STREETS & HIGHWAYS

CAPITAL IMPROVEMENT PLAN

FY 2025 - 2034

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PAHRUMP REGIONAL PLANNING DISTRICT

NYE COUNTY, NV

OFFICIAL SEAL OF NYE COUNTY NEVADA

STREETS AND HIGHWAYS
CAPITAL IMPROVEMENT PLAN FY 2025 - 2034

PAHRUMP REGIONAL PLANNING DISTRICT

NYE COUNTY, NEVADA

PREPARED FOR:

NYE COUNTY PUBLIC WORKS

2041 E Calvada Boulevard N, #3

Pahrump, Nevada 89048

PREPARED BY:

An Employee Owned Company
CA Group, Inc

Approved

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INTRODUCTION

With a current population of 42,471 (2023), the Pahrump community faces the transition from a predominantly rural atmosphere to a more urbanized setting. Besides State Route 160 and 372 which provide four travel lanes and act as the primary mobility corridors throughout the Pahrump Valley, most of the existing roadways are two-lane rural 24-foot pavement sections with minimal shoulders and intersections controlled by stop signs. This rural platform has adequately supported the transportation network in the past but will need significant planning and construction to address future mobility requirements brought on by increased urbanization.

Capital Improvement Plan (CIP) Summary

The mission of a regional streets and highways CIP is to evaluate the existing transportation infrastructure and provide planning for Nye County residents to satisfy the local and regional mobility needs of a growing community safely and consistently. The CIP presented in the following write-up is a ten-year plan that identifies priority infrastructure needs and annual funding requirements for capital projects with a tentative outline of future projects for an additional ten-year period identified. The capital infrastructure required for transportation includes roadways and related facilities designed to facilitate the growing population's transportation needs. This plan addresses the improvement of existing streets and the construction of new roadways designed to accommodate future traffic demands from existing and proposed developments. This CIP enables the County to identify needed capital projects, coordinate financing, and establish construction timing. To increase effectiveness, the CIP consists of two crucial segments: an administrative process to identify and prioritize future capital projects (the Prioritization Procedure) and a fiscal plan to identify annual funding requirements for those projects. For each CIP project, the costs for planning, design, construction, and (in some cases) rights-of-way acquisitions are included in the estimates of funding requirements.

The CIP links the county's planning and budget activities. It can support past policy decisions by establishing priorities between competing projects and measure and evaluate the merits of new proposals. Typically, a CIP describes each capital project proposed for development over the forthcoming ten-year period by listing the year it will start and the cost per year.

Even though the overall process is dynamic and periodically adjusted to fit revised forecasts of growth and fiscal expenditures, the CIP approach to planning ensures that priority needs are addressed in a timely manner. This approach is appropriate for areas that are experiencing moderate to rapid growth, as is the case in Nye County. Furthermore, it ensures that new facilities will be evaluated within the context of County and Municipal land use plans and

weighted against safety and maintenance requirements for existing structures.

Among its many advantages, an effective capital improvement program:

- Focuses attention on goals, needs, and objectives. It ensures that the County's capital projects are consistent with changing community objectives, anticipated growth, and financial capabilities.
- Requires the scheduling of major investments and reduces the possibilities of costly mistakes. It provides specific project information that assists county staff and the Board of County Commissioners in making policy decisions.
- Facilitates more efficient administration and management. A focused review of necessary capital improvements can reduce scheduling problems, conflicting and overlapping projects, and overemphasis on any single function or geographical area.
- Promotes cooperation with other jurisdictions. The capital planning process allows all jurisdictions to coordinate the location, timing, and financing of related projects.
- Allows leveraging of County funds with other funding sources.
- Maintains a sound and stable financial program. Dramatic changes in the County's tax structure can be avoided when capital projects are planned and implemented over several years.

Detailed information on transportation needs is typically generated in stages through refining a Transportation Master Plan (TMP). TMP studies provide transportation data and studies targeting selected areas for uniform, comprehensive inventories and modeling of existing and future development. Current and past studies, including Nye County Street and Highway Plan, Volume 3, Transportation Plan completed by Lumos and Associates in 2017 and updated in 2023, were evaluated and incorporated into this plan. These TMP studies recommend specific, project-orientated avoidance solutions for transportation problems over a specified planning area.

Service and Planning Area

The Pahrump Regional Planning District (PRPD) boundary functions as the Streets and Highways service area boundary. For consistency and ease of reference, the PRPD has been further subdivided into three growth zones for this CIP, as shown in **Figure 2** at the end of this report. The boundaries as shown in **Figure 2** serve as geographical guidelines only to identify the general location of a proposed project. The Northern zone extends approximately from Mesquite Avenue to the district's northern boundary. Within the northern zone is approximately 458.6 linear miles of roadway, covering a total area of 50.6 square miles. The central service zone extends from Mesquite Avenue south to Gamebird Road. The central zone contains approx. 532.7 linear miles of roadway, covering a total area of 54.4 square miles. The

southern zone extends from Gamebird Road south to the borders of land owned by the Bureau of Land Management (BLM), constituting the balance of the planning district area. The southern zone contains approx. 226.3 linear miles of roadway, covering a total area of 30.6 square miles. This report identifies projects located within all three growth zones.

Existing Capital Improvements

A comprehensive roadway inventory has recently been completed for the Pahrump Valley. The Nye County Roadway Inventory and Pavement Assessment conducted by CA Group/Lumos and Associates team was completed in March 2024. This assessment incorporated numerous technological advancements since the previous roadway study was conducted by Lumos in 2005. The County consistently updates the database created as part of the Capital Improvement Program in 2007 and utilizes it to track the existing roadway infrastructure conditions and estimate annual maintenance and reconstruction costs. The report and corresponding database thoroughly inventoried the existing roadway condition and reported a Pavement Condition Index (PCI) of surface condition rating to prioritize roadway maintenance and reconstruction activities. While this approach is excellent for managing maintenance and ongoing infrastructure cost forecasting, the recommendations of project priority are based only on the PCI rating and are not applicable to developing a CIP. The PCI ratings of roadway conditions are a factor considered when selecting the timing of proposed CIP projects.

Most of the existing roadways consist of two-lane rural streets. They are rarely interrupted, other than four-way stop controls at every-mile intersections. Average daily traffic (ADT) can be expressed per two-lane roadway. The following is expressed per roadway because the field data collected in 2023 by the County are per roadway. The existing utilization of total capacity is approximately 36.5%. Each street independently ranges from 20% (Blagg, from Gamebird to Calvada) to 63% (Wilson, from East to Blagg) of an appropriate Level of Service (LOS) B as reported in the Guidelines for Selection of Design Level of Service, for “Rural Level,” Arterial roadways, and a LOS C for “Rural Level,” Collector roadways from American Association of State Highways and Transportation Officials (AASHTO). An inventory of the existing capacities for each roadway identified by this CIP Report is shown below in **Table 1**.

Table 1. Existing Capacity of Arterial Roadways

Project/Arterial	Description	Functional Classification	Existing * (ADT)	Capacity ** (ADT)
Charleston Park	Hwy 372 to Leslie St.	Collector	4,522	11,500
Wilson	East St. to Blagg Rd.	Minor Arterial	4,759	7,600
Basin	Blagg Rd. to Linda St.	Minor Arterial	5,278	7,600
Leslie	Irene St. to Mesquite Ave.	Collector	2,944	11,500
Basin	Linda St. to Leslie St.	Collector	3,738	11,500
Blagg	Hwy 372 to Wilson Rd.	Collector	3,667	11,500
Wilson	Blagg Rd. to Linda St.	Collector	3,085	11,500
Blagg	Bell Vista Ave. to Simkins Rd.	Collector	2,970	11,500
Blagg	Gamebird Rd. to Calvada Blvd.	Collector	2,318	11,500
Gamebird	Homestead Rd. to PVB	Minor Arterial	4,885	7,600
PVB	Calvada Blvd. to Gamebird Rd.	Minor Arterial	5,062	7,600
Gamebird	Blagg Rd. to PVB	Collector	4,095	11,500
Blagg	Hwy 372 to Calvada Blvd.	Collector	3,897	11,500
Blagg	Mesquite Ave. to Bell Vista Ave.	Collector	2,686	11,500
East	Wilson Rd. to Hwy 372	Collector	3,301	11,500
	Total ADT Existing for each two Lane Roadway =		**57,207**	**156,900**
	% Utilization of total existing roadway capacity =		**36.5%**	

*If more than one trip count was recorded for that stretch of roadway, the highest number is shown.
**AASHTO 2018, Table 2-3, pg 2-37 Guidelines for Selection of Design Level of Service, for "Rural Level", Arterial, appropriate LOS B, with an average capacity of 7,600 ADT's, and for "Rural Level", Collector, appropriate LOS C, with an average capacity of 11,500 ADT's for a two lane roadway.

All of the improvements outlined in this report are upgrades, improvements, or expansions of existing capital improvements. The bases of further analysis of the level of current usage, future need of capacity caused by new developments, and the number of projected service units required by the new developments is outlined in the Nye County Impact Fee Study conducted by TischlerBise.

Intersection signalization and/or roundabouts are a critical part of this CIP. Currently, the three signalized intersections in Pahrump include the intersections of SR 160 and SR 372, SR 160 and Basin Road, and SR 160 and Winery/Homestead Road. Roundabouts have recently been implemented at the intersections of SR 372 and Pahrump Valley Boulevard as well as SR 372 and Blagg Road. A developer is also designing and constructing a new roundabout at SR 160 and Manse Road as part of a mitigation measure. Refer to Section 3- Project Description of this Report for further details regarding these intersections.

SECTION 1: Project Identification and Prioritization Procedure

Major projects were selectively identified based on the project traffic loading, existing PCI rating, planning designation, and current level of use. Once each major project is identified, the prioritization procedure will utilize generally accepted criteria to rank each project. Both the project identification and prioritization procedures are explained in further detail below.

Project Identification

Streets and highways projects identified by the CIP are an inclusive attempt to address historic and future traffic issues within Pahrump Valley. Historically, the Valley has been subject to rural growth patterns with exceptionally low densities, resulting in low average daily trip counts. This growth pattern has resulted in a sizable quantity of paved and unpaved roads, which requires a significant maintenance commitment by the County. Consequently, portions of these roads have “Very Poor” PCI ratings. This overwhelming maintenance need is also periodically aggravated by a lack of hydraulic structures and conveyance facilities to convey stormwater flows. Currently, roadway repairs are frequently necessary after storm events due to flood damage (pictured below). Future transportation needs created by growth include but are not limited to; signalization and major intersection improvements, increasing roadway widths to provide additional travel lanes, the addition of left turn lanes to facilitate traffic flow along busy streets, need to alter/provide access control and a new roadway alignment. All projects identified under this CIP are capital in nature and consist of intersection and permanent roadway improvements. These projects were formulated and prioritized following the procedure described below.

Figure 1. Existing road conditions in Pahrump during a storm in 2022

Traffic signal needs identified in this report along SR 160 and SR 372 are placed in accordance

with the planning procedures. Nevada Department of Transportation (NDOT) traffic signal warrant studies will need to be performed before identifying any signal improvement projects. Each traffic signal, even though it might not be warranted at the projected time of improvement, should be planned for and thoroughly investigated to prioritize public safety.

Because SR 160 and SR 372 act as major transportation corridors and are heavily impacted by any change in traffic patterns created by growth in the Valley, they should be periodically upgraded to maintain an optimum level of service. Although an integral part of the Valley's transportation system, these corridors are not covered in this report. Both roadways are maintained by State funding sources and are not part of Nye County's funding projections, resulting in their exclusion from project selection. It is recommended that the current level of coordination between the County and NDOT be continued to ensure that the corridors are maintained and upgraded as necessary to meet existing and future valley traffic needs.

