



DIRECTORS
MIKE O'CALLAGHAN, GOVERNOR, CHAIRMAN
ROBERT LIST, ATTORNEY GENERAL
WILSON MCGOWAN, STATE CONTROLLER

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS
CARSON CITY, NEVADA 89712

JOSEPH A. SOUZA
STATE HIGHWAY ENGINEER

February 9, 1979

IN REPLY REFER TO

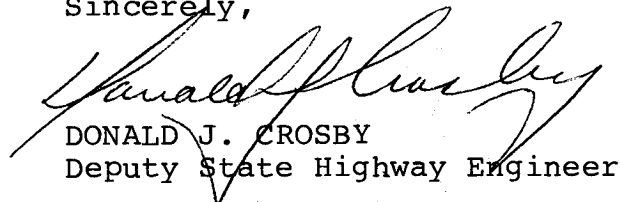
Ms. Edwina M. Cole, Clerk
City of Las Vegas
400 Stewart Avenue
Las Vegas, Nevada 89101

L

Dear Ms. Cole:

Attached are two copies of the 1979-1999 Statewide Highway Needs Study. I would like to draw your attention to the clipped pages noting our thirteen critical projects.

Sincerely,


DONALD J. CROSBY
Deputy State Highway Engineer

DJC/lmw
Attachments

RECEIVED
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CITY CLERK

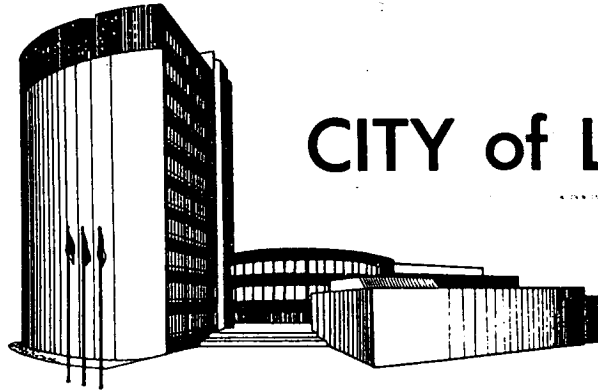
1 copy to Dir. of Pub. Services 2/13/79

7-5802

MAYOR RON LURIE

COUNCILMEN
BOB NOLEN
W. WAYNE BUNKER
STEVE MILLER
ARNIE ADAMSEN

CITY MANAGER
ASHLEY HALL



CITY of LAS VEGAS

August 4, 1987

Mr. Eugene Weight, District Engineer
Nevada Department of Transportation
P. O. Box 170
Las Vegas, Nevada 89125

RE: LAND UTILIZATION STUDY

Dear Mr. Weight:

The City Council, in a regular meeting held July 15, 1987, determined that it did not have a need for any of the surplus parcels nor any of the land under the elevated viaduct of the Interstate Freeway No. 515 between Maryland Parkway and 21st Street. The City Council appreciated the opportunity to review the need for City uses of this land prior to it being offered to the private sector.

Sincerely,

KATHLEEN M. TIGHE
City Clerk

KMT:jp

cc: Dept. of Community Planning and Development
Dept. of Fire Services
Dept. of Building and Safety
Dept. of Public Works
Land Development Services
Steve Shroyer, Right-of-Way,
Nevada Dept. of Transportation



MAYOR BILL BRIARE

COUNCILMEN

RON LURIE

AL LEVY

BOB NOLEN

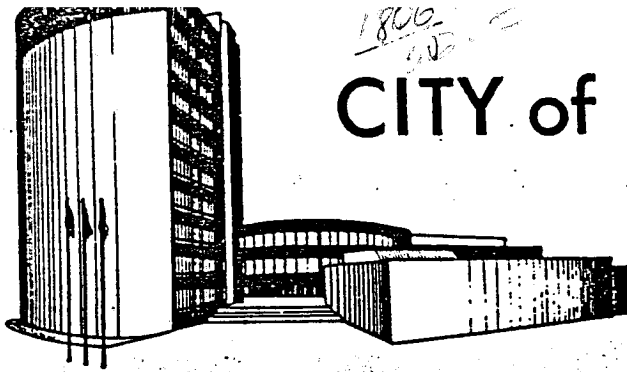
W. WAYNE BUNKER

CITY ATTORNEY

GEORGE F. OGILVIE

CITY MANAGER

ASHLEY HALL



CITY of LAS VEGAS

June 21, 1985

Ms. Loretta Bowman
County Clerk
Clark County Courthouse
200 East Carson Avenue
Las Vegas, Nevada 89101

SUBJECT: Regional Transportation Commission
Clark County Regional Flood Control District

Dear Ms. Bowman:

This is to officially advise that at the meeting of June 19, 1985 of the Las Vegas City Council, Councilmen Ron Lurie and Al Levy were reappointed to serve as the City's representatives on the Regional Transportation Commission and to serve on the Clark County Regional Flood Control District in accordance with State Statutes.

Sincerely,

CAROL ANN HAWLEY
City Clerk

cc: Councilmen Lurie and Levy
City Manager Ashley Hall
County Manager Pat Shalmy



1979 - 1999

STATEWIDE HIGHWAY NEEDS STUDY

FINAL REPORT

STATE OF NEVADA

DEPARTMENT OF HIGHWAYS

Prepared by:
Planning Division
Needs and Priorities Section
December 1978

1979 - 1999

STATEWIDE HIGHWAY NEEDS STUDY

FINAL REPORT

CONTENTS

Part I	Introduction
Part II	Findings and Conclusions
Part III	Scope of System Covered
Part IV	Methodology
Part V	Proposed 1979-1985 Construction Program
Part VI	Supplemental Data

1979 - 1999 Statewide Highway Needs Study

INTRODUCTION

The State Highway Department first began conducting extensive needs studies in 1968, and, to correspond with the sessions of the Nevada State Legislature, they have been updated on a biennial basis. Since the first study, many modifications and refinements in procedures as well as in the resultant format have occurred. In part, these refinements represent improved study procedures. However, changes in philosophical approach and financial capabilities have had a significant impact on the study over time.

The current study represents a rather conservative approach to our "highway needs" and underscores the marked change that has occurred in highway transportation philosophy in recent years. As late as the 1972 Study, our approach to highway needs was one of system expansion with sufficient revenues available to support such expansion. Since that time, however, two major developments have occurred which have very seriously impacted the transportation picture. The energy crisis has left us with serious questions concerning future highway usage and revenues, and compounding the problem is the knowledge that major national policies and directions, yet to come, will be crucial to the future of highway transportation. The second major development is the serious rate of inflation that seems to accelerate at an unabated rate thus diluting the road building power of the dollars that are available to construction.

Faced with these facts and uncertainties, we have shifted our emphasis to one of maximizing the operation of our present highway system and minimizing system expansion. These factors were recognized with the system realignment in 1976, which resulted in a significant reduction in system responsibility. This realignment resulted in a 23% reduction in the total State System mileage. Even so, our State System, which now comprises only 11% of the total street and road mileage in the State, carries 85% of the total vehicular traffic in the State.

In summary, then, this study reflects minimum system maintenance requirements. The only new routes considered are the completion of the Interstate System and the major freeways in the urban areas of Carson City, Las Vegas and Reno. The costs used in the study are based on 1978 dollars with the inflation situation making them less adequate with each passing year. Projected revenues are deemed to be realistic for the near-term and are based on our best judgement using reasonable assumptions for the longer term.

FINDINGS AND CONCLUSIONS

At the current rate of revenue, only 45% of the Needs can be met during the next 20 years. This means that less than one out of every two projects that need attention can be adequately improved. Highway systems will not expand to open up new areas in the State and the annual cost for maintenance will increase in order to preserve a tolerable level of service until needed improvements can be made. In short, economic development will be restricted for lack of system expansion capability and the needs of the present system will continue to grow since they cannot now be adequately met.

It has been determined from this study that 2.6 billion dollars will be needed during the twenty-year period, 1979 to 1999, to satisfy the needs of the State Highway System. However, during that same period, only 1.2 billion dollars is estimated to be available to meet these needs. This large difference between highway needs and revenues represents an average annual deficit of 71 million dollars.

The need to maintain and improve an adequate system of highways in Nevada must be faced, and if present and future needs are to be met additional financial resources must be made available. The alternative is to not only cease any system expansion whatsoever but also to continue to watch the system decline in its adequacy.

The following figures and tables indicate some of the key overall study findings.

