emissions Saved	599	30	$3.5	$0.2
PM_{10} Emissions Saved	2	0	$0.1	$0.0
$PM_{2.5}$ Emissions Saved	2	0		
SO_X Emissions Saved	2	0	$0.0	$0.0
VOC Emissions Saved	55	3	$0.0	$0.0

I-80 USA Parkway Interchange

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Off-Ramp Widening	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		1	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.2	1.2
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	32,000	
		No Build	Build
	Base (Year 1)	36,083	36,083
	Forecast (Year 20)	74,869	74,869
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		25.0%	25.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		45	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	620	421
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)	2	0.06
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	2	0.06
Property Damage Only (PDO) Accidents	0	0.00

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,250,000	$0	$0					$20,000,000	$20,000,000
2	1,250,000							15,000,000	14,018,692
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$2,500,000	$0	$0	$0	$0	$0	$0	$35,000,000	$34,018,692

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$34.0
Life-Cycle Benefits (mil. $)	$58.3
Net Present Value (mil. $)	$24.3
Benefit / Cost Ratio:	1.7
Rate of Return on Investment:	12.5%
Payback Period:	9 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$43.8	$11.0	$54.8	$2.7
Veh. Op. Cost Savings	$1.5	$0.5	$1.9	$0.1
Accident Cost Savings	$0.6	$0.1	$0.7	$0.0
Emission Cost Savings	$0.3	$0.5	$0.8	$0.0
TOTAL BENEFITS	$46.2	$12.1	$58.3	$2.9
Person-Hours of Time Saved			8,714,442	435,722

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	60	3	$0.0	$0.0
CO_2 Emissions Saved	20,355	1,018	$0.4	$0.0
NO_X Emissions Saved	59	3	$0.4	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	7	0	$0.0	$0.0

I-80 WB McCarran Blvd. to Vista Blvd. (Widen to 3-lanes)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	1	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	2.1	2.1
	Impacted Length	2.1	2.1

Average Daily Traffic			
	Current	48,000	
		No Build	Build
	Base (Year 1)	51,475	51,475
	Forecast (Year 20)	84,485	84,485
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	1986	1636
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	73	0.66
Fatal Accidents (Fat)	1	0.009
Injury Accidents (Inj)	22	0.20
Property Damage Only (PDO) Accidents	57	0.52

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$500,000	$0	$0					$10,000,000	$10,000,000
2	500,000							10,000,000	9,345,794
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$1,000,000	$0	$0	$0	$0	$0	$0	$20,000,000	$19,345,794

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$19.3
Life-Cycle Benefits (mil. $)	$98.3
Net Present Value (mil. $)	$79.0
Benefit / Cost Ratio:	5.1
Rate of Return on Investment:	24.1%
Payback Period:	6 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$53.6	$12.5	$66.1	$3.3
Veh. Op. Cost Savings	$1.8	$0.5	$2.3	$0.1
Accident Cost Savings	$24.2	$4.6	$28.9	$1.4
Emission Cost Savings	$0.3	$0.8	$1.1	$0.1
TOTAL BENEFITS	$79.9	$18.4	$98.3	$4.9

Person-Hours of Time Saved	########	655,542

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	89	4	$0.0	$0.0
CO_2 Emissions Saved	32,680	1,634	$0.5	$0.0
NO_X Emissions Saved	97	5	$0.6	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	9	0	$0.0	$0.0

La Posada

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	3	years
One- or Two-Way Data	2	enter 1 or 2
Length of Peak Period(s) (up to 24 hrs)	Current: 5	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

		No Build	Build
Highway Design			
Roadway Type (Fwy, Exp, Conv Hwy)		E	C
Number of General Traffic Lanes		4	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		45	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	20.0	16.7
	Impacted Length	20.0	16.7
Average Daily Traffic			
	Current	0	
		No Build	Build
	Base (Year 1)	9,514	9,514
	Forecast (Year 20)	12,843	12,843
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0%
Percent Traffic in Weave			0.0%
Percent Trucks (include RVs, if applicable)		6%	2%
Truck Speed		40	55