Prioritization Procedure

This CIP has identified and prioritized the roadways and transportation corridors to be constructed over a ten-year planning horizon, with future projects also identified for the following ten-year period. Since a formal prioritization procedure has not yet been adopted by Nye County, the County and CA Group staff have determined the priority ranking of individual projects using the following criteria as a guide. The prioritization process allows comparisons between competing projects to ensure that CIP expenditures are allocated toward the greatest purpose and need of the area.

- **Transportation Significance**. The traffic need, frequency of average daily traffic, existing roadway section, and/or absences of roadways. Protection of life and reduction of general risks of injury, death, and property damage. Examples include unsafe intersections or unmanaged traffic flow.
- **Coordination with Other CIP Projects.** The opportunities to coordinate the construction schedule for streets and highways facilities with other CIP projects, including drainage and flood control, sanitary sewer, or other utility projects within the vicinity, influence the ranking of a proposed project. Where feasible, the ability to combine a project with major improvements to be constructed by private developers is also considered in the ranking process.
- **Right-of-Way Acquisition**. The right-of-way needs and the anticipated time frame to complete land acquisition will sometimes be a critical factor when prioritizing projects.
- **Land Use Planning**. The relationship of the project with the regional land use plan and areas of anticipated growth. New developments proposed within high-density residential or commercial development land use areas can result in dramatic increases

in traffic.

- **AASHTO Functional Relationship**. The AASHTO classification and the project's relationship within the regional network of transportation. This functional classification defines streets and highways according to the character of service they are intended to provide. These characteristics include access needs and controls, proportion of services, urban and rural distinctions, and hierarchy of movements.
- **Pavement Condition Index (PCI)**. The PCI is a relative measure of roadway pavement condition from MICRO PAVER. MICRO PAVER is a pavement maintenance management database system used by Nye County. The numerical index, which ranges from 0 (failed pavement) to 100 (pavement in perfect condition) is depicted below. Calculation of the current PCI is based on the results of a visual condition survey in which distress type, severity, and quantity are identified. The PCI was developed to index the pavement's structural integrity and surface operational condition for planning purposes. MICRO PAVER can also be used to make projections of the probable PCI of a roadway in the future based on the anticipated traffic loading.

PCI Scale	
Excellent	85-100
Good	74-84
Fair	65-73
Poor	64-0

- **Annual Funding Projections**. The timing of annually available funds was considered when ranking.
- **Safety**. Safety is one of the top priorities for the county in creating infrastructure and roadways that keep road users safe. To estimate safety priority ranking for each roadway identified by this CIP Report (shown in Table 2), fatal and incapacitating injury (disabled injury) crashes in conjunction with Average Daily Traffic (ADT) were used as measures of effectiveness. Fatal (K) and incapacitating (A) injury crashes on these roadways were identified and extracted from five-year period crash data (2018 to 2022) provided by the Traffic Safety Engineering Division, Nevada Department of Transportation. A Safety Priority Bin was created with K&A injury crashes as shown in **Table 3.** ADT Bin was created with the highest recorded trips on these roadways as shown in **Table 4**.

To estimate safety ranking based on both K&A and ADT, a transition probability matrix (TPM) was created and is shown in **Table 5**. The TPM was created based on rules such as "when a low ADT corridor has a high number of crashes, the corridor is considered a highly likely potential candidate to improve safety." Therefore, a corridor with a Low ADT Bin with a High Safety Bin was categorized as having an "Extremely High" safety ranking. All the rules created for safety

ranking are shown in the TPM in **Table 4**. Quantitative safety priority rankings for the corridors were derived from the **Table 2** rankings. If two projects received the same safety rankings, then the project with the higher ranking from **Table 1** was given priority.

Table 2. Priority Ranking for Roadway Improvements

Street Name	From	To	Highest Recorded Trip	2050 ADT	PCI	Ranking
Charleston Park	SR 372	Leslie	4,522	7,800	6	1
Wilson	East	Blagg	4,759	8,200	25	2
Basin	Blagg	Linda	5,278	9,100	29	3
Leslie	Irene	Mesquite	2,944	5,100	8	4
Basin	Linda	Leslie	3,738	6,400	12	5
Blagg	SR 372	Wilson	3,667	6,300	21	6
Wilson	Blagg	Linda	3,085	5,300	36	7
Blagg	Bell Vista	Simkins	2,970	5,100	18	8
Blagg	Gamebird	Calvada	2,318	4,000	70	9
Gamebird	Homestead	PVB	4,885	8,400	45	10
PVB	Calvada	Gamebird	5,062	8,700	20	11
Gamebird	Blagg	PVB	4,095	7,000	28	12
Blagg	SR 372	Calvada	3,897	6,700	45	13
Blagg	Mesquite	Bell Vista	2,686	4,600	29	14
East	Wilson	SR 372	3,301	5,700	57	15

Table 3. Safety Bin

K & A Crashes	Safety Priority Bin
2 and 3	High
1	Medium
0	Low

Table 4. ADT Bin

Highest Recorded Trip	ADT Bin
> 4000	High
3000 - 4000	Medium
< 3000	Low

Table 5. Transition Probability Matrix

Safety Bin	High	Medium	Low	Low	Medium	High	Low	Medium	High
ADT Bin	Low	Low	Low	Medium	Medium	Medium	High	High	High
Ranking	Ex. High	High	Low	Low	High	Ex. High	Low	Medium	High

Table 6. Safety Priority Ranking

Street Name	From	To	Fatal (K) & Incapacitating (A) Injury Crashes	Safety Bin	ADT Bin	Safety Ranking	Safety Priority Ranking
Charleston Park	SR 372	Leslie	3	High	High	High	3
Wilson	East	Blagg	0	Low	High	Low	10
Basin	Blagg	Linda	0	Low	High	Low	11
Leslie	Irene	Mesquite	1	Med.	Low	High	4
Basin	Linda	Leslie	1	Med.	Med.	High	5
Blagg	SR 372	Wilson	2	High	Med.	Ex. High	1
Wilson	Blagg	Linda	1	Med.	Med.	High	6
Blagg	Bell Vista	Simkins	0	Low	Low	Low	12
Blagg	Gamebird	Calvada	2	High	Low	Ex. High	2
Gamebird	Homestead	PVB	1	Med.	High	Med.	8
PVB	Calvada	Gamebird	1	Med.	High	Med.	9
Gamebird	Blagg	PVB	0	Low	High	Low	13
Blagg	SR 372	Calvada	1	Med.	Med.	High	7
Blagg	Mesquite	Bell Vista	0	Low	Low	Low	14
East	Wilson	SR 372	0	Low	Med.	Low	15

SECTION 2: Fiscal Planning

Generally, the government agencies planning to construct large capital streets and highway projects finance these projects with various methods, including bonds, state and federal loans, state and federal grants, general funds, fees, development agreements, and the creation of special improvement districts. The fiscal planning presented here does not account for the ever-changing fluctuations in revenues, which the County may experience over the planned timeframe of a ten-year CIP. Nye County's long-term capital budgeting will entirely dictate the actual revenue expenditures for such projects. Information outlining demands, costs, input variables, and the ultimate impact fee calculations to support large capital budgeting are explained in full by the Nye County Impact Fee Study conducted by TischlerBise.

It is important to remember that both funding requirements and scheduling of CIP projects may change due to agreements reached with developers. The specific needs of a new development may result in accelerating the schedule and providing advanced funding for a specific CIP to meet anticipated development needs. The Schedule and Costs table and Graph of Annual Spending included in the appendix of this report depict the fiscal requirements needed to design and construct each capital project identified within the ten-year horizon with an outline of projects and costs for another ten years into the future. Table 1 in the appendix lists each CIP project grouped by Growth Zones and reports each project's physical lengths and costs. The remaining tables present the unit costs for typical roadway and intersection improvements.

Since the County fiscal planning does not currently provide extensive funding for a large capital improvements program, the timing of proposed CIP projects has been adjusted to keep costs lower in the early years with the expectation that growth in the collection of fees and taxes over time will allow for larger annual CIP expenditures. Inflation and other unforeseen economic factors may affect the costs of future projects. However, to reduce the complexity of the fiscal planning, all project costs are presented in today's dollars without regard for future inflation.

Opinions of probable costs for each type of typical roadway section (local, collector, minor arterial, or major arterial) are included in the appendix of this report. Each represents the cost of the proposed improvement per linear foot. They are specific to each geographical length and type of future traffic capacity required.

SECTION 3: Project Descriptions

The geographical location described for each project can be found in the Project Index Map appendix. For future planning purposes, all projects identified within the Pahrump Planning District are listed in the table appendix, which shows the ten-year planning horizon with an additional ten-year period into the future. The three land use growth zones have also been listed for each project to reference its general location. Long roadway projects were divided into individual projects, typically less than two miles in length, to facilitate project planning and maximize efficiency.

The AASHTO roadway classification system used for each roadway project corresponds to the typical cross-sections provided in the appendix of this report. All roadway project improvement cross-sections are classified by the AASHTO functional relationship as described in the prioritization procedures. Although a comprehensive list of typical cross-sections is in the appendix, the proposed project improvements used limited numbers, including Rural Collector, Rural Minor Arterial, Urban Minor Arterial, and Major Arterial. General geometric design standards for roadway construction (abiding by AASHTO classification standards) are also provided in the appendix. A drawing of typical intersection and signal improvements is not shown in the appendix but is described in **Table 9** of this report.

Any project that falls outside the ten-year CIP horizon and could be constructed within the 11th through 20th years has been identified, evaluated for probable costs, and mapped for reference only. These future projects are listed in the table for reference but are not included in the following detailed project descriptions. The following ten years of CIP projects are arranged by their corresponding prioritized ranking, from highest to lowest priority.

Charleston Park

- (FY 2025, $1.92 Million) Approximately 1.0 mile of collector roadway from SR 372 to Leslie Street. The existing ADT is 4522 and is projected to be 7800 in the year 2050 because of its use as a connection between SR 372 and Leslie Street. The Nye County PCI ranks this roadway as poor (6).

Traffic Signal

- (FY 2025, $0.79 Million) Intersection improvements in conjunction with the improvements planned for Charleston Park Avenue. Improvements will greatly enhance the highway 372 access and cross traffic turning needs. It will also address the existing angled roadway geometry of the intersection and future warranted needs for signal location as noted by NDOT and Nye County Road Department.

E Wilson Road (Section X)

- (FY 2026, $3.3 Million) Approximately 1.3 miles of minor arterial roadway from East Street to S Blagg Road. The existing ADT is 4759 and is projected to be 8200 in the year 2050 because of its proximity to SR 160, which is a major throughfare for the Pahrump Valley. The Nye County PCI ranks this roadway as poor (25).

W Basin Avenue (Section X)

- (FY 2027, $2.54 Million) Approximately 1.0 mile of rural minor arterial roadway from S Blagg Road to N Linda Street. The existing ADT is 5278 and is projected to be 9100 in the year 2050 because of its use as a connection between existing residential and large scale commercial developments. The Nye County PCI ranks this roadway as poor (29).

Traffic Signal

- (FY 2027, $0.79 Million) Intersection improvements in conjunction with the improvements planned for W Basin Avenue. Improvements will greatly enhance the vehicular movements on both Basin Avenue and S Blagg Road. It is expected to address the future traffic needs of the roadway network.

N Leslie Street (Section X)

- (FY 2028, $1.99 Million) Approximately 1.04 miles of collector roadway from W Irene Street to W Mesquite Avenue. The existing ADT is 2944 and is projected to be 5100 in the year 2050 because of its use as a connection between existing residential developments in Pahrump. The Nye County PCI ranks this roadway as poor (8).