Table I

20 YEAR NEEDS BY MAJOR CATEGORY
1979 to 1999
(1978 dollars)

CONSTRUCTION COSTS	\$2,050,411,000	78.9%
MAINTENANCE COSTS	468,019,000	18.0%
EXECUTIVE & SUPPORT SERVICES	80,086,000	3.1%
TOTAL	\$2,598,516,000	100%

Table II

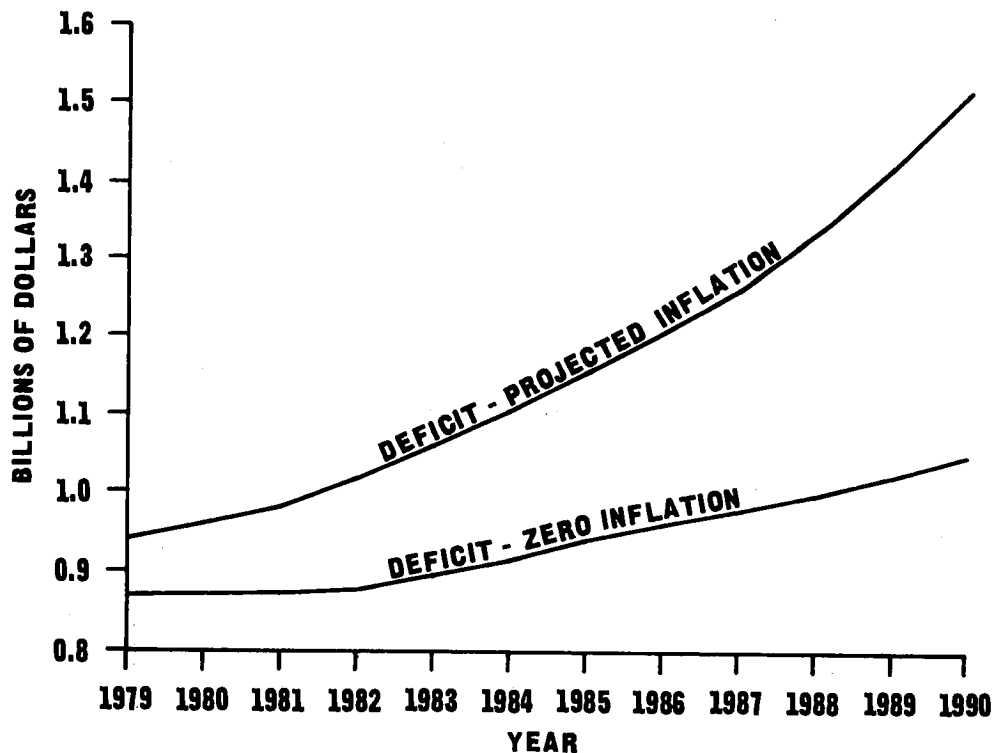
20 YEAR CONSTRUCTION COSTS BY OPERATION
1979 to 1999
(1978 dollars)

NEW CONSTRUCTION	\$ 442,770,000	21.6%
RECONSTRUCTION	1,143,659,000	55.8%
RESURFACE	463,982,000	22.6%
TOTAL	\$2,050,411,000	100%

TABLE III
20 YEAR REVENUES BY MAJOR SOURCE
1979 to 1999
(1978 dollars)

FEDERAL AID REVENUES	\$763,663,000	64.8%
STATE REVENUES	367,375,000	31.2%
MISCELLANEOUS REVENUES	46,557,000	4.0%
TOTAL	\$1,177,595,000	100.0%

TABLE IV
CUMULATIVE ANNUAL DEFICIT
NEEDS vs REVENUES
1979 to 1999



SCOPE OF SYSTEM COVERED

This study deals only with those roads and streets that are the direct responsibility of the Highway Department. This means that all Federal and State Aid Routes have been included. It is noted however, that a small percentage of these "system" miles have never been constructed by our department and are therefore not maintained by us. Their needs have been included under the assumption that, "if it's on the system - it should be constructed to appropriate design standards."

The following table shows the extent of State maintained system mileage and the mileage that is the responsibility of local governments.

Table V

STATUS OF MAINTAINED MILEAGE

<u>SYSTEM</u>	<u>STATE SYSTEM</u>		<u>Local Rds & Sts.</u>	<u>Total</u>
	<u>Maintained</u>	<u>Not Maintained</u>		
Federal-Aid Interstate	475.5	69.1*	-	544.6
Federal-Aid Primary	1,837.4	34.8*	-	1,872.2
Federal-Aid Secondary	2,064.7	395.3	-	2,460.0
Federal-Aid Urban	114.7	253.7	-	368.4
State-Aid Routes	413.2	-	-	413.2
Local Roads & Streets	-	-	44,417.3	44,417.3
TOTAL	4,905.5	752.9	44,417.3	50,075.7
% of Grand Total	9.8%	1.5%	88.7%	100%

*represents new roadways not yet constructed

While Table V shows the extent of the Department's mileage responsibility, a more meaningful presentation is Table VI, showing the amount of vehicular traffic carried on these mileages:

Table VI

STATUS OF MILES AND ANNUAL VEHICLE MILES (AVM)

	<u>Miles</u>	<u>%</u>	<u>AVM</u> (thousands)	<u>%</u>
STATE SYSTEM				
Maintained by N.H.D.	4,905.5	9.8	3,608,171	68.0
Not currently Maintained by N.H.D.	752.9	1.5	874,502	16.5
TOTAL	5,658.4	11.3	4,482,673	84.5
LOCAL SYSTEM	44,417.3	88.7	820,477	15.5
GRAND TOTAL	50,075.7	100%	5,303,150	100%

As was mentioned in the introduction, our department, though responsible for but 11% of the total mileage in the State, must provide services for about 85% of all traffic.

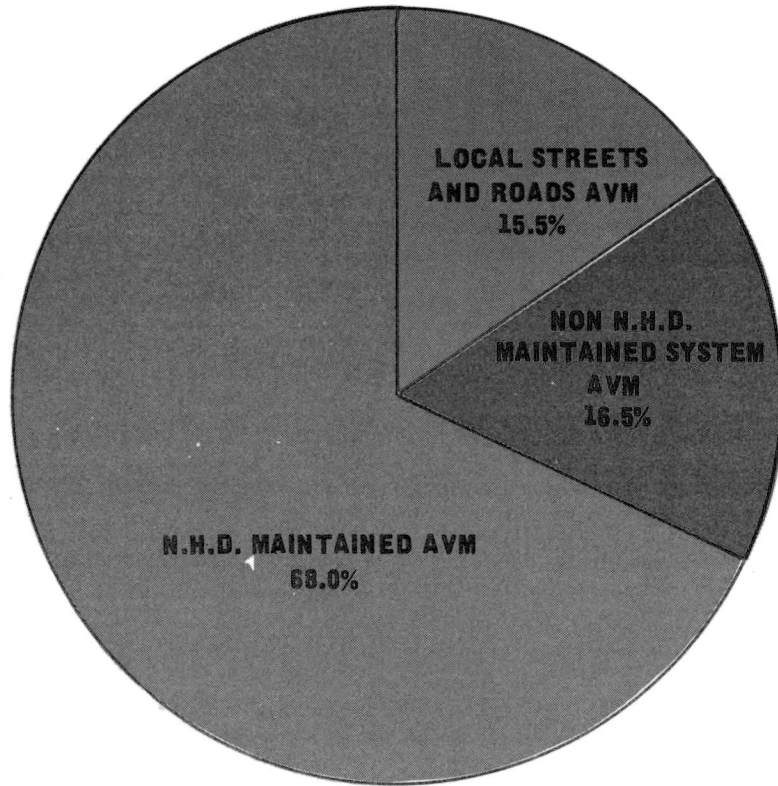
Additional tables and charts with greater detail follow:

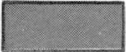
STATUS OF ANNUAL VEHICLE MILES (AVM)

Note: AVM Reflects 1977 Traffic

County	N.H.D. Maintained AVM	%	Non-Maintained System AVM	%	Local Streets & Roads AVM	%	Total AVM
Carson City	123,833,130	79.7	9,463,547	6.1	22,064,220	14.2	155,360,897
Churchill	144,988,647	87.1	115,813	0.1	21,262,239	12.8	166,366,699
Clark	1,318,628,304	55.0	659,574,902	27.5	418,569,460	17.5	2,396,772,666
Douglas	145,941,242	83.6	18,562,856	10.6	10,110,098	5.8	174,614,196
Elko	264,956,711	88.4	4,582,629	1.5	30,165,071	10.1	299,704,411
Esmeralda	45,320,134	94.5	185,381	0.4	2,471,781	5.1	47,977,296
Eureka	49,957,278	93.4	428,620	0.8	3,102,827	5.8	53,488,725
Humboldt	137,828,930	90.1	897,666	0.6	14,172,731	9.3	152,899,327
Lander	61,412,181	91.2	323,999	0.5	5,627,820	8.3	67,364,000
Lincoln	92,981,075	92.8	803,937	0.8	6,421,164	6.4	100,206,176
Lyon	118,207,041	89.5	1,182,419	0.9	12,712,517	9.6	132,101,977
Mineral	72,849,233	86.6	1,162,203	1.4	10,115,892	12.0	84,127,328
Nye	80,561,430	77.5	8,496,166	8.2	14,919,146	14.3	103,976,742
Pershing	130,566,908	94.4	2,727,532	2.0	4,964,438	3.6	138,258,878
Storey	10,184,533	85.7	266,219	2.2	1,440,300	12.1	11,891,052
Washoe	740,702,009	65.6	164,972,124	14.6	223,649,429	19.8	1,129,323,562
White Pine	69,252,139	78.1	756,368	0.8	18,707,892	21.1	88,716,399
Total	3,608,170,925	68.0	874,502,381	16.5	820,477,025	15.5	5,303,150,331