	Peak	Non-Peak
On-Ramp Volume		
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

	Year 1	Year 20
Queue Formation (if queuing or grade crossing project)		
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

		No Build	Build
Pavement Condition (if pavement project)			
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

		No Build	Build
Average Vehicle Occupancy (AVO)			
General Traffic	Non-Peak	1.20	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		0.00	0.00

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)		0.21
Fatal Accidents (Fat)		0.006
Injury Accidents (Inj)		0.65
Property Damage Only (PDO) Accidents		1.06

Statewide Basic Average Accident Rate	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)	0.00	0.21
Percent Fatal Accidents (Pct Fat)	0.0%	0.6%
Percent Injury Accidents (Pct Inj)	0.0%	1.1%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		0%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0			<-- Must enter a cost -->				$0	$0
2	0			<-- Must enter a cost -->				0	0
3	5,000							5,000,000	4,367,194
4	6,000	1,000		Adjust Construction Period				7,000,000	5,714,085
5	8,000			Adjust Construction Period				8,000,000	6,103,162
6			60,000	Adjust Construction Period				60,000,000	42,779,171
7			90,000	Adjust Construction Period				90,000,000	59,970,800
8			50,000	Adjust Construction Period				50,000,000	31,137,487
Project Open									
1				$ 20.00				$ 20,000.00	$ 16,325.96
2				$ 20.00				$ 20,000.00	$ 15,257.90
3				$ 20.00				$ 20,000.00	$ 14,259.72
4				$ 20.00				$ 20,000.00	$ 13,326.84
5				$ 20.00				$ 20,000.00	$ 12,454.99
6				$ 20.00				$ 20,000.00	$ 11,640.18
7				$ 20.00				$ 20,000.00	$ 10,878.67
8				$ 20.00				$ 20,000.00	$ 10,166.99
9				$ 20.00				$ 20,000.00	$ 9,501.86
10				$ 20.00	$ 20,000.00			$ 20,020,000.00	$ 8,889,119.42
11				$ 20.00				$ 20,000.00	$ 8,299.29
12				$ 20.00				$ 20,000.00	$ 7,756.34
13				$ 20.00				$ 20,000.00	$ 7,248.92
14				$ 20.00				$ 20,000.00	$ 6,774.69
15				$ 20.00				$ 20,000.00	$ 6,331.49
16				$ 20.00				$ 20,000.00	$ 5,917.28
17				$ 20.00				$ 20,000.00	$ 5,530.17
18				$ 20.00				$ 20,000.00	$ 5,168.38
19				$ 20.00				$ 20,000.00	$ 4,830.26
20				$ 20.00				$ 20,000.00	$ 4,514.26
Total	$19,000	$1,000	$200,000	$ 400.00	$ 20,000.00	$ -	$ -	$ 240,400,000.00	$ 159,137,202.11

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$159.1
Life-Cycle Benefits (mil. $)	$174.4
Net Present Value (mil. $)	$15.3
Benefit / Cost Ratio:	1.1
Rate of Return on Investment:	336.3%
Payback Period:	14 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$84.6	$1.9	$86.5	$4.3
Veh. Op. Cost Savings	$43.2	$19.5	$62.7	$3.1
Accident Cost Savings	$14.8	$5.4	$20.2	$1.0
Emission Cost Savings	$1.0	$4.0	$5.0	$0.3
TOTAL BENEFITS	$143.6	$30.8	$174.4	$8.7
Person-Hours of Time Saved			15,446,283	772,314

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	310	16	$0.0	$0.0
CO_2 Emissions Saved	137,504	6,875	$3.0	$0.1
NO_X Emissions Saved	169	8	$1.8	$0.1
PM_{10} Emissions Saved	2	0	$0.2	$0.0
$PM_{2.5}$ Emissions Saved	2	0		
SO_X Emissions Saved	2	0	$0.1	$0.0
VOC Emissions Saved	12	1	$0.0	$0.0