W Basin Avenue (Section X)

- (FY 2028, $1.92 Million) Approximately 1.0 mile of collector roadway from N Linda Street to N Leslie Street. The existing ADT is 3738 and is projected to be 6400 in the year 2050 because of its use as a connection between residential dwellings and some commercial centers. The Nye County PCI ranks this roadway as poor (12).

S Blagg Road (Section X)

- (FY 2029, $0.96 Million) Approximately 0.5 miles of collector roadway from SR 372 to W Wilson Road. The existing ADT is 3667 and is projected to be 6300 in the year 2050 because of its use as a connection between a major state highway and a minor arterial. The Nye County PCI ranks this roadway as poor (21).

W Wilson Road (Section X)

- (FY 2029, $1.94 Million) Approximately 1.01 miles of collector roadway from S Blagg Road to Linda Street. The existing ADT is 3085 and is projected to be 5300 in the year 2050 because of its use as a connection between residential dwellings and commercial establishments. The Nye County PCI ranks this roadway as poor (36).

N Blagg Road (Section X)

- (FY 2030, $1.94 Million) Approximately 1.01 miles of collector roadway from W Bell Vista Road to W Simkins Road. The existing ADT is 2970 and is projected to be 5100 in the year 2050 because of its use as a connection between proposed residential dwellings. The Nye County PCI ranks this roadway as poor (18).

S Blagg Road (Section X)

- (FY 2031, $3.38 Million) Approximately 1.76 miles of collector roadway from E Gamebird Road to E Calvada Boulevard. The existing ADT is 2318 and is projected to be 4000 in the year 2050. The Nye County PCI ranks this roadway as fair (70).

E Gamebird Road (Section X)

- (FY 2031, $5.18 Million) Approximately 2.04 miles of minor arterial roadway from Homestead Road to Pahrump Valley Boulevard. The existing ADT is 4885 and is projected to be 8400 in the year 2050 because of its use as a connection between two major north south connections. The Nye County PCI ranks this roadway as poor (45).

Pahrump Valley Boulevard (Section X)

- (FY 2032, $5.66 Million) Approximately 2.23 miles of minor arterial roadway from E Calvada Boulevard and E Gamebird Road. The existing ADT is 5062 and is projected to be

8700 in the year 2050 because of its use as a central connection between existing and future plan developments south of Gamebird Road. The Nye County PCI ranks this roadway as poor (20).

E Gamebird Road (Section X)

- (FY 2033, $1.94 Million) Approximately 1.01 miles of collector roadway segment from S Blagg Road to Pahrump Valley Boulevard. The existing ADT is 4095 and is projected to be 7000 in the year 2050 . The Nye County PCI ranks this roadway as poor (28).

S Blagg Road (Section X)

- (FY 2033, $2.76 Million) Approximately 1.44 miles of collector roadway segment from State Route 372 to E Calvada Boulevard. The existing ADT is 3897 and is projected to be 6700 in the year 2050 because of its use as a connection between proposed residential developments and SR 372. The Nye County PCI ranks this roadway as poor (45).

N Blagg Road (Section X)

- (FY 2034, $1.92 Million) Approximately 1.0 mile of collector roadway segment from W Mesquite Avenue to W Bell Vista Avenue. The existing ADT is 2686 and is projected to be 4600 in the year 2050. The Nye County PCI ranks this roadway as poor (29).

East Street (Section X)

- (FY 2034, $0.96 Million) Approximately 0.5 miles of collector roadway segment from East Wilson Road to SR 372. The existing ADT is 3301 and is projected to be 5700 in the year. The Nye County PCI ranks this roadway as poor (57).

Traffic Signal

- (FY 2034, $0.79 Million) Intersection improvements in conjunction with the improvements planned for East Street. Improvements will greatly enhance the vehicular movement around this area. The intersection of East Street with 4th Street and Pahrump Valley Boulevard is a unique one where although it's a four legged intersection, the fourth leg of the intersection is at an acute angle and could be cause for confusion to the driving public. A traffic signal is expected to enhance the safety of the intersection.

Additional 15 projects:

The additional 15 roadway improvement projects are as listed in Table 7 below. These projects are included as part of the schedule and costs projections for the next 20 years.

Street Name	From	To	Highest Recorded Trip	2050 ADT	PCI	Ranking	Road Type
Mesquite	Blagg	Leslie	2,468	4,300	15	16	Collector
Basin	Leslie	Barney	2,177	3,800	21	17	Local Road
Red Butte	SR 372	Mt. Charleston	2,154	3,700	24	18	Local Road
Gamebird	Blagg	Winchester	2,028	3,500	25	19	Local Road
Red Rock	SR 372	Calvada	1,874	3,200	22	20	Local Road
Leslie	Mesquite	Bell Vista	2,327	4,000	35	21	Collector
Thousandaire	Homestead	PVB	1,680	2,900	17	22	Local Road
Unicorn	Gamebird	Dandelion	1,717	3,000	24	23	Local Road
Simkins	SR 160	Blagg	1,593	2,800	18	24	Local Road
Manse	Vicki Ann	Homestead	1,555	2,700	23	25	Local Road
Wilson	Linda	Leslie	1,044	1,800	19	26	Local Road
Barney	SR 372	Charleston Park	1,161	2,000	18	27	Local Road
Leslie	Basin	Irene	2,175	3,800	100	28	Local Road
Leslie	Basin	Charleston Park	1,429	2,500	36	29	Local Road
Leslie	SR 160	Linda	1,110	1,900	35	30	Local Road

Summary of Projects

The 15 projects discussed above are recommended to be constructed over the next ten years, costing 37.6 million dollars. The additional 15 projects included in the table above are identified for an additional ten years with a total cost of 38.3 million dollars and are recommended to be studied in further detail after the CIP projects are constructed.

Based on the details of each project, the County can develop and better understand the annual fiscal needs required to build capital projects. The CIP projects described above will link the planning and budgeting activities of the County. The CIP can support past policies, establish new priority projects, and create a mechanism to compare competing projects.

TABLE AND GRAPH APPENDIX

An Employee Owned Company
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Table A1 - SUMMARY OF PROJECTS BY AREA (NORTH AND CENTRAL)

PROJECT PRIORITY	DESCRIPTION		Road Type	QUANITITY	UNIT	Millions of $ UNIT COST[1]	Millions of $ TOTAL COST
			NORTH				
8	N Blagg Road	W Bell Vista Rd. to W Simkins Rd.	Collector-R	1.01	MI	$1.92	$1.94
14	N Blagg Road	W Mesquite Ave. to W Bell Vista Ave.	Collector-R	1	MI	$1.92	$1.92
16	Mesquite	N Blagg Rd. to N Leslie St.	Collector-R	2	MI	$1.92	$3.83
21	Leslie	W Mesquite Ave. to W Bell Vista Ave.	Collector-R	1	MI	$1.92	$1.92
24	Simkins	SR 160 to N Blagg Rd.	Local-R	0.8	MI	$1.57	$1.25
30	Leslie	SR 160 to N Linda St.	Local-R	1	MI	$1.57	$1.57
38	Signal	N Barney St. and W Bell Vista Ave	Intersection	1	EA	$0.79	$0.79
			Sub-Total (miles)=	6.81		Subtotal=	$13.21

PROJECT PRIORITY	DESCRIPTION		Road Type	QUANITITY	UNIT	Millions of $ UNIT COST[1]	Millions of $ TOTAL COST
			CENTRAL				
1	Charleston Park	HWY 372 to S Leslie St.	Collector-R	1	MI	$1.92	$1.92
	Signal	Charleston Park and SR 372	Intersection	1	EA	$0.79	$0.79
3	W Basin Avenue	S Blagg Rd. to N Linda Rd.	Arterial-R	1	MI	$2.54	$2.54
	Signal	W Basin Ave. and Blagg Rd.	Intersection	1	EA	$0.79	$0.79
4	N Leslie Street	W Irene St. to W Mesquite Ave	Collector-R	1	MI	$1.92	$1.99
2	E Wilson Road	East St. to S Blagg Rd.	Arterial-R	1.3	MI	$2.54	$3.30
5	W Basin Avenue	N Linda St. to N Leslie St.	Collector-R	1	MI	$1.92	$1.92
7	W Wilson Road	S Blagg Rd. to Linda St.	Collector-R	1.01	MI	$1.92	$1.94
6	S Blagg Road	SR 372 to W Wilson Rd.	Collector-R	0.5	MI	$1.92	$0.96
9	S Blagg Road	E Gamebird Rd. to E Calvada Blvd.	Collector-R	1.76	MI	$1.92	$3.38
13	S Blagg Road	SR 372 to E Calvada Blvd.	Collector-R	1.44	MI	$1.92	$2.76
15	East Street	E Wilson Rd. to SR 372	Collector-R	0.5	MI	$1.92	$0.96
	Signal	East St. and Pahrump Valley Boulevard	Intersection	1	EA	$0.79	$0.79
17	Basin	S Leslie St. and Barney St.	Local-R	0.9	MI	$1.57	$1.41
18	Red Butte	SR 372 to S Mount Charleston Dr.	Local-R	0.7	MI	$1.57	$1.10
23	Unicorn	E Gamebird Rd. to E Dandelion St.	Local-R	1.1	MI	$1.57	$1.72
26	Wilson	Linda St. to S Leslie St.	Local-R	1	MI	$1.57	$1.57
27	Barney	SR 372 to W Charleston Park Ave.	Local-R	1.4	MI	$1.57	$2.19
28	Leslie	W Basin Ave. to W Irene St.	Local-R	1	MI	$1.57	$1.57
29	Leslie	W Basin Ave. to W Charleston Park Ave.	Local-R	1	MI	$1.57	$1.57
31	Blagg Road	E Mesquite Ave. to W Basin Rd.	Collector-R	2	MI	$1.92	$3.84
	Signal	Homestead Rd. and SR 160	Intersection	1	EA	$0.79	$0.79
33	Signal	Dalton St. and SR 160	Intersection	1	EA	$0.79	$0.79
35	Signal	E Wilson Rd. and SR 160	Intersection	1	EA	$0.79	$0.79
36	Signal	E Mesquite and SR 160	Intersection	1	EA	$0.79	$0.79
37	Signal	E Irene St.and SR 160	Intersection	1	EA	$0.79	$0.79
			Sub-Total (miles)=	20		Subtotal=	$42.97

Note:
(1) Unit Costs have been converted from $ per ft as shown in the OPC's to Million$ per Mile for simplicity

Legend

Local-R	- Rural Local Street
Collector-R	- Rural Collector
Arterial-R	- Rural Minor Arterial
Arterial-U	- Urban Minor Arterial
Major-Arterial	- Major Arterial
Intersection	- Intersection and Signal Improvements

Table A2 - SUMMARY OF PROJECTS BY AREA (SOUTH)

PROJECT PRIORITY	DESCRIPTION		Road Type	QUANITITY	UNIT	UNIT COST[1]	TOTAL COST
		SOUTH					
12	E Gamebird Road	S Blagg Rd. to Pahrump Valley Blvd.	Collector-R	1.01	MI	$1.92	$1.94
10	E Gamebird Road	Homestead Rd. to Pahrump Valley Blvd.	Arterial-R	2.04	MI	$2.54	$5.18
11	Pahrump Valley Boulevard	E Calvada Blvd. and E Gamebird Rd.	Arterial-R	2.23	MI	$2.54	$5.66
19	Gamebird	S Blagg Rd. to Winchester Ave.	Local-R	1.7	MI	$1.57	$2.66
20	Red Rock	SR 372 and W Calvada Blvd.	Local-R	1.7	MI	$1.57	$2.66
22	Thousandaire	Homestead Rd. to Pahrump Valley Blvd.	Local-R	2	MI	$1.57	$3.13
25	Manse	Vicki Ann Rd. to Homestead Rd.	Local-R	1	MI	$1.57	$1.57
32	Homestead Road	Thousandaire Blvd to Turner Blvd.	Collector-R	2	MI	$1.92	$3.84
34	Signal	Manse Rd. and SR 160	Intersection	1	EA	$0.79	$0.79
			Sub-Total (miles)=	11.68		Subtotal=	$27.43
			Total (miles)=	**38**		**Total=**	**$83.61**