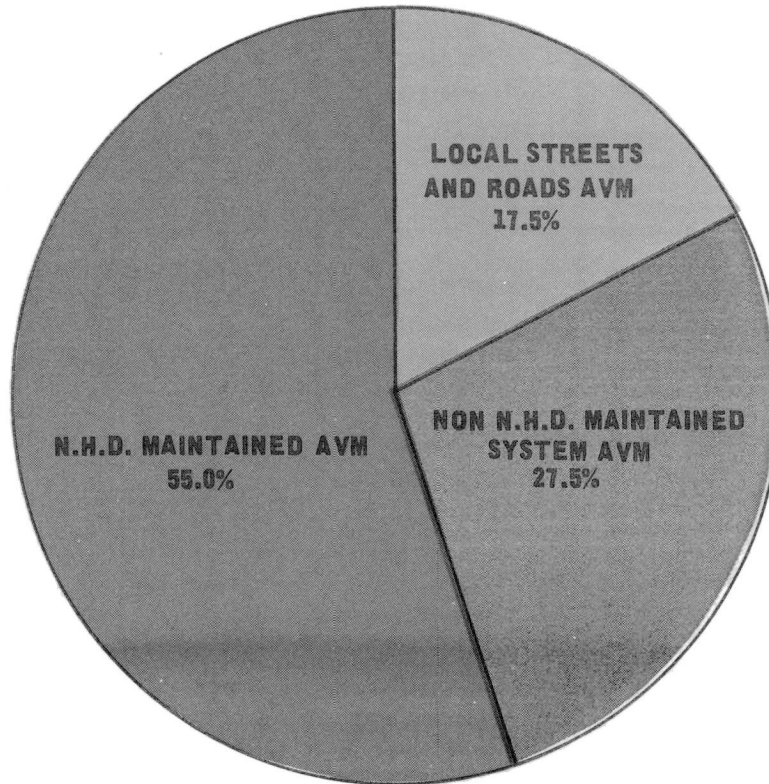
STATUS OF ANNUAL VEHICLE MILES (AVM) STATE-WIDE



	N.H.D. MAINTAINED AVM	= 3,608,170,925	= 68.0%
	NON N.H.D. MAINTAINED SYSTEM AVM	= 874,502,381	= 16.5%
	LOCAL STREETS AND ROADS AVM	= 820,477,025	= 15.5%
	TOTAL STATEWIDE AVM	= 5,303,150,331	= 100.0%

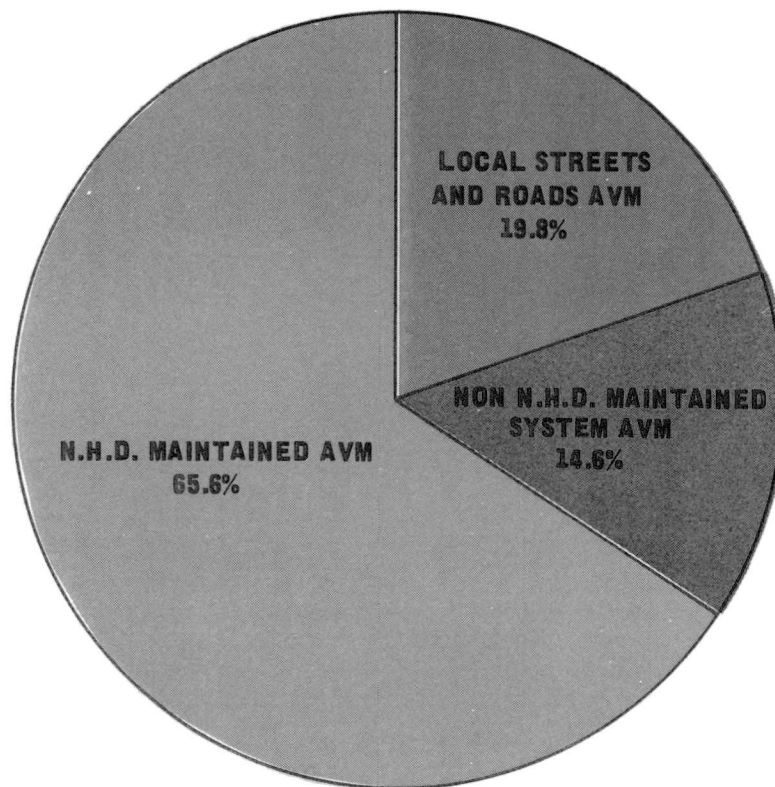
AVM - ANNUAL VEHICLE MILES ARE COMPUTED BY MULTIPLYING
THE ADT (AVERAGE DAILY TRAFFIC) BY THE ROUTE MILEAGE,
THEN MULTIPLYING BY 365.

STATUS OF ANNUAL VEHICLE MILES (AVM)
CLARK COUNTY



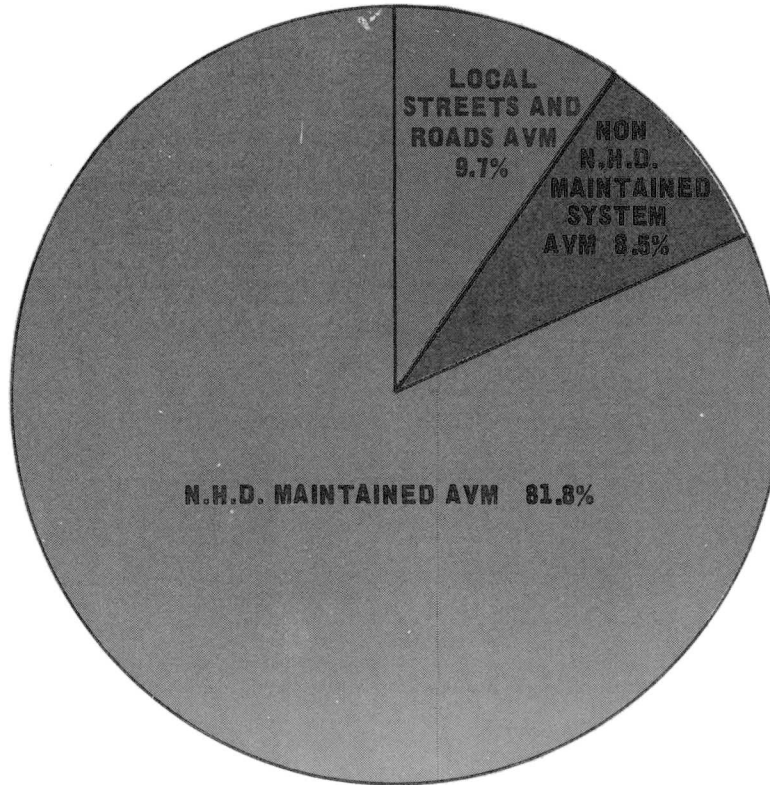
	N.H.D. MAINTAINED AVM	= 1,318,624,304	= 55.0%
	NON N.H.D. MAINTAINED SYSTEM AVM	= 659,574,902	= 27.5%
	LOCAL STREETS AND ROADS AVM	= 418,569,460	= 17.5%
	TOTAL CLARK COUNTY AVM	= 2,396,772,666	= 100.0%

**STATUS OF ANNUAL VEHICLE MILES (AVM)
WASHOE COUNTY**



	N.H.D. MAINTAINED AVM	= 740,702,009	= 65.6%
	NON N.H.D. MAINTAINED SYSTEM AVM	= 164,972,124	= 14.6%
	LOCAL STREETS AND ROADS AVM	= 223,649,429	= 19.8%
	TOTAL WASHOE COUNTY AVM	= 1,129,323,562	= 100.0%

**STATUS OF ANNUAL VEHICLE MILES (AVM)
CARSON CITY AND DOUGLAS COUNTY COMBINED**



	N.H.D. MAINTAINED AVM DOUGLAS CO.	= 145,941,242	}	269,774,372	=	81.8%
	N.H.D. MAINTAINED AVM CARSON CITY	= 123,833,130				
	NON N.H.D. MAINTAINED SYSTEM AVM DOUGLAS CO.	= 18,562,856	}	28,026,403	=	8.5%
	NON N.H.D. MAINTAINED SYSTEM AVM CARSON CITY	= 9,463,547				
	LOCAL STREETS AND ROADS AVM DOUGLAS CO.	= 10,110,098	}	32,174,318	=	9.7%
	LOCAL STREETS AND ROADS AVM CARSON CITY	= 22,064,220				
	TOTAL AVM FOR DOUGLAS CO.	= 174,614,196	}	329,975,093	=	100.0%
	TOTAL AVM FOR CARSON CITY	= 155,360,897				

METHODOLOGY

The Needs Study is a comprehensive systematic investigation of all sections of roads that are on the state systems within the State. These roads are evaluated as to their need for improvement, the type of improvement required and the cost of such improvement. At the same time, investigations into revenue sources are made and projections of probable future funding levels are established.