Pyramid Highway (Queen Way to Sparks Blvd.) (Phase 1)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	6
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		2	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	3.5	3.5
	Impacted Length	3.5	3.5

Average Daily Traffic			
	Current	38,000	
		No Build	Build
	Base (Year 1)	39,048	39,048
	Forecast (Year 20)	49,000	49,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		1.2%	1.2%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	311	2.14
Fatal Accidents (Fat)	2	0.014
Injury Accidents (Inj)	121	0.83
Property Damage Only (PDO) Accidents	188	1.29

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$1,342,500	$0	$0					$26,850,000	$26,850,000
2	1,342,500							26,850,000	25,093,458
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$2,685,000	$0	$0	$0	$0	$0	$0	$53,700,000	$51,943,458

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$51.9
Life-Cycle Benefits (mil. $)	$69.9
Net Present Value (mil. $)	$18.0
Benefit / Cost Ratio:	1.3
Rate of Return on Investment:	10.7%
Payback Period:	8 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$0.0	$0.0	$0.0	$0.0
Veh. Op. Cost Savings	$0.0	$0.0	$0.0	$0.0
Accident Cost Savings	$58.7	$11.2	$69.9	$3.5
Emission Cost Savings	$0.0	$0.0	$0.0	$0.0
TOTAL BENEFITS	$58.7	$11.2	$69.9	$3.5
Person-Hours of Time Saved			0	0

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) (includes value for CO_2e)	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	$0.0	$0.0
CO_2 Emissions Saved	0	0	$0.0	$0.0
NO_X Emissions Saved	0	0	$0.0	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

Pyramid Highway (Sparks Blvd. to Calle De La Platta) (Phase 5)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

		No Build	Build
Highway Design			
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		4	6
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	4.3	4.3
	Impacted Length	4.3	4.3

Average Daily Traffic			
	Current	38,000	
		No Build	Build
	Base (Year 1)	39,048	39,048
	Forecast (Year 20)	49,000	49,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

		Peak	Non-Peak
On-Ramp Volume			
Hourly Ramp Volume (if aux. lane/on-ramp proj.)		0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)			

		Year 1	Year 20
Queue Formation (if queuing or grade crossing project)			
Arrival Rate (in vehicles per hour)		0	0
Departure Rate (in vehicles per hour)		0	0

		No Build	Build
Pavement Condition (if pavement project)			
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

		No Build	Build
Average Vehicle Occupancy (AVO)			
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	165	0.92
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	63	0.35
Property Damage Only (PDO) Accidents	102	0.57

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS						Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation		Constant Dollars	Present Value
Construction Period									
1	$5,125,000	$0	$0					$102,500,000	$102,500,000
2	5,125,000							102,500,000	95,794,393
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$10,250,000	$0	$0	$0	$0	$0	$0	$205,000,000	$198,294,393

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$198.3
Life-Cycle Benefits (mil. $)	$17.2
Net Present Value (mil. $)	-$181.1
Benefit / Cost Ratio:	0.1
Rate of Return on Investment:	-12.2%
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$0.0	$0.0	$0.0	$0.0
Veh. Op. Cost Savings	$0.0	$0.0	$0.0	$0.0
Accident Cost Savings	$14.5	$2.8	$17.2	$0.9
Emission Cost Savings	$0.0	$0.0	$0.0	$0.0
TOTAL BENEFITS	$14.5	$2.8	$17.2	$0.9

Person-Hours of Time Saved	0	0

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	$0.0	$0.0
CO_2 Emissions Saved	0	0	$0.0	$0.0
NO_X Emissions Saved	0	0	$0.0	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

South Meadows Parkway Extension

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	4	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	5	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		E	C
Number of General Traffic Lanes		4	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		45	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	18.0	22.6
	Impacted Length	18.0	22.6