Note:
(1) Unit Costs have been converted from $ per ft as shown in the OPC's to Million$ per Mile for simplicity

Legend

Local-R	- Rural Local Street
Collector-R	- Rural Collector
Arterial-R	- Rural Minor Arterial
Arterial-U	- Urban Minor Arterial
Major-Arterial	- Major Arterial
Intersection	- Intersection and Signal Improvements

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Table A3 – Schedule & Costs

SCHEDULE & COSTS - STREETS AND HIGHWAYS CIP PROJECTS

						10yr CIP										Future Projects Over the Next 10 yrs.									
						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Priority	Project Name	Extent of Improvement	Prop. FY	Project Area	Cost (Mil $)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
1	Charleston Park	HWY 372 to S Leslie St.	2025	Central	1.92	0.64	0.64	0.64																	
	Signal	Charleston Park and SR 372	2025	Central	0.79	0.40	0.40																		
2	E Wilson Road	East St. to S Blagg Rd.	2026	Central	3.30		1.10	1.10	1.10																
3	W Basin Avenue	S Blagg Rd. to N Linda Rd.	2027	Central	2.54			0.85	0.85	0.85															
	Signal	W Basin Ave. and Blagg Rd.	2027	Central	0.79			0.40	0.40																
4	N Leslie Street	W Irene St. to W Mesquite Ave	2028	Central	1.99				0.66	0.66	0.66														
5	W Basin Avenue	N Linda St. to N Leslie St.	2028	Central	1.92				0.64	0.64	0.64														
6	S Blagg Road	SR 372 to W Wilson Rd.	2029	Central	0.96					0.32	0.32	0.32													
7	W Wilson Road	S Blagg Rd. to Linda St.	2029	Central	1.94					0.65	0.65	0.65													
	Signal	Homestead Rd. and SR 160	2030	Central	0.79						0.40	0.40													
8	N Blagg Road	W Bell Vista Rd. to W Simkins Rd.	2030	North	1.94						0.65	0.65	0.65												
9	S Blagg Road	E Gamebird Rd. to E Calvada Blvd.	2031	Central	3.38							1.13	1.13	1.13											
10	E Gamebird Road	Homestead Rd. to Pahrump Valley Blvd.	2031	South	5.18							1.73	1.73	1.73											
11	Pahrump Valley Bouleva	E Calvada Blvd. and E Gamebird Rd.	2032	South	5.66								1.89	1.89	1.89										
12	E Gamebird Road	S Blagg Rd. to Pahrump Valley Blvd.	2033	South	1.94									0.65	0.65	0.65									
13	S Blagg Road	SR 372 to E Calvada Blvd.	2033	Central	2.76									0.92	0.92	0.92									
14	N Blagg Road	W Mesquite Ave. to W Bell Vista Ave.	2034	North	1.92										0.64	0.64	0.64								
15	East Street	E Wilson Rd. to SR 372	2034	Central	0.96										0.32	0.32	0.32								
	Signal	East St. and Pahrump Valley Boulevard	2034	Central	0.79										0.40	0.40									
FUTURE PROJECTS NOT INCLUDED IN 10 YEAR CIP THAT COULD BE COMPLETED BY 2034																									
16	Mesquite	N Blagg Rd. to N Leslie St.	2035	North	3.83											1.28	1.28	1.28							
17	Basin	S Leslie St. and Barney St.	2035	Central	1.41											0.47	0.47	0.47							
18	Red Butte	SR 372 to S Mount Charleston Dr.	2036	Central	1.10												0.37	0.37	0.37						
19	Gamebird	S Blagg Rd. to Winchester Ave.	2036	South	2.66												0.89	0.89	0.89						
20	Red Rock	SR 372 and W Calvada Blvd.	2036	South	2.66												0.89	0.89	0.89						
21	Leslie	W Mesquite Ave. to W Bell Vista Ave.	2037	North	1.92													0.64	0.64	0.64					
22	Thousandaire	Homestead Rd. to Pahrump Valley Blvd.	2037	South	3.13													1.04	1.04	1.04					
23	Unicorn	E Gamebird Rd. to E Dandelion St.	2038	Central	1.72														0.57	0.57	0.57				
24	Simkins	SR 160 to N Blagg Rd.	2038	North	1.25														0.42	0.42	0.42				
25	Manse	Vicki Ann Rd. to Homestead Rd.	2038	South	1.57														0.52	0.52	0.52				
26	Wilson	Linda St. to S Leslie St.	2038	Central	1.57														0.52	0.52	0.52				
27	Barney	SR 372 to W Charleston Park Ave.	2039	Central	2.19															0.73	0.73	0.73			
28	Leslie	W Basin Ave. to W Irene St.	2039	Central	1.57															0.52	0.52	0.52			
29	Leslie	W Basin Ave. to W Charleston Park Ave.	2039	Central	1.57															0.52	0.52	0.52			
30	Leslie	SR 160 to N Linda St.	2040	North	1.57																0.52	0.52	0.52		
31	Blagg Road	E Mesquite Ave. to W Basin Rd.	2041	Central	3.84																	1.28	1.28	1.28	
32	Homestead Road	Thousandaire Blvd to Turner Blvd.	2041	South	3.84																	1.28	1.28	1.28	
33	Signal	Dalton St. and SR 160	2041	Central	0.79																	0.40	0.40		
34	Signal	Manse Rd. and SR 160	2042	South	0.79																		0.40	0.40	
35	Signal	E Wilson Rd. and SR 160	2042	Central	0.79																		0.40	0.40	
36	Signal	E Mesquite and SR 160	2043	Central	0.79																			0.40	0.40
37	Signal	E Irene St. and SR 160	2043	Central	0.79																			0.40	0.40
38	Signal	N Barney St. and W Bell Vista Ave	2043	North	0.79																			0.40	0.40
		Totals			$ 83.6	$ 1.0	$ 2.1	$ 3.0	$ 3.6	$ 3.1	$ 3.3	$ 4.9	$ 5.4	$ 6.3	$ 4.8	$ 4.7	$ 4.8	$ 5.6	$ 5.9	$ 5.5	$ 4.3	$ 5.3	$ 4.3	$ 4.5	$ 1.2
		AVERAGE COST PER YEAR FOR 20 yrs =			$ 4.18			Total every 5yrs=		$ 12.9					$ 24.7					$ 26.4					$ 19.6

GRAPH OF ANNUAL SPENDING - STREETS AND HIGHWAYS CIP PROJECTS

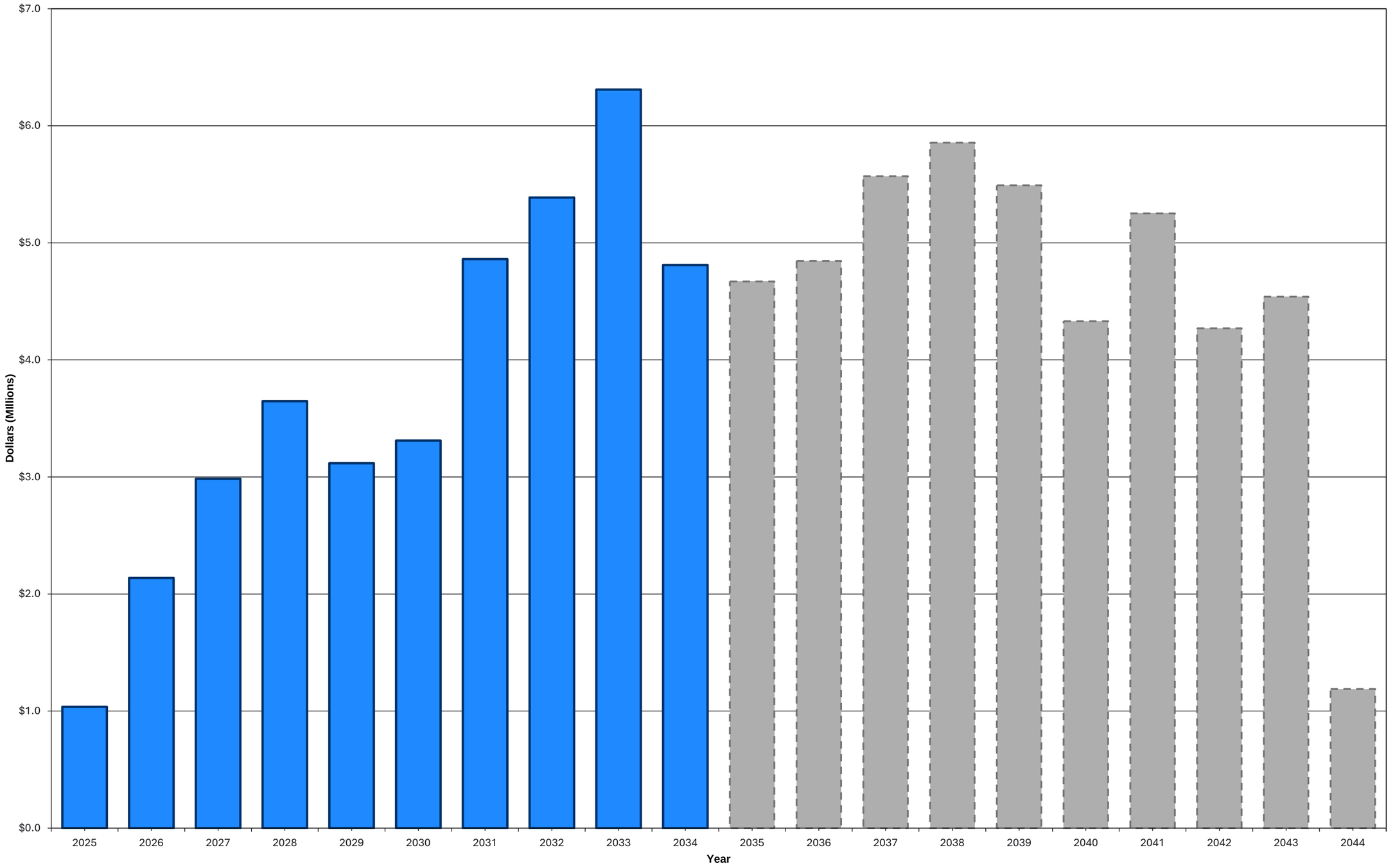

Table A4: Summary of Typical Unit Costs				
DESCRIPTION OF TYPICAL COSTS	**UNIT**	**CONSTRUCTION COSTS ($)**	**ENGR., ADMIN & CONTINGENCIES ($)**	**TOTAL COST ($/Unit)**
Streets and Roadways				
Rural Local (Table A16)	LF	244.68	56.28	301.0
Urban Local (Table A15)	LF	429.39	98.76	528.1
Rural Collector (Table A14)	LF	300.28	69.06	369.3
Urban Collector (Table A13)	LF	435.67	100.20	535.9
Rural Minor Arterial - OPTION 1 (Table A11)	LF	430.26	98.96	529.2
Rural Minor Arterial - OPTION 2 (Table A12)	LF	398.54	91.66	490.2
Urban Minor Arterial - OPTION 1 (Table A8)	LF	711.82	163.72	875.5
Urban Minor Arterial - OPTION 2 (Table A9)	LF	708.16	162.88	871.0
Urban Minor Arterial - OPTION 3 (Table A10)	LF	683.76	157.26	841.0
Major Arterial - OPTION 1 (Table A5)	LF	945.88	217.55	1163.4
Major Arterial - OPTION 2 (Table A6)	LF	922.70	212.22	1134.9
Major Arterial - OPTION 3 (Table A7)	LF	922.70	212.22	1134.9
Signal Improvements (Table A17)	EA	639,134	147,001	786,200