The sufficiency rating study is the prime factor in establishing construction needs. This rating process provides a comparison between existing conditions and acceptable design standards by assigning 100 points to a road that is perfect in every respect and deducting points to indicate the degree to which the road fails to meet construction standards and traffic demands being imposed upon it. A variety of aspects are measured in this fashion, however, they all fall into three general categories; CONDITION, SAFETY and SERVICE. Within these broad categories, a number of smaller components are measured to assure uniform treatment and to account for a wide variety of situations that are important to a roadways adequacy. The resultant "basic ratings" are adjusted to current traffic volumes imposed upon each section of road. (If two sections of road have the same basic rating but one is carrying twice the traffic, the highway carrying the greater volume is less sufficient and, therefore, receives a lesser rating). The rating, after the traffic adjustment is then known as the "adjusted rating."

Improvements and costs of improvement are determined as required to bring each section up to its appropriate design standard. Other highway divisions (Design, Right-of-Way, Bridge, Testing, Maintenance, and the District Engineers) provide expert assistance in the determination of both the improvement type needed and the cost thereof.

Following the determination of the adjusted sufficiency rating, the required improvement type, and the cost of improvement, a formula is applied that arranges all projects in priority, or descending order of importance. This formula has the advantage of simplicity yet it recognizes the optimum relationship between the cost of improvement, and the volume of traffic to be served.

It is felt that this approach in assessing the adequacy of our highways provides a scientific methodology which confines personal judgement to a very limited range, consequently it can be used with confidence in establishing a realistic and reliable list of construction needs, costs and priorities. The listing identifies the full scope of the highway "problem" that must be faced from the standpoint of both work effort and funding if the highway network is to keep pace with the demands placed upon it.

Additional needs outside of the construction area are also considered and are grouped under two general headings; (1) MAINTENANCE and, (2) EXECUTIVE & SUPPORT SERVICES. The estimated needs in these areas are projected using historic trends, anticipated changes in system size, department responsibilities, and the adequacy of past spending levels. Major factors that are considered in determining maintenance needs are, the miles and number of lanes to be maintained, and the adequacy of past funding levels. The

executive and support services budget has a direct relationship to the overall department budget and can be projected on a percentage basis. Input into the determination of needs is obtained from the Maintenance Division, District Engineers and the Accounting Division.

Perhaps the most difficult factor involved in the entire study is the determination of anticipated revenues over the study period. As mentioned in the introduction, many variables weigh heavily upon future funding availabilities. Many assumptions must be made during the process of forecasting revenues and while "disaster may strike", rendering the forecasts totally useless, they have been arrived at using reasonable assumptions and we are confident that they represent the most likely probabilities.

PROPOSED 1979 - 1985 CONSTRUCTION PROGRAM

Following is a seven (7) year construction program that should be adopted if we are to catch up with our backlog needs and keep pace with the economic growth of the State. The program shows time periods, geographical area and indicates those projects that are critical in nature.

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

STATE OF NEVADA

12-20-78

SUMMARY
(Millions of Dollars)

<u>SYSTEM</u>	<u>TIME PERIOD 1</u> <u>1979-1980</u>	<u>TIME PERIOD 2</u> <u>1981-1982</u>	<u>TIME PERIOD 3</u> <u>1983-1985</u>	<u>TOTAL</u>
INTERSTATE SYSTEM	143.6	95.5	126.3	365.4
PRIMARY SYSTEM	72.0	138.9	150.1	361.0
SECONDARY SYSTEM	20.4	33.0	54.2	107.6
URBAN SYSTEM	16.3	19.3	56.0	91.6
LOCAL PRIORITIES	<u>3.1</u>	<u>2.3</u>	<u>12.2</u>	<u>17.6</u>
TOTAL	\$255.4	\$289.0	\$398.8	\$943.2

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

CLARK COUNTY

12-20-78

SUMMARY
(Millions of Dollars)

<u>SYSTEM</u>	<u>TIME PERIOD 1</u> <u>1979-1980</u>	<u>TIME PERIOD 2</u> <u>1981-1982</u>	<u>TIME PERIOD 3</u> <u>1983-1985</u>	<u>TOTAL</u>
INTERSTATE SYSTEM	8.5	67.6	105.7	181.8
PRIMARY SYSTEM	34.9	59.2	66.8	160.9
SECONDARY SYSTEM	1.6	9.2	9.7	20.5
URBAN SYSTEM	<u>-</u>	<u>16.0</u>	<u>56.0</u>	<u>72.0</u>
TOTAL	\$45.0	\$152.0	\$238.2	\$435.2

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

CLARK COUNTY

12-20-78

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	[*] <u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST</u> (Millions)
<u>INTERSTATE SYSTEM</u>					
I-15	Washington Ave. UPRR Grade Separation	Modify	1	-	2.7
I-15	8.5 mi. to 16.4 mi. NE Cal. Stateline	RS	1	7.84	1.4
I-15	Charleston Blvd. Interchange	Modify	1	-	1.1
I-15	Henderson Int. to Gass Ave.				
	Henderson Int. to Flamingo Rd.	RS & Safety	1	10.65	3.3
	Flamingo Rd. to Gass Ave.	RS & Safety	3	3.93	4.4
I-15	Lamb Blvd. to Garnet Int.	RS	2	16.60	3.0
I-15	Lamb Blvd. to Garnet Int.	Safety	3	-	3.0
I-15	1 mi. NE Crystal Int. to Mesquite				
	1 mi. NE Crystal Int. to Mormon Mesa	RS	2	18.96	4.4
	1 mi. NE Crystal Int. to Mormon Mesa	Safety	3	-	3.9
	Mormon Mesa to Mesquite	Safety	3	24.29	3.5
I-15	Craig Rd Interchange	Modify	3	-	1.3
I-515	Boulder Highway to Las Vegas Blvd.				
	Boulder Hwy to Charleston Blvd.	NC	3	1.70	24.1
	Charleston Blvd. to Eastern Ave.	NC	2	1.80	16.3
	Eastern Ave. to 13th Street	R/W	2	0.80	12.6
	Eastern Ave. to 13th Street	NC	3	-	40.6
	13th Street to Las Vegas Blvd.	R/W	2	0.70	10.4
	13th Street to Las Vegas Blvd. (1st Section)	NC	2	-	20.9
	13th Street to Las Vegas Blvd. (2nd Section)	NC	3	-	24.9

\$181.8

*Time Period 1 = 1979-1980

Time Period 2 = 1981-1982

Time Period 3 = 1983-1985

C = Critical Projects

CLARK COUNTY (CONT.)

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>PRIMARY SYSTEM</u>					
C	US 93				
C	Ariz. Stateline to Railroad Pass				
C	Ariz. Stateline to SR 41	R/W	1	3.78	6.0
C	SR 41 to Railroad Pass	RC	2	7.10	15.3
C	Ariz. Stateline to SR 41	RC	3	-	33.7
	US 95				
	Cal. Stateline to Nelson Rd. (N. Branch)				
	Cal. Stateline to Nelson Rd. (N. Branch)	R/W	1	46.28	2.1
	1.3 mi. S. to 4.5 mi. N. SR 68 (Searchlight)	RC	1	-	2.3
	Cal. Stateline to 1.3 mi. S. SR 68	RC	2	-	4.3
	4.5 mi. N. SR 68 to Nelson Rd.	RC	2	-	4.9
	US 95				
	Torrey Pines W & N to US 95 (Under Const.)	NC	1	6.92	4.3
C	US 95 Fwy				
C	Near Railroad Pass to I-515				
C	Near Railroad Pass to I-515	R/W	1	15.10	20.2
C	Near Railroad Pass to SR 41 (1st Section)	NC	2	-	15.0
C	Near Railroad Pass to SR 41 (2nd Section)	NC	3	-	15.6
C	SR 41 to I-515	Strs.	2	-	12.3
C	Russell Rd. to I-515	G&D	2	-	7.4
C	SR 41 to Russell Rd.	NC	3	-	12.3
C	Russell Rd. to I-515	B&S	3	-	5.2
					<u>\$160.9</u>

CLARK COUNTY (CONT.)

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>	
<u>SECONDARY SYSTEM</u>						
	FAS 147	Lake Mead Blvd.-SR 41A to EUL N. Las Vegas	R/W	2	11.61	0.4
	FAS 147	Lake Mead Blvd.-SR 41A to EUL N. Las Vegas	RC	3	-	2.5
C	FAS 149	Flamingo Rd.-Rainbow Blvd. to Decatur Blvd.	R/W	1	2.00	0.4
C	FAS 149	Flamingo Rd.-Rainbow Blvd. to Decatur Blvd.	RC	2	-	2.1
	FAS 151	Lamb Blvd.-Sloan/Henderson Rd. to Russell Rd.	R/W	2	4.47	0.3
	FAS 151	Lamb Blvd.-Sloan/Henderson Rd. to Russell Rd.	RC	3	-	1.3
	FAS 153	Rainbow Blvd.-Spring Mt. Rd. to Sahara Ave.	R/W	1	1.25	0.2
	FAS 153	Rainbow Blvd.-Spring Mt. Rd. to Sahara Ave.	RC	2	-	0.8
	FAS 159	Blue Diamond Rd.-Pahrump Rd. to Rainbow Blvd.				
		Pahrump Rd. to 10 mi. W. Rainbow Blvd.	RC	2	10.74	2.7
		10 mi. W. Rainbow Blvd. to Rainbow Blvd.	RC	3	10.54	2.8
	FAS 169	Valley of Fire Rd.-I-15 to Old SR 12				
		I-15 to Old SR 12	R/W	1	23.84	1.0
		I-15 to 12 mi. E.	RC	2	-	2.9
		12 mi. E I-15 to Old SR 12	RC	3	-	<u>3.1</u>
						\$20.5

CLARK COUNTY (CONT.)