Average Daily Traffic			
	Current	0	
		No Build	Build
	Base (Year 1)	5,097	5,097
	Forecast (Year 20)	6,881	6,881
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			0%
Percent Traffic in Weave			0.0%
Percent Trucks (include RVs, if applicable)		6%	0%
Truck Speed		45	0

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.20	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		0.00	0.00

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)		0.21
Fatal Accidents (Fat)		0.006
Injury Accidents (Inj)		0.65
Property Damage Only (PDO) Accidents		1.06

Statewide Basic Average Accident Rate	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)	0.00	0.21
Percent Fatal Accidents (Pct Fat)	0.0%	0.6%
Percent Injury Accidents (Pct Inj)	0.0%	1.1%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Percent Trips during Peak Period		0%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicles/Train (if rail project)			

Reduction in Transit Accidents	
Percent Reduction (if safety project)	

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure		$0
Annual Ops. and Maintenance Expenditure		$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$0			<-- Must enter a cost -->				$0	$0
2	5,000							5,000,000	4,672,897
3	6,000							6,000,000	5,240,632
4	7,000	5,000						12,000,000	9,795,575
5	8,000		51,000	Adjust Construction Period				59,000,000	45,010,818
6			76,000	Adjust Construction Period				76,000,000	54,186,950
7			96,000	Adjust Construction Period				96,000,000	63,968,853
8			81,000	Adjust Construction Period				81,000,000	50,442,729
Project Open									
1				$ 20.00				$ 20,000.00	$ 15,257.90
2				$ 20.00				$ 20,000.00	$ 14,259.72
3				$ 20.00				$ 20,000.00	$ 13,326.84
4				$ 20.00				$ 20,000.00	$ 12,454.99
5				$ 20.00				$ 20,000.00	$ 11,640.18
6				$ 20.00				$ 20,000.00	$ 10,878.67
7				$ 20.00				$ 20,000.00	$ 10,166.99
8				$ 20.00				$ 20,000.00	$ 9,501.86
9				$ 20.00				$ 20,000.00	$ 8,880.24
10				$ 20.00	$ 25,000.00			$ 25,020,000.00	$ 10,382,410.49
11				$ 20.00				$ 20,000.00	$ 7,756.34
12				$ 20.00				$ 20,000.00	$ 7,248.92
13				$ 20.00				$ 20,000.00	$ 6,774.69
14				$ 20.00				$ 20,000.00	$ 6,331.49
15				$ 20.00				$ 20,000.00	$ 5,917.28
16				$ 20.00				$ 20,000.00	$ 5,530.17
17				$ 20.00				$ 20,000.00	$ 5,168.38
18				$ 20.00				$ 20,000.00	$ 4,830.26
19				$ 20.00				$ 20,000.00	$ 4,514.26
20				$ 20.00				$ 20,000.00	$ 4,218.94
Total	$26,000	$5,000	$304,000	$ 400.00	$ 25,000.00	$ -	$ -	$ 360,400,000.00	$ 243,865,522.44

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$243.9
Life-Cycle Benefits (mil. $)	-$58.0
Net Present Value (mil. $)	-$301.9
Benefit / Cost Ratio:	-0.2
Rate of Return on Investment:	#NUM!
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	-$3.3	$0.0	-$3.3	-$0.2
Veh. Op. Cost Savings	-$53.1	$12.4	-$40.7	-$2.0
Accident Cost Savings	-$18.0	$3.4	-$14.7	-$0.7
Emission Cost Savings	-$1.8	$2.5	$0.7	$0.0
TOTAL BENEFITS	-$76.3	$18.2	-$58.0	-$2.9
Person-Hours of Time Saved			-635,555	-31,778

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO_2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	-122	-6	-$0.0	-$0.0
CO_2 Emissions Saved	-6,760	-338	-$0.2	-$0.0
NO_X Emissions Saved	77	4	$0.8	$0.0
PM_{10} Emissions Saved	1	0	$0.1	$0.0
$PM_{2.5}$ Emissions Saved	1	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	-3	0	-$0.0	-$0.0