Pahrump Regional Planning District
Nye County, NV
Approved: August 20, 2024

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Table-A5 OPC Typical Street Section - Major Arterial - OPTION 1				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST ($/Unit)**
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
4" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	67	SF	3.12	209.0
8" ABC (Aggregate Base Course)	71	SF	1.11	79
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (5' wide, both sides with ABC)	10	SF	10	100
Subgrade Preparation	67	SF	1.05	70.35
Prime Coat	67	SF	0.4	24.86
Tack Coat	67	SF	0.01	0.97
Roadway Striping	6	LF	4.35	26.1
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	67	SF	0.3	20.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
Grading and Landscape between BOC and ROW	19	SF	1	19

			Subtotal	**775.31**
		Dust, Erosion and Quality Control (5%)		**38.77**
		Construction Survey (2%)		**15.51**
		Contingencies (15%)		**116.30**
		Construction Subtotal		**945.88**
		Administration and Legal (5%)		**47.29**
		Engineering Design (10%)		**94.59**
		Construction Management (8%)		**75.67**

Total Cost per LF=	**$ 1,163.43**

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Table-A6 OPC Typical Street Section - Major Arterial - OPTION 2

DESCRIPTION (per linear foot)	QUANTITY	UNIT	UNIT COST	TOTAL COST ($/Unit)
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
4" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	67	SF	3.12	209.0
8" ABC (Aggregate Base Course)	71	SF	1.11	79
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (5' wide, both sides with ABC)	10	SF	10	100
Subgrade Preparation	67	SF	1.05	70.35
Prime Coat	67	SF	0.4	24.86
Tack Coat	67	SF	0.01	0.97
Roadway Striping	6	LF	4.35	26.1
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	67	SF	0.3	20.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5

			Subtotal	**756.31**
			Dust, Erosion and Quality Control (5%)	**37.82**
			Construction Survey (2%)	**15.13**
			Contingencies (15%)	**113.45**
			Construction Subtotal	**922.70**
			Administration and Legal (5%)	**46.13**
			Engineering Design (10%)	**92.27**
			Construction Management (8%)	**73.82**

Total Cost per LF=	**$ 1,134.92**

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Table-A7 OPC Typical Street Section - Major Arterial - OPTION 3

DESCRIPTION (per linear foot)	QUANTITY	UNIT	UNIT COST	TOTAL COST ($/Unit)
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
4" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	67	SF	3.12	209.0
8" ABC (Aggregate Base Course)	71	SF	1.11	79
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (5' wide, both sides with ABC)	10	SF	10	100
Subgrade Preparation	67	SF	1.05	70.35
Prime Coat	67	SF	0.4	24.86
Tack Coat	67	SF	0.01	0.97
Roadway Striping	6	LF	4.35	26.1
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	67	SF	0.3	20.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5

			Subtotal	**756.31**
			Dust, Erosion and Quality Control (5%)	**37.82**
			Construction Survey (2%)	**15.13**
			Contingencies (15%)	**113.45**
			Construction Subtotal	**922.70**
			Administration and Legal (5%)	**46.13**
			Engineering Design (10%)	**92.27**
			Construction Management (8%)	**73.82**

Total Cost per LF=	**$ 1,134.92**

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Table-A8 OPC Typical Street Section - Urban Minor Arterial - OPTION 1

DESCRIPTION (per linear foot)	QUANTITY	UNIT	UNIT COST	TOTAL COST
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
3" Asphalt Concrete Pavement (C-3/4 Mix, 3 lane, 46-ft section)	47	SF	2.34	110.0
6" ABC (Aggregate Base Course)	51	SF	0.83	43
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (5' wide, both sides with ABC)	10	SF	10	100
Subgrade Preparation	47	SF	1.05	49.35
Prime Coat	47	SF	0.4	17.44
Tack Coat	47	SF	0.01	0.68
Roadway Striping	4	LF	2.6	10.4
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	47	SF	0.3	14.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
Grading and Landscape between BOC and ROW	13	SF	1	13

			Subtotal	**583.46**
			Dust, Erosion and Quality Control (5%)	**29.17**
			Construction Survey (2%)	**11.67**
			Contingencies (15%)	**87.52**
			Construction Subtotal	**711.82**
			Administration and Legal (5%)	**35.59**
			Engineering Design (10%)	**71.18**
			Construction Management (8%)	**56.95**

Total Cost per LF=	**$ 875.53**

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Table-A9 OPC Typical Street Section - Urban Minor Arterial - OPTION 2				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	47	SF	2.34	110.0
6" ABC (Aggregate Base Course)	51	SF	0.83	43
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (5.5' wide, both sides with ABC)	11	SF	10	110
Subgrade Preparation	47	SF	1.05	49.35
Prime Coat	47	SF	0.4	17.44
Tack Coat	47	SF	0.01	0.68
Roadway Striping	4	LF	2.6	10.4
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	47	SF	0.3	14.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5

			Subtotal	**580.46**
			Dust, Erosion and Quality Control (5%)	**29.02**
			Construction Survey (2%)	**11.61**
			Contingencies (15%)	**87.07**
			Construction Subtotal	**708.16**
			Administration and Legal (5%)	**35.41**
			Engineering Design (10%)	**70.82**
			Construction Management (8%)	**56.65**

Total Cost per LF=	**$ 871.03**

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Table-A10 OPC Typical Street Section - Urban Minor Arterial - OPTION 3

DESCRIPTION (per linear foot)	QUANTITY	UNIT	UNIT COST	TOTAL COST
Roadway Grading (AC or Earthen Removal and Recompaction)	29	SF	1.30	37.59
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	47	SF	2.34	110.0
6" ABC (Aggregate Base Course)	51	SF	0.83	43
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (4.5' wide, both sides with ABC)	9	SF	10	90
Subgrade Preparation	47	SF	1.05	49.35
Prime Coat	47	SF	0.4	17.44
Tack Coat	47	SF	0.01	0.68
Roadway Striping	4	LF	2.6	10.4
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Street Lighting (8 lights intersections every 1/2 Mi)	0.003	EA	6590	19.97
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.019	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	47	SF	0.3	14.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5

			Subtotal	**560.46**
			Dust, Erosion and Quality Control (5%)	**28.02**
			Construction Survey (2%)	**11.21**
			Contingencies (15%)	**84.07**
			Construction Subtotal	**683.76**
			Administration and Legal (5%)	**34.19**
			Engineering Design (10%)	**68.38**
			Construction Management (8%)	**54.70**

Total Cost per LF=	**$ 841.02**

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Table-A11 OPC Typical Street Section - Rural Minor Arterial - OPTION 1				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	26	SF	1.30	33.70
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	50	SF	2.34	117.0
6" ABC (Aggregate Base Course)	54	SF	0.83	45
Subgrade Preparation	50	SF	1.05	52.5
Prime Coat	50	SF	0.4	18.56
Tack Coat	50	SF	0.01	0.72
Roadway Striping	4	LF	2.6	10.4
Drainage Ditch with Culvert Pipe at Driveways (one side every 200 ft)	0.01	LF	35	0.35
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.0189	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	50	SF	0.3	15
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
Grading and Landscape between BOC and ROW	26	SF	1	26
			Subtotal	**352.67**
			Dust, Erosion and Quality Control (5%)	**17.63**
			Construction Survey (2%)	**7.05**
			Contingencies (15%)	**52.90**
			Construction Subtotal	**430.26**
			Administration and Legal (5%)	**21.51**
			Engineering Design (10%)	**43.03**
			Construction Management (8%)	**34.42**

Total Cost per LF=	**$ 529.22**

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Table-A12 OPC Typical Street Section - Rural Minor Arterial - OPTION 2

DESCRIPTION (per linear foot)	QUANTITY	UNIT	UNIT COST	TOTAL COST
Roadway Grading (AC or Earthen Removal and Recompaction)	26	SF	1.30	33.70
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	50	SF	2.34	117.0
6" ABC (Aggregate Base Course)	54	SF	0.83	45
Subgrade Preparation	50	SF	1.05	52.5
Prime Coat	50	SF	0.4	18.56
Tack Coat	50	SF	0.01	0.72
Roadway Striping	4	LF	2.6	10.4
Drainage Ditch with Culvert Pipe at Driveways (one side every 200 ft)	0.01	LF	35	0.35
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at 25 ft each side)	0.0189	EA	15	0.28
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	50	SF	0.3	15
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
			Subtotal	**326.67**
			Dust, Erosion and Quality Control (5%)	**16.33**
			Construction Survey (2%)	**6.53**
			Contingencies (15%)	**49.00**
			Construction Subtotal	**398.54**
			Administration and Legal (5%)	**19.93**
			Engineering Design (10%)	**39.85**
			Construction Management (8%)	**31.88**

Total Cost per LF=	**$ 490.21**

Pahrump Regional Planning District
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Table-A13 OPC Typical Street Section - Urban Collector Street				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	17	SF	1.36	23.09
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	39	SF	2.34	91.3
6" ABC (Aggregate Base Course)	43	SF	0.83	36
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (4' wide, both sides with ABC)	8	SF	10	80
Subgrade Preparation	39	SF	1.05	40.95
Prime Coat	39	SF	0.4	14.47
Tack Coat	39	SF	0.01	0.56
Roadway Striping	2	LF	2.6	5.2
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	7500	7500	75
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at XX ft each side)	0.0148	EA	15	0.22
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	39	SF	0.3	11.7
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
			Subtotal	**357.11**
		Dust, Erosion and Quality Control (5%)		**17.86**
		Construction Survey (2%)		**7.14**
		Contingencies (15%)		**53.57**
		Construction Subtotal		**435.67**
		Administration and Legal (5%)		**21.78**
		Engineering Design (10%)		**43.57**
		Construction Management (8%)		**34.85**

Total Cost per LF=	**$ 535.88**

Pahrump Regional Planning District
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Table-A14 OPC Typical Street Section - Rural Collector Street				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	20	SF	1.36	27.16
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	36	SF	2.34	84.2
6" ABC (Aggregate Base Course)	40	SF	0.83	33
Subgrade Preparation	36	SF	1.05	37.8
Prime Coat	36	SF	0.4	13.36
Tack Coat	36	SF	0.01	0.52
Roadway Striping	2	LF	2.6	5.2
Drainage Ditch with Culvert Pipes at Driveways (one side every 200 ft)	0.01	LF	35	0.35
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at XX ft each side)	0.0136	EA	15	0.20
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	36	SF	0.3	10.8
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
			Subtotal	**246.13**
			Dust, Erosion and Quality Control (5%)	**12.31**
			Construction Survey (2%)	**4.92**
			Contingencies (15%)	**36.92**
			Construction Subtotal	**300.28**
			Administration and Legal (5%)	**15.01**
			Engineering Design (10%)	**30.03**
			Construction Management (8%)	**24.02**