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>URBAN SYSTEM</u>					
C	FAU 592				
	Flamingo Rd.-Valley View Blvd. to Eastern Ave.				
C	Suzanne St. to Eastern Ave.	RC	2	2.40	5.7
C	Valley View Blvd. to I-15	RC	3	0.78	43.6
C	I-15 to Suzanne St.	RC	3	0.78	6.7
	FAU 610				
	Lamb Blvd.-Boulder Hwy to Las Vegas Blvd.				
	Boulder Hwy to Owens Ave.	RC	2	4.13	10.3
	Owens Ave. to Las Vegas Blvd.	RC	3	2.60	5.7
					\$72.0

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

WASHOE COUNTY

12-20-78

SUMMARY
(Millions of Dollars)

<u>SYSTEM</u>	<u>TIME PERIOD 1</u> <u>1979-1980</u>	<u>TIME PERIOD 2</u> <u>1981-1982</u>	<u>TIME PERIOD 3</u> <u>1983-1985</u>	<u>TOTAL</u>
INTERSTATE SYSTEM	57.9	3.4	3.3	64.6
PRIMARY SYSTEM	11.3	15.7	24.3	51.3
SECONDARY SYSTEM	7.7	13.3	8.5	29.5
URBAN SYSTEM	<u>14.9</u>	<u>2.3</u>	<u>-</u>	<u>17.2</u>
TOTAL	\$91.8	\$34.7	\$36.1	\$162.6

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

WASHOE COUNTY

12-20-78

* Time Period 1 = 1979-1980
 Time Period 2 = 1981-1982
 Time Period 3 = 1983-1985

C = Critical Projects

WASHOE COUNTY (CONT.)

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>SECONDARY SYSTEM</u>					
FAS 341	Virginia City Rd.-ST Co. line to US 395	R/W	1	6.30	0.7
FAS 341	Virginia City Rd.-ST Co. line to US 395	RC	2	-	3.7
FAS 431	Mt. Rose Rd.-N. Shore Rd. to US 395				
	N. Shore Rd. to 3.5 mi. NE	RC	1	3.43	2.4
	3.5 mi. NE N. Shore Rd. to Slide Mt. Rd.	RS	1	8.03	4.1
	Slide Mt. Rd. to Galena Creek	RC	2	6.17	6.3
	Galenda Creek to US 395	RC	3	6.84	7.0
FAS 434	Lakeside Dr.-Holcomb Ln. to SUL Reno	R/W	2	1.98	0.3
FAS 434	Lakeside Dr.-Holcomb Ln. to SUL Reno	NC	3	-	1.5
C FAS 443	Sun Valley Dr.-McCarran Blvd. to 3 mi. N.	R/W	1	3.19	0.5
C FAS 443	Sun Valley Dr.-McCarran Blvd. to 3 mi. N. (1st 1.17 mi. is on FAU 666)	RC	2	-	3.0
					\$29.5
<u>URBAN SYSTEM</u>					
C FAU 648	Glendale Rd.-Truckee River to Stanford Way				
C	Truckee River to S. Rock Blvd.	RC	1	0.58	4.1
C	S. Rock Blvd. to Stanford Way	RC	2	1.25	2.3
C FAU 650	E. McCarran Blvd.-N/S Fwy to Pyramid Way	NC	1	1.94	4.0
C FAU 650	E. McCarran Blvd.-S. Virginia St. to Mill St.	NC	1	3.84	6.8
					\$17.2

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

CARSON CITY & DOUGLAS COUNTIES

12-20-78

SUMMARY
(Millions of Dollars)

<u>SYSTEM</u>	<u>TIME PERIOD 1</u> <u>1979-1980</u>	<u>TIME PERIOD 2</u> <u>1981-1982</u>	<u>TIME PERIOD 3</u> <u>1983-1985</u>	<u>TOTAL</u>
PRIMARY SYSTEM	15.5	29.6	18.6	63.7
SECONDARY SYSTEM	-	3.1	5.2	8.3
URBAN SYSTEM	0.3	1.0	-	1.3
LOCAL PRIORITIES	<u>3.1</u>	<u>2.3</u>	<u>1.1</u>	<u>6.5</u>
TOTAL	\$18.9	\$36.0	\$24.9	\$79.8

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

CARSON CITY & DOUGLAS COUNTIES

12-20-78

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	[*] <u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>PRIMARY SYSTEM</u>					
US 50	Stateline Bypass to Round Hill	R/W	2	-	0.8
US 50	Stateline Bypass to Round Hill	NC	3	1.94	4.3
US 50	Kingsbury Jct. to Spooners Summit	R/W	1	-	1.0
	Kingsbury Jct. to Cave Rock	RC	2	6.53	1.3
	Cave Rock to Spooners Summit	RC	3	6.36	1.2
US 50	End 4 Ln. E. of Carson to Virginia City Rd.	RC	2	3.41	2.5
C US 395	NCL Gardnerville N. to US 50 S of Carson	G&D	1	13.56	4.5
C US 395	NCL Gardnerville N. to US 50 S of Carson	B&S	2	-	4.1
C US 395 Bypass	US 50 S of Carson to Lakeview Hill	R/W	1	-	10.0
C	US 50 S of Carson to US 50 E of Carson	NC	2	4.50	20.9
C	US 50 E of Carson to Lakeview Hill	NC	3	3.00	13.1
					\$63.7
<u>SECONDARY SYSTEM</u>					
FAS 100	E. Ormsby Blvd.-N of Fairview Dr to N Carson St.	NC	3	5.17	1.6
FAS 101	W. Ormsby Blvd.-Ash Canyon Rd. to N Carson St.	NC	2	2.58	1.2
FAS 207	Mottsville Ln.-Stateline Bypass to Summit	RC	3	3.33	2.0
FAS 207	Mottsville Ln.-Foothill Rd. to Woodfords Rd.	RC	2	3.27	1.9
FAS 207	Mottsville Ln.-Woodfords Rd. to Valley Rd.	RC	3	4.82	1.6
					\$ 8.3

* Time Period 1 = 1979-1980

Time Period 2 = 1981-1982

Time Period 3 = 1983-1985

C = Critical Projects

CARSON CITY & DOUGLAS COUNTIES (CONT.)

<u>ROUTE</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST</u> (Millions)
<u>URBAN SYSTEM</u>					
FAU 513	E. 5th St.-Carson St. to Saliman Rd.	RC	2	0.93	1.0
FAU	Stewart St.-9th St. to 3rd St.	RC	1	0.25	<u>0.3</u>
					\$1.3
<u>LOCAL PRIORITIES</u>					
C	Roop St.(CC) Colorado St. to 5th St.	RC	2	1.03	2.3
C	Roop St.(CC) 5th St. to US 50	RC	1	0.62	2.6
C	Roop St.(CC) US 50 to Winnie Ln.	RC	3	0.39	1.1
	Pinenut Rd(DO) FAS 209-US 395 to Valley Rd.	RC	1	0.98	<u>0.5</u>
					\$6.5

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

RURAL COUNTIES

12-20-78

SUMMARY
(Millions of Dollars)

<u>SYSTEM</u>	<u>TIME PERIOD 1</u> <u>1979-1980</u>	<u>TIME PERIOD 2</u> <u>1981-1982</u>	<u>TIME PERIOD 3</u> <u>1983-1985</u>	<u>TOTAL</u>
INTERSTATE SYSTEM	77.2	24.5	17.3	119.0
PRIMARY SYSTEM	10.3	34.4	40.4	85.1
SECONDARY SYSTEM	11.1	7.4	30.8	49.3
URBAN SYSTEM	1.1	-	-	1.1
LOCAL PRIORITIES	<u>-</u>	<u>-</u>	<u>11.1</u>	<u>11.1</u>
TOTAL	\$99.7	\$66.3	\$99.6	\$265.6