Sun Valley Interchange (Phase 6)

1A

PROJECT DATA

Type of Project	Check percent traffic in weave in section 1B	
Select project type from list	Off-Ramp Widening	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		2
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		1	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		2	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		45	45
Length (in miles)	Highway Segment	1.2	1.2
	Impacted Length	0.3	0.3

Average Daily Traffic			
	Current	24,000	
		No Build	Build
	Base (Year 1)	26,476	26,476
	Forecast (Year 20)	50,000	50,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		55	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	400	600
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	5	0.19
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	5	0.19
Property Damage Only (PDO) Accidents	0	0.00

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.6%	0.6%
Percent Injury Accidents (Pct Inj)	71.0%	71.0%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$3,000,000	$0	$0					$33,000,000	$33,000,000
2	3,000,000							33,000,000	30,841,121
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$6,000,000	$0	$0	$0	$0	$0	$0	$66,000,000	$63,841,121

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$63.8
Life-Cycle Benefits (mil. $)	$8.8
Net Present Value (mil. $)	-$55.0
Benefit / Cost Ratio:	0.1
Rate of Return on Investment:	-5.9%
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$5.4	$1.4	$6.8	$0.3
Veh. Op. Cost Savings	$0.3	$0.0	$0.3	$0.0
Accident Cost Savings	$1.4	$0.3	$1.6	$0.1
Emission Cost Savings	$0.1	$0.1	$0.1	$0.0
TOTAL BENEFITS	$7.1	$1.7	$8.8	$0.4
Person-Hours of Time Saved			1,281,989	64,099

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	10	0	$0.0	$0.0
CO_2 Emissions Saved	3,460	173	$0.1	$0.0
NO_X Emissions Saved	9	0	$0.1	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	1	0	$0.0	$0.0

US 395 Connector (Parr to Pyramid) (Phase 3)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	3	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

		No Build	Build
Highway Design			
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		1	2
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	4.2	4.2
	Impacted Length	4.2	4.2

Average Daily Traffic			
	Current	40,000	
		No Build	Build
	Base (Year 1)	38,636	38,636
	Forecast (Year 20)	30,000	30,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		2.5%	2.5%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		45	

	Peak	Non-Peak
On-Ramp Volume		
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

	Year 1	Year 20
Queue Formation (if queuing or grade crossing project)		
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

		No Build	Build
Pavement Condition (if pavement project)			
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

		No Build	Build
Average Vehicle Occupancy (AVO)			
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)	52	0.28
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	11	0.06
Property Damage Only (PDO) Accidents	41	0.22

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.3%	0.3%
Percent Injury Accidents (Pct Inj)	34.7%	34.7%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	$4,219,999	$0	$0					$140,666,666	$140,666,666
2	3,000,000							140,666,666	131,464,174
3	2,000,000							140,666,666	122,863,714
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$9,219,999	$0	$0	$0	$0	$0	$0	$421,999,998	$394,994,554

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$395.0
Life-Cycle Benefits (mil. $)	$243.9
Net Present Value (mil. $)	-$151.0
Benefit / Cost Ratio:	0.6
Rate of Return on Investment:	0.6%
Payback Period:	18 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$179.4	$45.2	$224.6	$11.2
Veh. Op. Cost Savings	$9.8	$2.7	$12.5	$0.6
Accident Cost Savings	$2.1	$0.4	$2.5	$0.1
Emission Cost Savings	$2.4	$2.0	$4.4	$0.2
TOTAL BENEFITS	$193.7	$50.2	$243.9	$12.2

Person-Hours of Time Saved	########	1,322,961

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) (includes value for CO_2e)	Y (Default = Y)

EMISSIONS REDUCTION	Tons		Value (mil. $)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	265	13	$0.0	$0.0
CO_2 Emissions Saved	107,551	5,378	$2.6	$0.1
NO_X Emissions Saved	173	9	$1.5	$0.1
PM_{10} Emissions Saved	2	0	$0.2	$0.0
$PM_{2.5}$ Emissions Saved	2	0		
SO_X Emissions Saved	1	0	$0.0	$0.0
VOC Emissions Saved	38	2	$0.0	$0.0