Total Cost per LF=	**$ 369.34**

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Table-A15 OPC Typical Street Section - Urban Local Street				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	9	SF	1.11	10.00
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	37	SF	2.34	86.6
6" ABC (Aggregate Base Course)	41	SF	0.83	34
Concrete Curb and Gutter	2	LF	30	60
Sidewalk (4' wide, both sides with ABC)	8	SF	10	80
Subgrade Preparation	37	SF	1.05	38.85
Prime Coat	37	SF	0.4	13.73
Tack Coat	37	SF	0.01	0.53
Roadway Striping	2	LF	2.6	5.2
Stormdrain (Catch Basin or Scupper every 200 ft)	0.01	EA	7500	75
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at XX ft each side)	0.0140	EA	15	0.21
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	37	SF	0.3	11.1
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
			Subtotal	**351.96**
			Dust, Erosion and Quality Control (5%)	**17.60**
			Construction Survey (2%)	**7.04**
			Contingencies (15%)	**52.79**
			Construction Subtotal	**429.39**
			Administration and Legal (5%)	**21.47**
			Engineering Design (10%)	**42.94**
			Construction Management (8%)	**34.35**

Total Cost per LF=	**$ 528.15**

Pahrump Regional Planning District
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Table-A16 OPC Typical Street Section - Rural Local Street				
DESCRIPTION (per linear foot)	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Roadway Grading (AC or Earthen Removal and Recompaction)	30	SF	1.11	33.33
3" Asphalt Concrete Pavement (C-3/4 Mix, 5 lane, 70-ft section)	26	SF	2.34	60.8
6" ABC (Aggregate Base Course)	30	SF	0.83	25
Subgrade Preparation	26	SF	1.05	27.3
Prime Coat	26	SF	0.4	9.6
Tack Coat	26	SF	0.01	0.4
Roadway Striping	1	LF	2.6	2.6
Drainage Ditch with Culvert pipes at Driveways (one side every 200 ft)	0.01	LF	35	0.35
Adjust Manhole Frame and Cover, (one every 300 ft)	0.007	EA	900	6
Sawcut Pavement (each intersection every 1/2 mi, at XX ft each side)	0.0098	EA	15	0.15
Adjust Valve Box and Cover (one every 300 ft)	0.007	EA	850	5.67
Adjust Meter Box (one every 100 ft)	0.02	EA	1000	20
Remove and Dispose Existing Pavement (25 ft section)	26	SF	0.3	7.8
Relocate Traffic and Roadway Signs (one every 200 ft)	0.01	EA	150	1.5
			Subtotal	**201**
			Dust, Erosion and Quality Control (5%)	**10.03**
			Construction Survey (2%)	**4.01**
			Contingencies (15%)	**30.08**
			Construction Subtotal	**244.68**
			Administration and Legal (5%)	**12.23**
			Engineering Design (10%)	**24.47**
			Construction Management (8%)	**19.57**

Total Cost per LF=	**$ 300.96**

Pahrump Regional Planning District
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Table-A17 OPC Typical (4 Way) Intersection Signal Installation and Improvements				
DESCRIPTION	**QUANTITY**	**UNIT**	**UNIT COST**	**TOTAL COST**
Traffic Signal System (2 Signal Lights for each direction, Masts Arms,	4	EA	97700	390,800
ITS Loops, Signal Programing, Controller Cabinet and mic. Signage)	1	LS	23000	23,000
ADA Sidewalk Ramps (4' wide, both sides with ABC)	4	EA	2870	11,480
Roadway Reconstruction (AC removal and replacement)	2500	SF	6	15,000
Roadway Striping	400	LF	10	4,000
Street Lighting	4	EA	7500	30,000
Adjust Manhole Frame & Cover	4	EA	1500	6,000
Sawcut Pavement	4	EA	500	2,000
Traffic Control	1.000	LS	40000	40,000
Relocate Traffic and Roadway Signs (4 per Intersection)	4.0000	EA	400	1,600
			Subtotal	**523,880**
			Dust, Erosion and Quality Control (5%)	**26,194**
			Construction Survey (2%)	**10,477**
			Contingencies (15%)	**78,582**
			Construction Subtotal	**639,133**
			Administration and Legal (5%)	**31,956**
			Engineering Design (10%)	**63,913**
			Construction Management (8%)	**51,130**

Total Cost ~	**$ 786,200**

Notes:
Unit prices based on construction costs for similar work on drainage projects in Arizona & Nevada.

MAP APPENDIX

FIGURE 2 - STREETS & HIGHWAYS C.I.P. GROWTH ZONES

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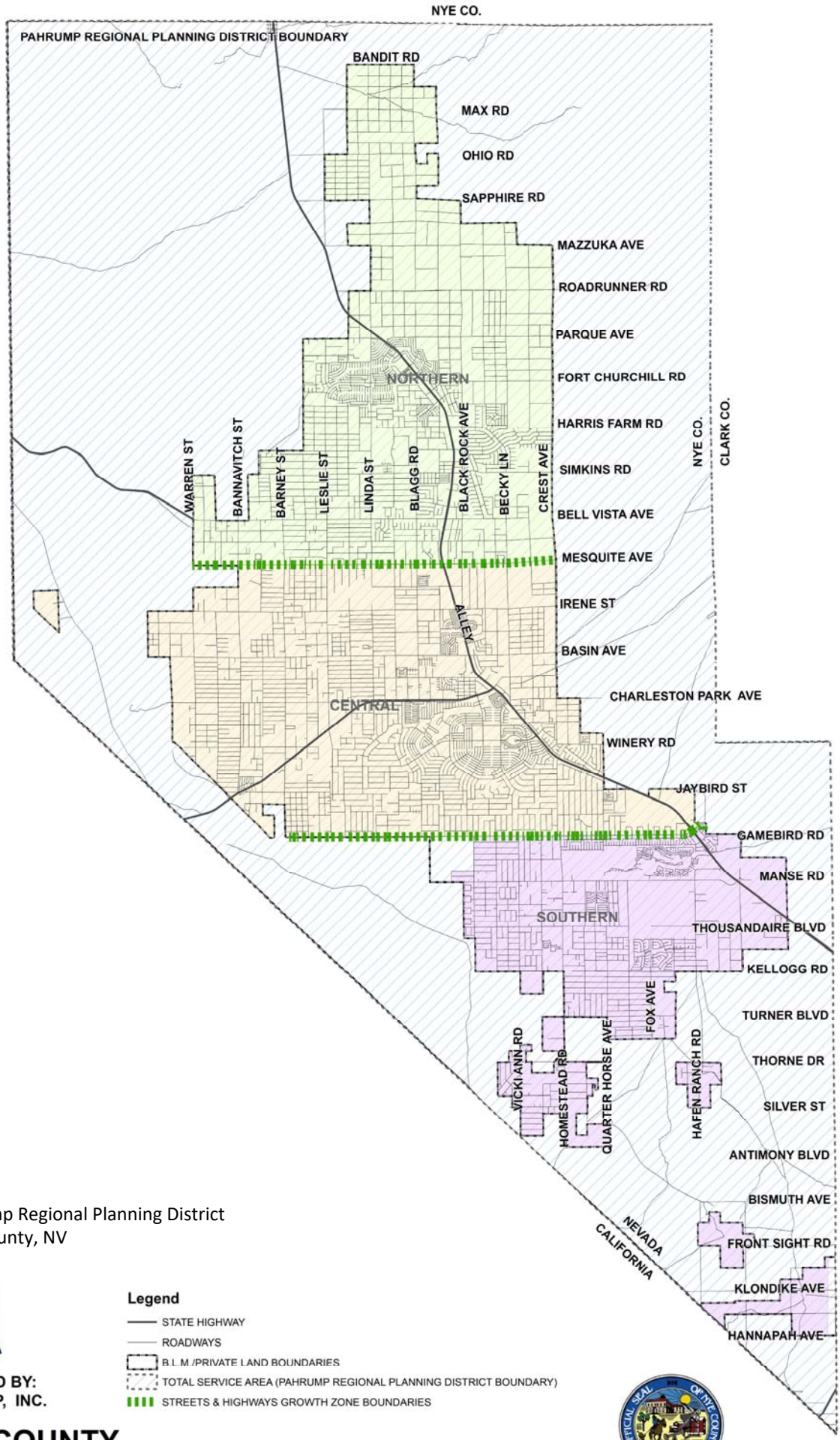


Pahrump Regional Planning District
Nye County, NV

Legend

- STATE HIGHWAY
- ROADWAYS
- B.L.M./PRIVATE LAND BOUNDARIES
- TOTAL SERVICE AREA (PAHRUMP REGIONAL PLANNING DISTRICT BOUNDARY)
- STREETS & HIGHWAYS GROWTH ZONE BOUNDARIES

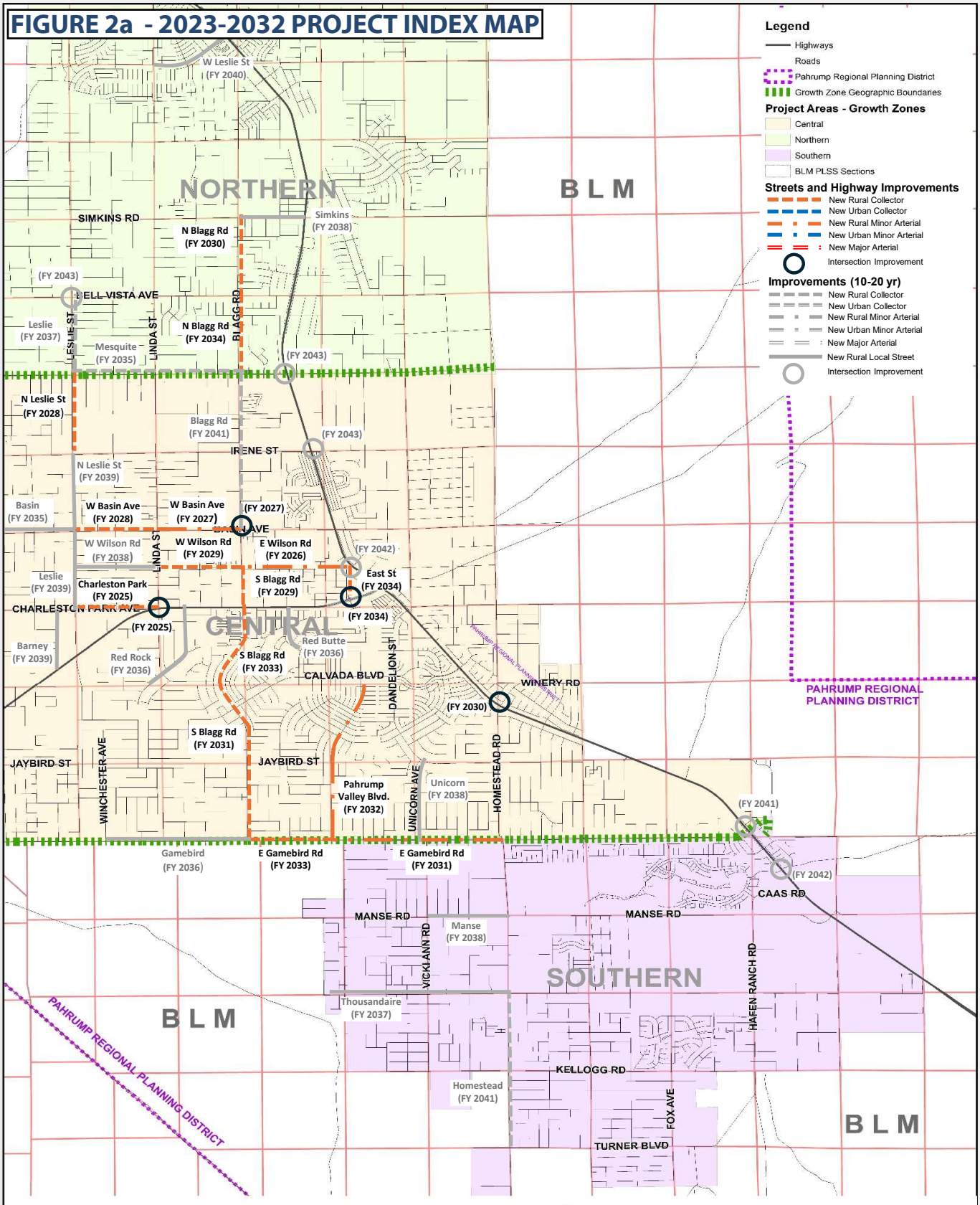
PREPARED BY:
CA GROUP, INC.