F.Y. 1979 - 1985 CONSTRUCTION PROGRAM

RURAL COUNTIES

12-20-78

<u>ROUTE</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	[*] <u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST</u> (Millions)
<u>INTERSTATE SYSTEM</u>						
I-80	CH	15 mi. SW to PE Co. line	RS	2	14.85	3.6
I-80	CH	15 mi. SW to PE Co. line	Safety	3	-	1.3
I-80	PE	CH Co. line to 1.9 mi. W. of Westfall Rd.	Safety	3	11.35	1.0
I-80		SCL Lovelock to Woolsey				
	PE	Westbound viaduct in Lovelock	Strs.	1	(0.67)	6.8
	PE	SCL Lovelock to Airport Rd.	NC	2	1.84	8.9
	PE	Airport Rd. to Woolsey	NC	1	7.98	6.6
I-80		Humboldt House to HU Co. line				
	PE	Mill City to HU Co. line	RS	1	12.63	1.6
	PE	Mill City to HU Co. line	Safety	3	-	1.9
	PE	Humboldt House to Mill City	Safety	3	11.12	1.3
I-80		0.3 mi. SW to 2.5 mi. NE of Winnemucca				
	HU	Weso Rd. to 2.5 mi. NE of Winnemucca	G&D	1	2.90	5.2
	HU	Weso Rd. to 2.5 mi. NE of Winnemucca	B&S	2	-	2.5
	HU	0.3 mi. SW of Winnemucca to Weso Rd.	NC	2	3.15	2.8
I-80	HU	E Foot of Golconda Summit to Valmy	RS & Safety	2	12.67	3.6
I-80	LA	3 mi. W to 3 mi. E of Battle Mountain	NC	1	5.84	9.2
I-80	LA	3 mi. SE of Battle Mtn to 2.5 mi. W of Emigrant	Safety	3	33.64	4.8
I-80	LA	10 mi. E. of Battle Mtn. to Beowawe Intch.	RS	2	(23.74)	3.1
I-80	EL	WCL Carlin to 3 mi. E of Carlin ECL	NC	1	6.38	6.4
I-80	EL	3 mi. SW to 0.6 mi. NE of Elko	NC	1	6.50	13.2
I-80	EL	6.5 mi. E of Elko to Halleck	RS	1	11.95	3.4
I-80	EL	Halleck to 6 mi. E of Deeth	Safety	3	18.20	3.2
I-80	EL	4.5 mi. W of Wells to 1 mi. E of US 93	NC	1	5.72	9.8
I-80	EL	Wells to Pequop Summit	Safety	3	19.91	3.8
I-80	EL	15.1 mi. to 4.6 mi. W of Utah Stateline	NC	1	10.50	<u>15.0</u>

\$119.0

* Time Period 1 = 1979-1980
 Time Period 2 = 1981-1982
 Time Period 3 = 1983-1985

RURAL COUNTIES (CONT.)

<u>ROUTE</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>PRIMARY SYSTEM</u>						
US 6	NY	8 mi. W to WP Co. line	RC	3	8.05	1.2
US 50	LY	Virginia City Rd. to 6 mi. E	RC	3	6.07	4.2
US 50	LY	13 mi. E of Dayton to 3 mi. E of US 95A (Silver Springs)	RC	2	13.04	4.5
US 50	CH	US 50A (Leeteville) to 5 mi. E	RC	2	5.07	4.8
US 50	CH	5 mi. E of US 50A to US 95 in Fallon	RC	2	4.13	4.6
US 50	CH	US 95 in Fallon to Stillwater Rd.	RS&W	3	4.64	1.3
US 50	CH	Salt Wells to Sand Springs	RC	3	15.18	5.1
US 50	LA	Battle Mtn Rd through Austin to 10.4 mi. E	RC	3	10.37	3.1
US 50	WP	9 mi. E of Pancake Summit to Illipah	RC	2	12.62	3.7
US 50	WP	US 93 in Ely to Ward Charcoal Ovens Rd.	RC	3	5.57	1.5
US 93	LN	6 mi. E to 15 mi. E of Delamer Flt. Strip Rd.	RC	3	9.11	3.4
US 93	LN	Elgin Rd. to NCL Caliente	RC	3	1.01	0.7
US 93	WP	NNRR Overpass in E Ely	RC	3	0.49	1.0
US 93	WP	SCL to NCL McGill	RC	2	1.15	1.0
US 93A	EL	White Horse Pass to 3.8 mi. N	RC	3	3.77	1.2
US 95	NY	1.5 mi. SE of Lathrop Wells to 18.5 mi. S. of Beatty	RC	1	12.41	2.6
US 95	NY	18.5 mi. S to 3.5 mi. S of Beatty	RC	1	15.00	2.4
US 95	ES	NCL Goldfield to 12 mi. S of Tonopah	RC	1	12.40	2.4
US 95	ES	Tonopah to 5 mi. S of MI Co. line	RC	3	12.00	3.6
	ES	Tonopah to 12 mi. E	RC	3	11.80	2.8
	ES	12 mi. E of Tonopah to 11 mi. E of SR 47	RC	3	10.70	2.7
	ES	11 mi. E to SR 47 (Silver Peak Rd.)	RC	2	15.00	3.0
	ES	SR 47 to 5 mi. S of MI Co. line	RC			
US 95	ES	ES Co. line to E Bdry Hawthorne Army Amm. Plant	RC	1	6.41	2.9
	MI	ES Co line to 6 mi. N	RC	2	9.60	2.5
	MI	6 mi. N of ES Co line to Mina	RC	2	10.26	4.1
	MI	Mina to 1 mi. N of SR 23	RC	3	13.50	3.4
	MI	1 mi. N of SR 23 in Luning to 14 mi. N	RC	3	0.82	1.2
	MI	14 mi. N of SR 23 to E Bdry Hawthorne AAP	RC			
US 95	CH	Berney Rd S of Fallon to Old River Rd N of Fallon	RC	3	6.87	4.0
US 95	HU	3rd St. in Winnemucca to NCL	RC	2	1.26	0.9
US 95A	LY	Main St. in Yerington to Wabuska	RC	2	11.37	4.8
US 95A	LY	US 50A in Fernley to I-80 at Wads./Fern Int.	RC	2	1.21	0.5

\$85.1

RURAL COUNTIES (CONT.)

<u>ROUTE</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>SECONDARY SYSTEM</u>						
FAS 116	CH	Stillwater Rd.-US 50 to Stillwater	RC	3	10.49	2.1
FAS 208	LY	Topaz-Yerington Rd-Mason Rd to US95A @ Yerington	RC	3	2.75	0.8
FAS 221	EL	Old US 40 through Carlin	RC	2	2.97	0.5
FAS 222	EL	Idaho St. through Elko (Part on FAU 535)	RS	2	5.31	3.3
FAS 223	EL	Humboldt Ave. & 6th St. through Wells	RC	3	1.89	0.9
FAS 224	EL	Old US 40 through Wendover	RC	2	0.51	0.2
FAS 225		Mountain City Rd.-WUL Elko to Deep Creek Rd.				
	EL	WUL Elko to 4.7 mi. NW	RC	2	4.71	0.9
	EL	4.7 mi. NW of Elko to Deep Creek Rd.	RC	3	21.12	4.3
FAS 231	EL	Angel Lake Rd.-11 mi. NE Angel Lake to I-80 in Wells (under construction)	NC	1	0.62	0.7
FAS 264	ES	Fish Lake Valley Rd-Dyer to Dicalite Cutoff	RC	3	16.10	1.9
FAS 278	EU	Eureka-Carlin Rd-16 mi. S to 9 mi S of Palisade Rd.	RC	1	6.90	1.2
FAS 278	EL	Eureka-Carlin Rd-Palisade Rd to 1.2 mi. S I-80	RC	3	7.88	1.5
FAS 278	EL	Eureka-Carlin Rd.-1.2 mi. S to I-80 in Carlin	RC	2	1.20	0.3
FAS 289	HU	3rd St. through Winnemucca	RC	3	2.24	2.0
FAS 304	LA	Old US 40 through Battle Mountain	RC	3	3.51	1.2
FAS 318	LN	Sunnyside Rd-Near Hiko to 20.9 mi. N	NC	1	16.20	1.7
FAS 318	LN	Sunnyside Rd-20.9 mi. to 35.9 mi. N of Hiko	NC	1	15.00	1.8
FAS 318	LN	Sunnyside Rd-35.9 mi. N of Hiko to 1.7 mi. S of Sunnyside	NC	1	32.00	1.8
FAS 318	NY	Sunnyside Rd.-Sunnyside to WP Co. line	RC	3	18.56	2.2
FAS 321	LY	Pioche Rd.-US 93 through Pioche to US 93	RC	3	5.11	1.6
FAS 341	LY	Virginia City Rd.-US 50 to WA Co. line	R/W	2	15.74	1.0
FAS 341	LY	Virginia City Rd.-US 50 to WA Co. line	RC	3	-	5.5
FAS 359	MI	Pole Line Rd.-Cal. Stateline to 10 mi. N	RC	2	10.00	1.2
FAS 359	MI	Pole Line Rd.-10 mi N to 20 mi N Cal. Stateline	RC	1	10.00	1.2
FAS 361	NY	Gabbs Rd.-SCL Gabbs to MI Co. line	RC	1	15.49	1.8
FAS 396	PE	Cornell Ave. through Lovelock	RC	3	7.92	1.5
FAS 400	PE	Unionville Rd.-Unionville to begin pavement	NC	3	4.37	1.4
FAS 401	PE	Rye Patch Rd.-Rye Patch State Park to I-80	NC	1	2.80	0.9
FAS 486	WP	Success Summit Rd.-US 93 to Cave Creek	NC	3	8.00	1.8
FAS 486	WP	Success Summit Rd.-Cave Creek to Barry Creek	NC	3	14.95	2.1
						<u>\$49.3</u>

RURAL COUNTIES (CONT.)