US 395 Direct Connect Ramps (Phase 4)

1A

PROJECT DATA

Type of Project		
Select project type from list	General Highway	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	2	
Length of Construction Period	2	years
One- or Two-Way Data	2	enter 1 or 2
	Current	
Length of Peak Period(s) (up to 24 hrs)	2	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		F	F
Number of General Traffic Lanes		2	3
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		45	45
Ramp Design Speed (if aux. lane/off-ramp proj.)		0	0
Length (in miles)	Highway Segment	2.0	2.0
	Impacted Length	2.0	2.0

Average Daily Traffic			
	Current	20,000	
		No Build	Build
	Base (Year 1)	20,952	20,952
	Forecast (Year 20)	30,000	30,000
Average Hourly HOV/HOT Lane Traffic		0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)			100%
Percent Traffic in Weave		0.0%	0.0%
Percent Trucks (include RVs, if applicable)		16%	16%
Truck Speed		40	

On-Ramp Volume	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	800	1200
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

Queue Formation (if queuing or grade crossing project)	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		

Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.74	1.74
	Peak	1.74	1.74
High Occupancy Vehicle (if HOV/HOT lanes)		2.15	2.15

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)	Count (No.)	Rate
Total Accidents (Tot)	94	2.15
Fatal Accidents (Fat)	1	0.023
Injury Accidents (Inj)	2	0.05
Property Damage Only (PDO) Accidents	91	2.08

Statewide Basic Average Accident Rate	No Build	Build
Rate Group	Interstate	Interstate
Accident Rate (per million vehicle-miles)	2.07	2.07
Percent Fatal Accidents (Pct Fat)	0.3%	0.3%
Percent Injury Accidents (Pct Inj)	34.7%	34.7%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Percent Trips during Peak Period		17%	
Percent New Trips from Parallel Highway			100%

Annual Vehicle-Miles		No Build	Build
	Base (Year 1)	0	0
	Forecast (Year 20)	0	0
Average Vehicles/Train (if rail project)		0	0

Reduction in Transit Accidents	
Percent Reduction (if safety project)	0%

Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0

Highway Grade Crossing	Current	Year 1	Year 20
Annual Number of Trains	0	0	0
Avg. Gate Down Time (in min.)	0.0	0.0	0.0

Transit Agency Costs (if TMS project)	No Build	Build
Annual Capital Expenditure	$0	$0
Annual Ops. and Maintenance Expenditure	$0	$0

1E

PROJECT COSTS (enter costs in thousands of dollars)

Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS						Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS					
	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation		Constant Dollars	Present Value
Construction Period									
1	$2,125,000	$0	$0					$42,500,000	$42,500,000
2	2,125,000							42,500,000	39,719,626
3									0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Project Open									
1								$0	$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	$4,250,000	$0	$0	$0	$0	$0	$0	$85,000,000	$82,219,626

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$82.2
Life-Cycle Benefits (mil. $)	$21.9
Net Present Value (mil. $)	-$60.3
Benefit / Cost Ratio:	0.3
Rate of Return on Investment:	-4.8%
Payback Period:	20+ years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$0.0	$0.0	$0.0	$0.0
Veh. Op. Cost Savings	$0.0	$0.0	$0.0	$0.0
Accident Cost Savings	$18.4	$3.5	$21.9	$1.1
Emission Cost Savings	$0.0	$0.0	$0.0	$0.0
TOTAL BENEFITS	$18.4	$3.5	$21.9	$1.1
Person-Hours of Time Saved			2,406	120

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n)	Y (Default = Y)

includes value for CO_2e

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	$0.0	$0.0
CO_2 Emissions Saved	92	5	$0.0	$0.0
NO_X Emissions Saved	0	0	-$0.0	-$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0