NYE COUNTY
STREETS & HIGHWAYS C.I.P. GROWTH ZONES

NORTH

Date: 5/23/2024

FIGURE 2a - 2023-2032 PROJECT INDEX MAP



2025-2034 CAPITAL IMPROVEMENT PLAN

STREETS & HIGHWAYS

Project Index Map

NORTH

0 0.25 0.5 0.75 1 Miles

Date: 5/24/2024

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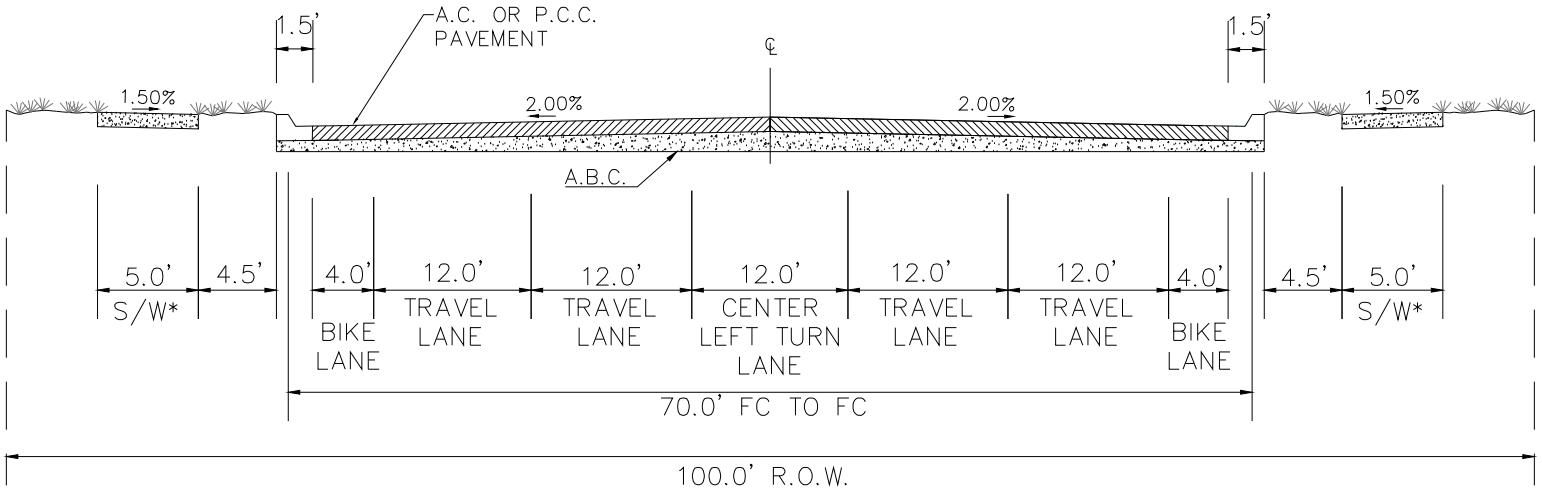
MAJOR ARTERIAL - OPTION 1



20,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
½ MILE MINIMUM INTERSECTION SPACING
***OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 12' WIDE SHARED-USE TRAIL**

TYPICAL SECTION - MAJOR ARTERIAL

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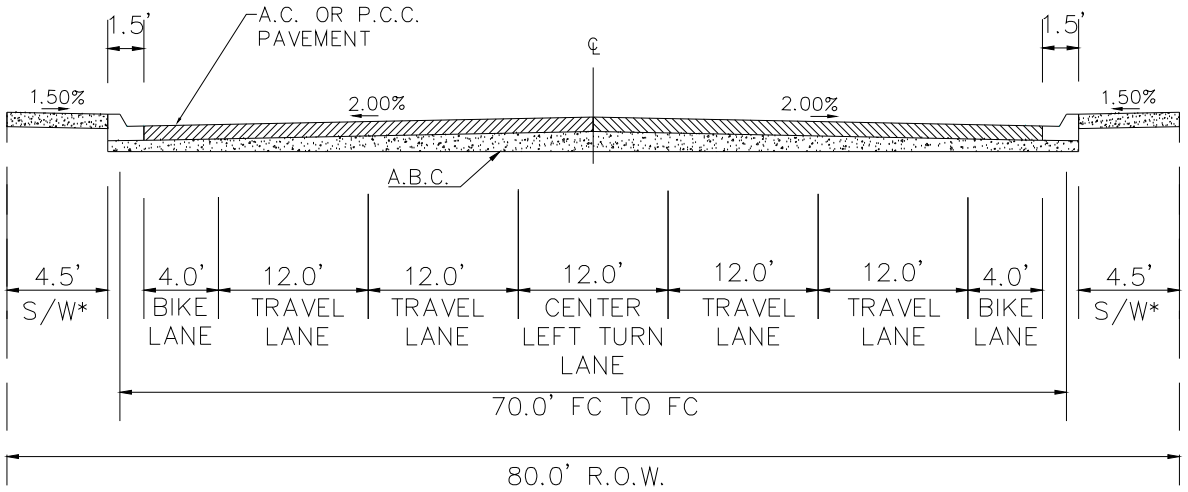
FIGURE 3A

MAJOR ARTERIAL - OPTION 2



20,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED

½ MILE MINIMUM INTERSECTION SPACING

***OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 9' WIDE SHARED-USE TRAIL**

TYPICAL SECTION - MAJOR ARTERIAL

PAHRUMP REGIONAL PLANNING DISTRICT MASTER PLAN UPDATE

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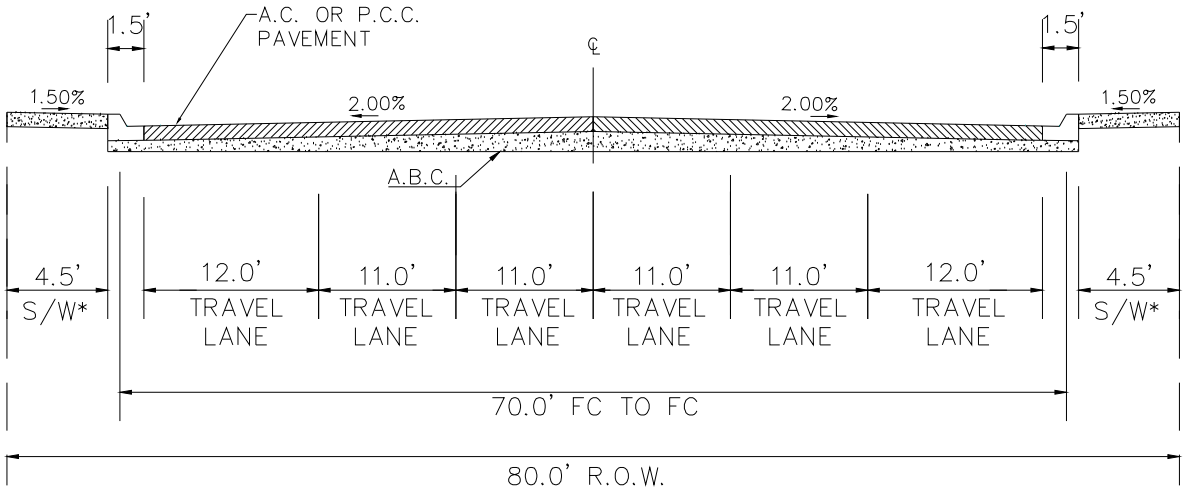
FIGURE 3B

MAJOR ARTERIAL - OPTION 3



20,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
½ MILE MINIMUM INTERSECTION SPACING
***OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 9' WIDE SHARED-USE TRAIL**

TYPICAL SECTION - MAJOR ARTERIAL

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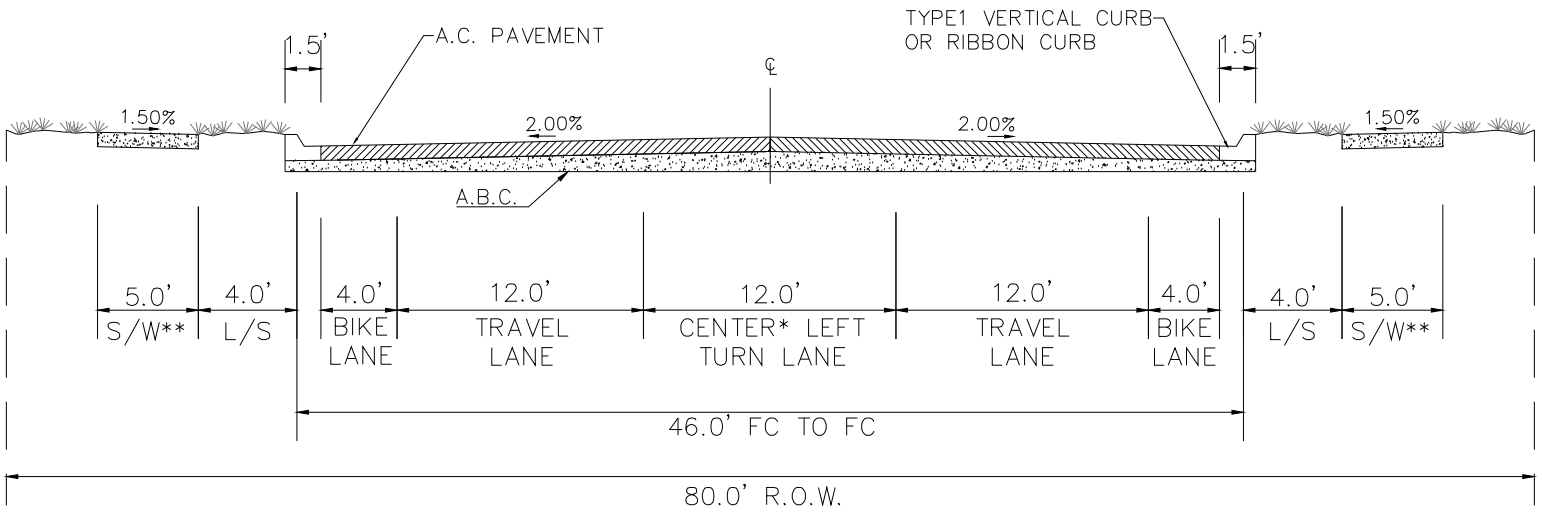
FIGURE 3C

URBAN MINOR ARTERIAL - OPTION 1



12,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
$\frac{1}{4}$ MILE MINIMUM INTERSECTION SPACING
*OPTIONAL 10' CENTER LANE W/O BIKE LANES
**OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 12' WIDE SHARED-USE TRAIL