<u>ROUTE</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>CONSTRUCTION TYPE</u>	<u>TIME PERIOD</u>	<u>MILEAGE</u>	<u>COST (Millions)</u>
<u>URBAN SYSTEM</u>						
FAU 536	EL	Mtn. City Rd. - Idaho St. to I-80 in Elko	RC	1	0.41	0.5
FAU 536	EL	Mtn. City Rd. - I-80 to WUL Elko	RC	1	0.79	0.6
						<u>\$1.1</u>
<u>LOCAL PRIORITIES</u>						
FAS 121	CH	Dixie Valley Rd - end pavement into Dixie Vllly	NC	3	2.90	0.5
FAS 265	ES	Silver Peak Rd - Silver Peak to US 95	RC	3	20.50	2.5
FAS 317	LN	Kane Springs Wash Rd. - US 93 to Elgin	NC	3	37.10	6.4
FAU 536	EL	Front St. - S. 3rd St. to Bullion Rd.	NC	3	1.02	0.9
FAU 542	EL	12th St. - River St. to Idaho St.	NC	3	0.20	0.2
FAU 543	EL	Silver St. - 2nd St. to 12th St.	NC	3	0.71	0.6
						<u>\$11.1</u>

THIRTEEN CRITICAL PROJECTS

Cost in Millions

Clark County

Primary

US 95 Fwy - Railroad Pass to I-515.	88.0
US 93 Arizona State line to Railroad Pass.	55.0
	<u>143.0</u>

Secondary

FAS 149 Flamingo Road - Rainbow Blvd. to Decatur Blvd.	2.5
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Urban

FAU 592 Flamingo - Valley View to Eastern Ave.	56.0
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<u>Total Clark County:</u>	<u>201.5</u>
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Washoe County

Primary

US 395 Panther Valley to Stead Interchange.	8.6
US 395 Winters Ranch to I-580.	27.0
	<u>35.6</u>

Secondary

FAS 443 Sun Valley Rd.-McCarran to 3 Mi North.	3.5
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Urban

FAU 650 E McCarran Blvd.-N/S Fwy. E to Pyramid Way	4.0
FAU 648 Glendale Rd.-Truckee River to Stanford Way.	6.4
FAU 650 E McCarran Blvd.-S. Virginia to Mill.	6.8
	<u>17.2</u>

<u>Total Washoe County:</u>	<u>56.3</u>
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Thirteen Critical Projects
Page No. 2

Cost in Millions

Carson/Douglas Counties

Primary

US 395 S City limits of Gardnerville to
to US 50 south of Carson City.
US 395 Carson Bypass.

8.6
44.0
52.6

Local Priority

Roop Street

6.0

Total Carson/Douglas Counties: 58.6

Grand Total: 316.4

Federal-Aid

Primary
Secondary
Urban

66.6
1.9
24.6
93.1

State Aid

223.3

3¢ gas tax will fund (20 years)

225.0

SIX CRITICAL PROJECTS

Primary Only

Cost in Millions

Clark County	143.0
Washoe County	35.6
Carson/Douglas Counties	52.6
<u>Total:</u>	<u>231.2</u>

Federal-Aid	66.6
State Aid	164.6
2.2¢ gas tax will fund (20 years)	165.0

SUPPLEMENTARY DATA

SUMMARY
1979-1999 HIGHWAY NEEDS STUDY

PRESENTED IN:

1978

CONSTANT DOLLAR VALUES*

* All dollar amounts have been adjusted to reflect 1978 dollar values in accordance with U.S. DOT Construction Price Index trends.

TOTAL 20 YEAR NEEDS BY CATEGORY

1979 to 1999
(1978 Constant Dollars)

CONSTRUCTION COSTS

Federal-Aid Interstate	\$ 367,929,000
Federal-Aid Primary	665,024,000
Federal-Aid Secondary	588,732,000
Federal-Aid Urban	233,591,000
State-Aid Routes	36,735,000
Maintenance Contracts	158,400,000
Subtotal	\$2,050,411,000

MAINTENANCE COSTS	\$ 468,019,000
EXECUTIVE AND SUPPORT SERVICES	80,086,000
Subtotal	\$ 548,105,000

GRAND TOTAL \$2,598,516,000

TOTAL 20 YEAR NEEDS

By Construction Operation
1979 to 1999

(1978 Constant Dollars)

<u>SYSTEM</u>	<u>NEEDS - Thousands of Dollars</u>			
	<u>NEW CONSTRUCTION</u>	<u>RECONSTRUCTION</u>	<u>RESURFACE</u>	<u>TOTAL</u>
FAI	\$232,859	\$ 2,155	\$132,915	\$ 367,929
FAP	143,572	458,020	63,432	665,024
FAS	33,730	485,133	69,869	588,732
FAI'	32,609	177,592	23,390	233,591
SAR	-	20,759	15,976	36,735
Maint. Contracts	-	-	158,400	158,400
TOTAL	\$442,770	\$1,143,659	\$463,982	\$2,050,411
% of Grand Total	21.6%	55.8%	22.6%	100.0%

Table 3

PROJECTED REVENUES IN 7 YEAR INCREMENTS

1979 to 1999
(1978 Constant Dollars)

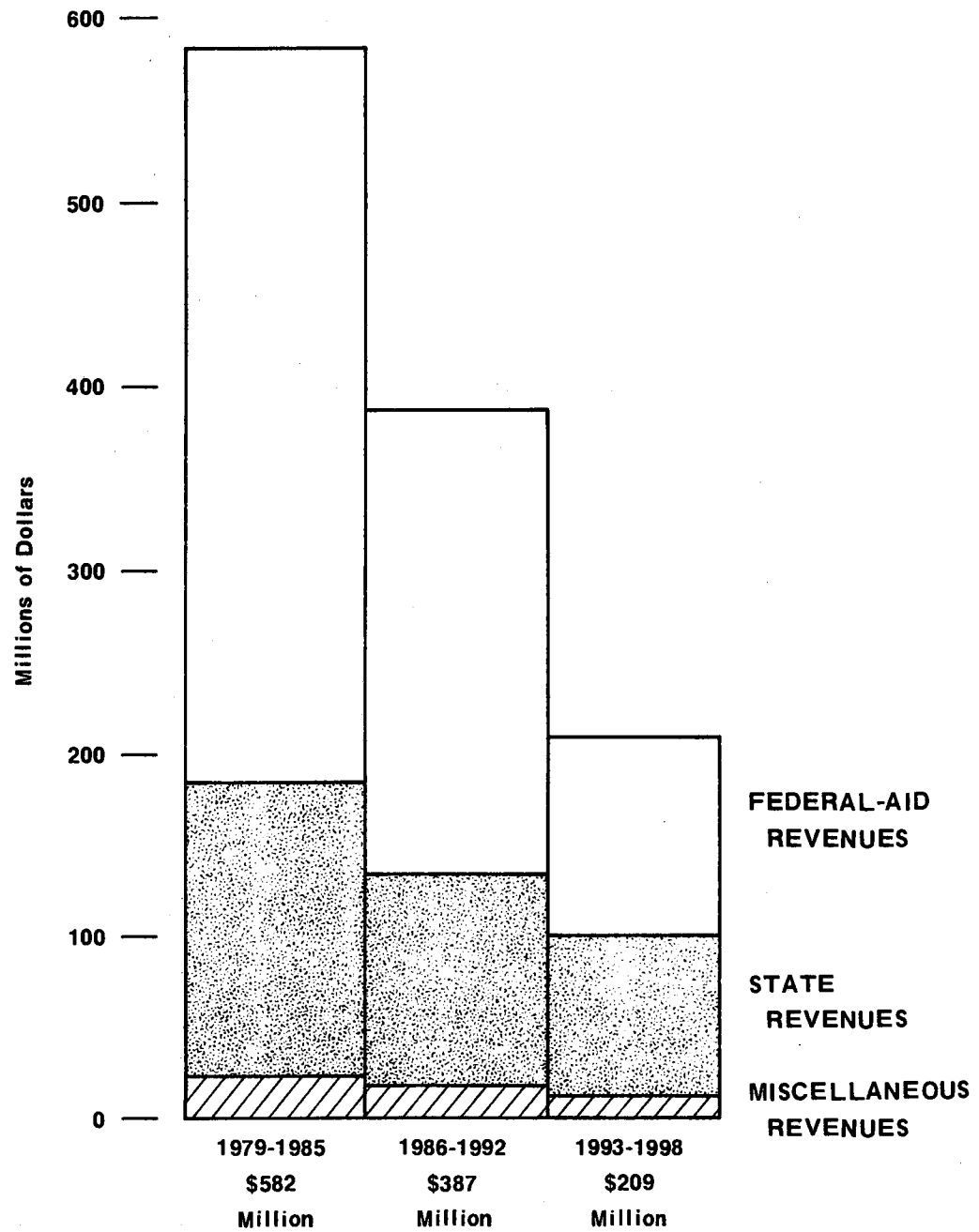


Table 4

SUMMARY
1979-1999 HIGHWAY NEEDS STUDY

PRESENTED IN:
CURRENT DOLLAR VALUES*

- * All dollar amounts have been adjusted to reflect the dollar values at the year of projected expenditure or receipt in accordance with U.S. DOT Construction Price Index trends.

TOTAL 20 YEAR NEEDS BY CATEGORY

1979 to 1999
(Current Dollars)

CONSTRUCTION COSTS

Federal-Aid Interstate	\$ 422,828,000
Federal Aid Primary	1,011,501,000
Federal-Aid Secondary	1,099,208,000
Federal-Aid Urban	389,125,000
State-Aid Routes	68,579,000
Maintenance Contracts	239,055,000
Subtotal	\$3,230,296,000

MAINTENANCE COSTS	\$2,005,004,000
EXECUTIVE AND SUPPORT SERVICES	170,642,000
Subtotal	\$2,175,646,000

GRAND TOTAL	\$5,405,942,000

Table II

TOTAL 20 YEAR NEEDS

By Construction Operation
1979 to 1999

(Current Dollars)

<u>SYSTEM</u>	<u>NEEDS - Thousands of Dollars</u>			
	<u>NEW CONSTRUCTION</u>	<u>RECONSTRUCTION</u>	<u>RESURFACE</u>	<u>TOTAL</u>
FAI	\$267,604	\$ 2,478	\$152,746	\$ 422,828
FAP	218,373	696,651	96,477	1,011,501
FAS	62,974	905,780	130,454	1,099,208
FAU	54,322	295,840	38,963	389,125
SAR	-	38,754	29,825	68,579
Maint. Contracts	-	-	239,055	239,055
TOTAL	\$603,273	\$1,939,503	\$687,520	\$3,230,296
% of Grand Total	18.7%	60.0%	21.3%	100.0%

Table III

PROJECTED REVENUES IN 7 YEAR INCREMENTS

1979 to 1999
(Current Dollars)

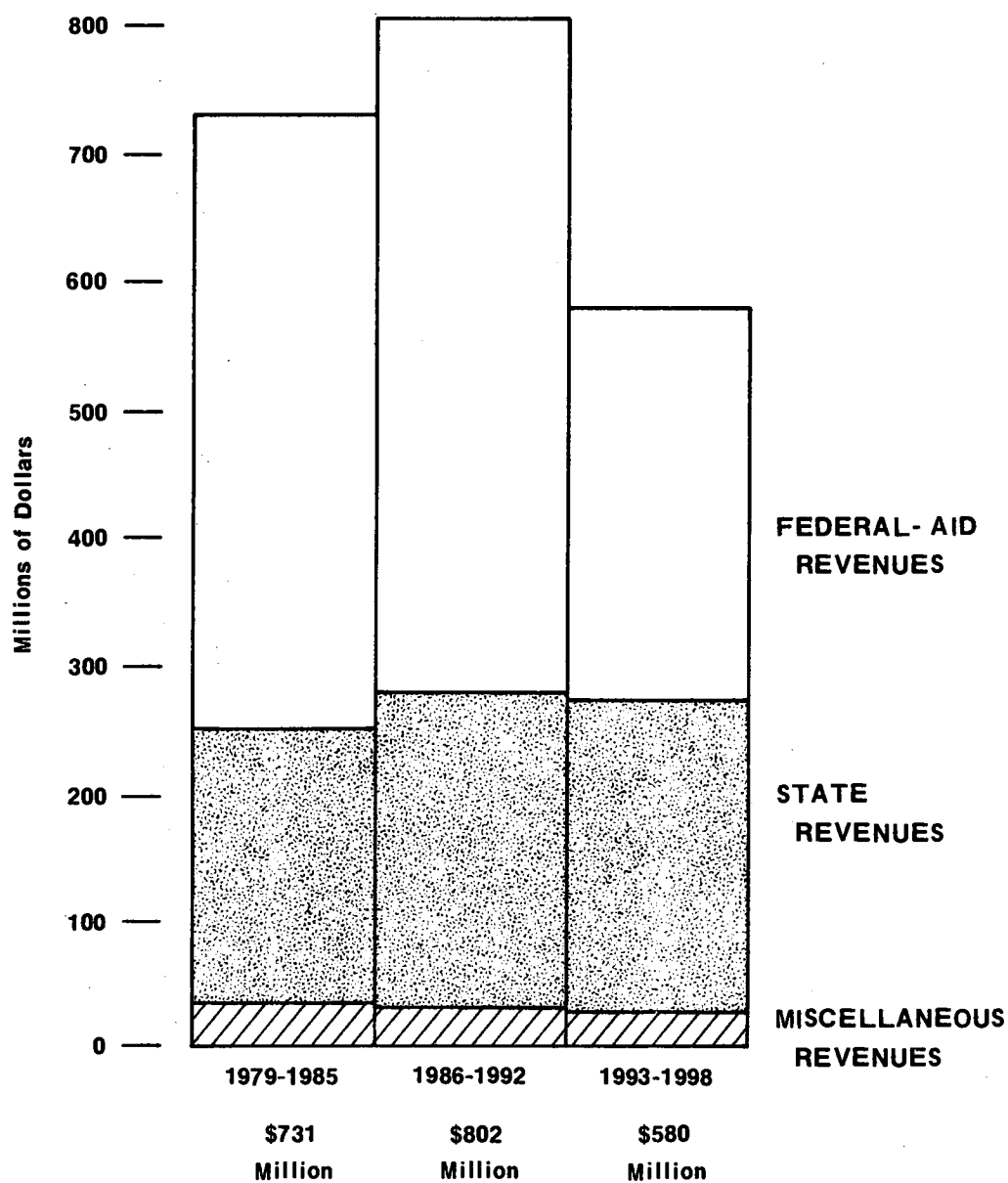


Table IV

SYSTEM - RURAL/URBAN TOTALS
SEPTEMBER 1, 1978

<u>SYSTEM</u>	<u>SMALL URBAN</u>	<u>URBANIZED</u>	<u>RURAL</u>	<u>TOTAL</u>
FEDERAL-AID INTERSTATE	3.849	27.841	512.938	544.628
FEDERAL-AID PRIMARY	8.535	18.651	1,845.054	1,872.240
FEDERAL-AID SECONDARY	-	-	2,459.945	2,459.945
FEDERAL-AID URBAN	46.751	321.663	-	368.414
<u>STATE-AID ROUTES</u>	<u>0.879</u>	<u>0.989</u>	<u>411.351</u>	<u>413.219</u>
TOTAL	60.014	369.144	5,229.288	5,658.446

	<u>FAI</u>	<u>FAP</u>	<u>FAS</u>	<u>FAU</u>	<u>SAR</u>	<u>TOTAL</u>
<u>Small-Urban:</u>						
Boulder City	-	3.020	-	4.742	-	7.762
Carson City	-	5.515	-	6.435	0.879	12.829
Elko	3.849	-	-	15.221	-	19.070
Henderson	-	-	-	20.353	-	20.353
	<u>3.849</u>	<u>8.535</u>	<u>-</u>	<u>46.751</u>	<u>0.879</u>	<u>60.014</u>

	<u>FAI</u>	<u>FAP</u>	<u>FAS</u>	<u>FAU</u>	<u>SAR</u>	<u>TOTAL</u>
<u>Urbanized:</u>						
Las Vegas	17.695	15.827	-	210.887	0.521	244.930
Reno	10.146	2.824	-	110.776	0.468	124.214
	<u>27.841</u>	<u>18.651</u>	<u>-</u>	<u>321.663</u>	<u>0.989</u>	<u>369.144</u>

FEDERAL AND STATE SYSTEM TOTALS
AS OF SEPTEMBER 1, 1978

COUNTY	FAT	FAP	FAS	FAU	SAR	TOTAL
CARSON CITY	-	24.307	13.747	6.435	8.855	53.344
CHURCHILL	29.305	174.885	80.771	-	57.359	342.320
CLARK	129.774	175.116	379.611	235.982	22.497	942.980
DOUGLAS	-	59.054	61.546	-	14.909	135.509
ELKO	132.768	195.052	321.686	15.221	8.900	673.627
ESMERALDA	-	115.924	103.860	-	17.941	237.725
EUREKA	25.773	47.385	103.090	-	6.576	182.824
HUMBOLDT	61.388	73.757	156.811	-	37.312	329.268
LANDER	26.982	56.898	118.583	-	49.866	252.329
LINCOLN	-	172.400	212.336	-	2.313	387.049
LYON	14.275	106.754	79.654	-	30.535	231.218
MINERAL	-	118.442	81.135	-	4.154	203.731
NYE	-	240.459	303.858	-	12.319	556.636
PERSHING	75.079	-	66.908	-	39.235	181.222
STOREY	0.775	-	13.790	-	-	14.565
WASHOE	48.509	45.118	277.717	110.776	6.677	488.797
WHITE PINE	-	266.689	84.842	-	93.771	445.302
TOTAL	544.628	1,872.240	2,459.945	368.414	413.219	5,658.446