TYPICAL SECTION - MINOR ARTERIAL

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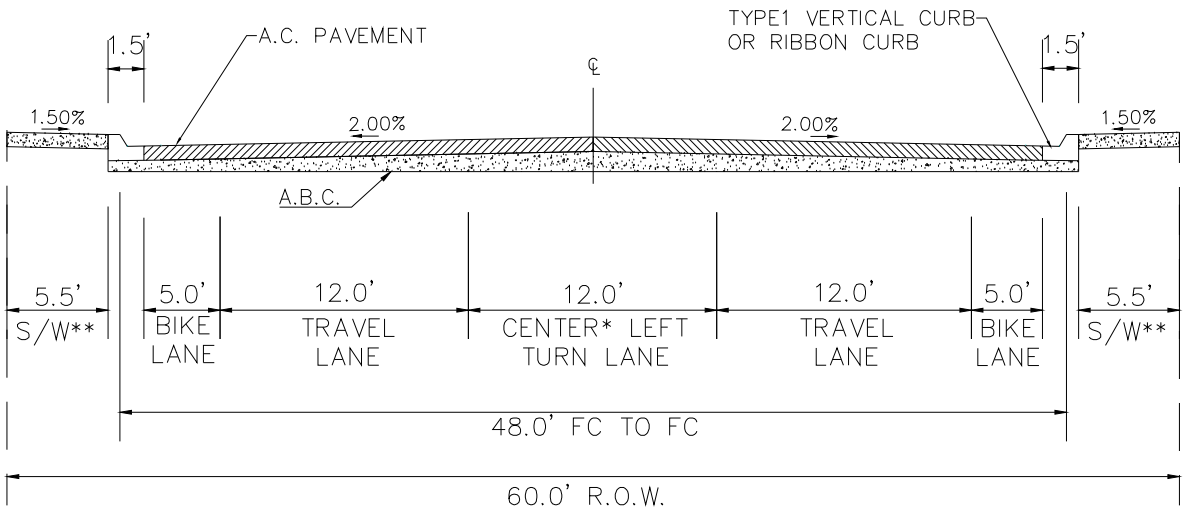
FIGURE 4A

URBAN MINOR ARTERIAL - OPTION 2



12,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
$\frac{1}{4}$ MILE MINIMUM INTERSECTION SPACING
*OPTIONAL 10' CENTER LANE W/O BIKE LANES
**OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 11' WIDE SHARED-USE TRAIL

TYPICAL SECTION - MINOR ARTERIAL

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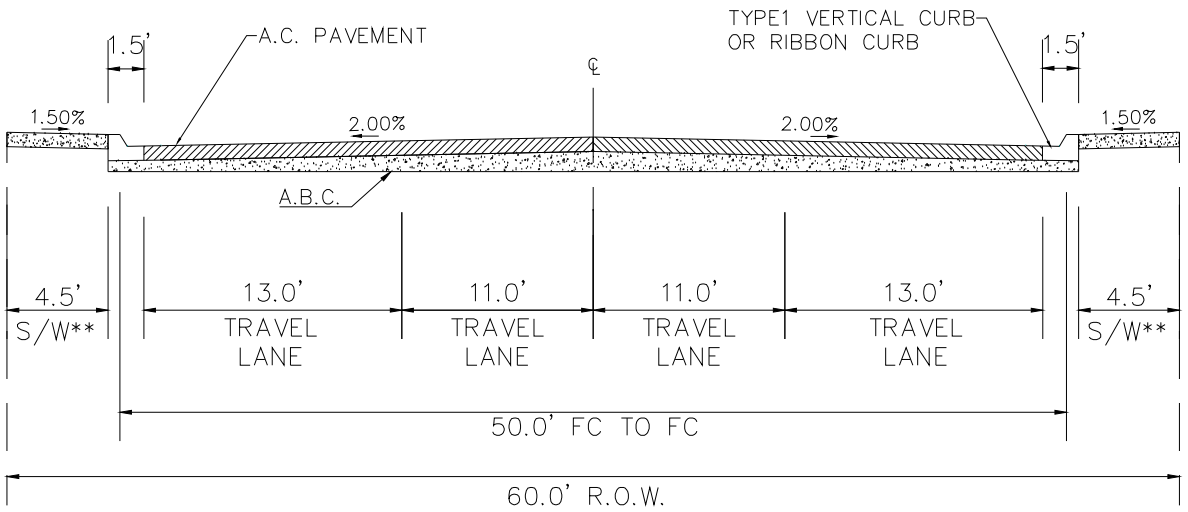
FIGURE 4B

URBAN MINOR ARTERIAL - OPTION 3



12,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
$\frac{1}{4}$ MILE MINIMUM INTERSECTION SPACING
*OPTIONAL TO ELIMINATE THE SIDEWALK ON ONE SIDE AND CREATE A 9' WIDE SHARED-USE TRAIL

TYPICAL SECTION - MINOR ARTERIAL

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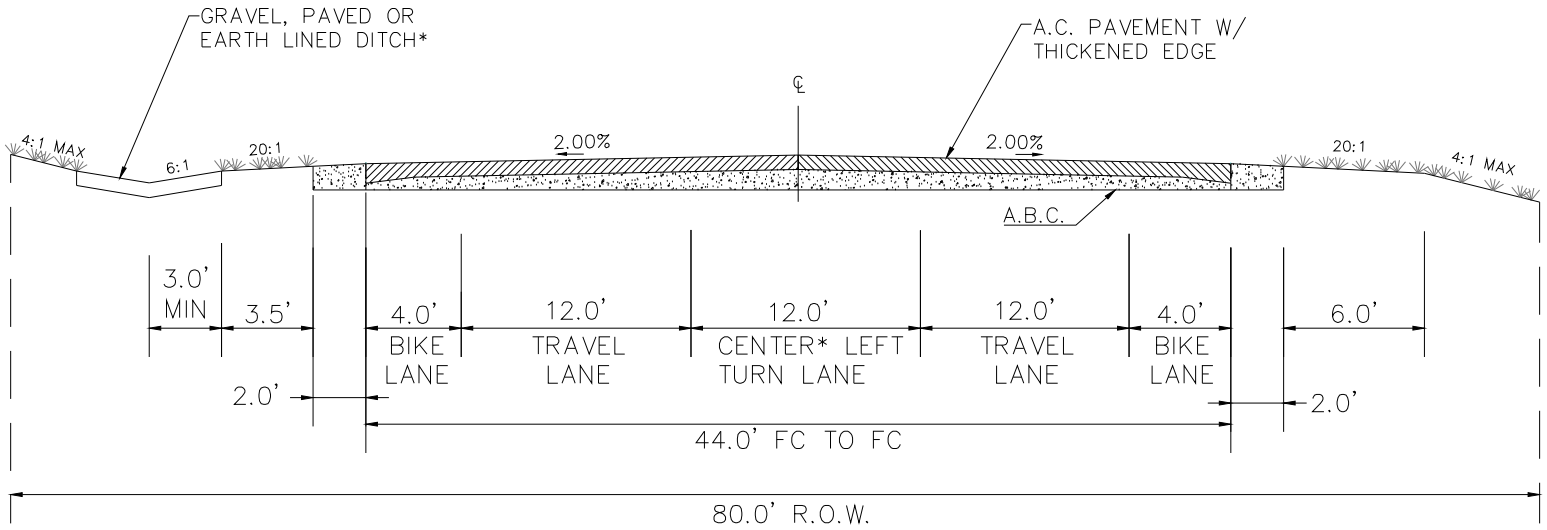
FIGURE 4C

RURAL MINOR ARTERIAL - OPTION 1



12,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED

$\frac{1}{4}$ MILE MINIMUM INTERSECTION SPACING

***OPTIONAL TO ELIMINATE THE SIDE DITCH ON ONE SIDE AND CREATE A 12' WIDE SHARED-USE TRAIL**

TYPICAL SECTION - MINOR ARTERIAL

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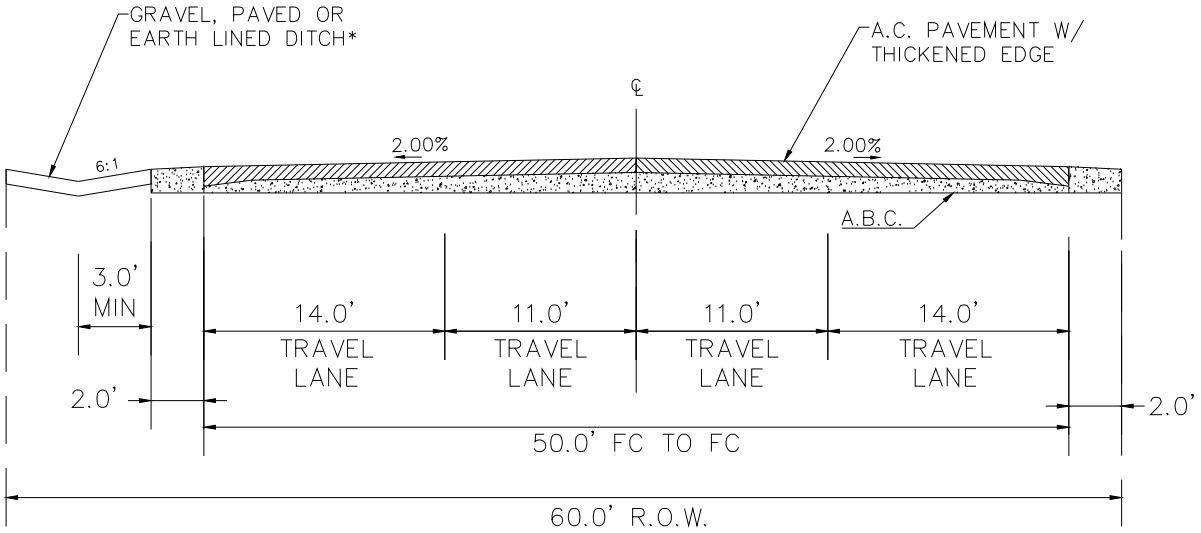
FIGURE 5A

RURAL MINOR ARTERIAL - OPTION 2



12,000 ADT MAXIMUM
50 MPH DESIGN SPEED
45 MPH POSTED SPEED
¼ MILE MINIMUM INTERSECTION SPACING

TYPICAL SECTION - MINOR ARTERIAL

PAHRUMP REGIONAL PLANNING DISTRICT MASTER PLAN UPDATE

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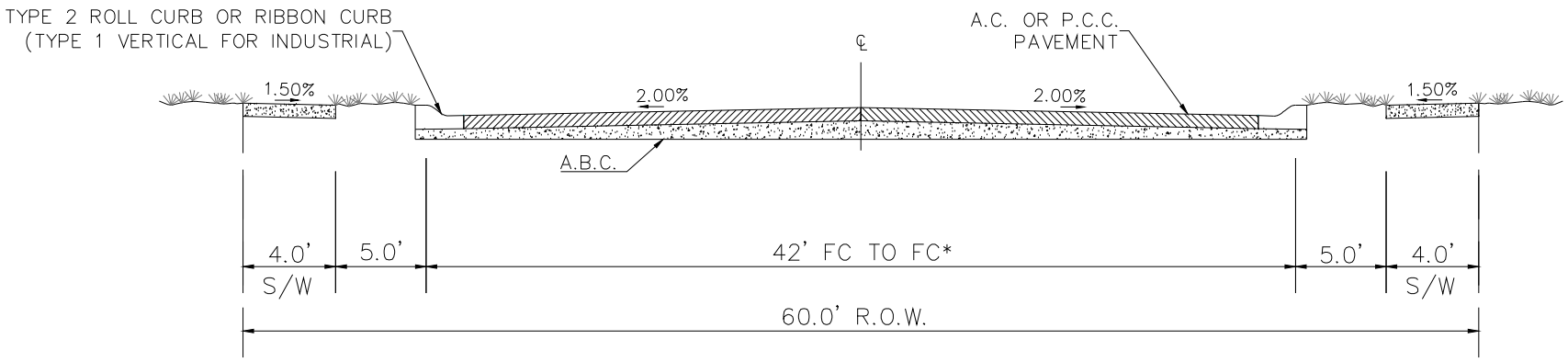
FIGURE 5B

URBAN COLLECTOR STREET



8,000 ADT MAXIMUM
40 MPH DESIGN SPEED
35 MPH POSTED SPEED
*OPTIONAL PARKING BOTH SIDES OR 9' CENTER LANE AND BIKE LANE ON BOTH SIDES

TYPICAL SECTION - URBAN COLLECTOR

PAHRUMP REGIONAL PLANNING DISTRICT
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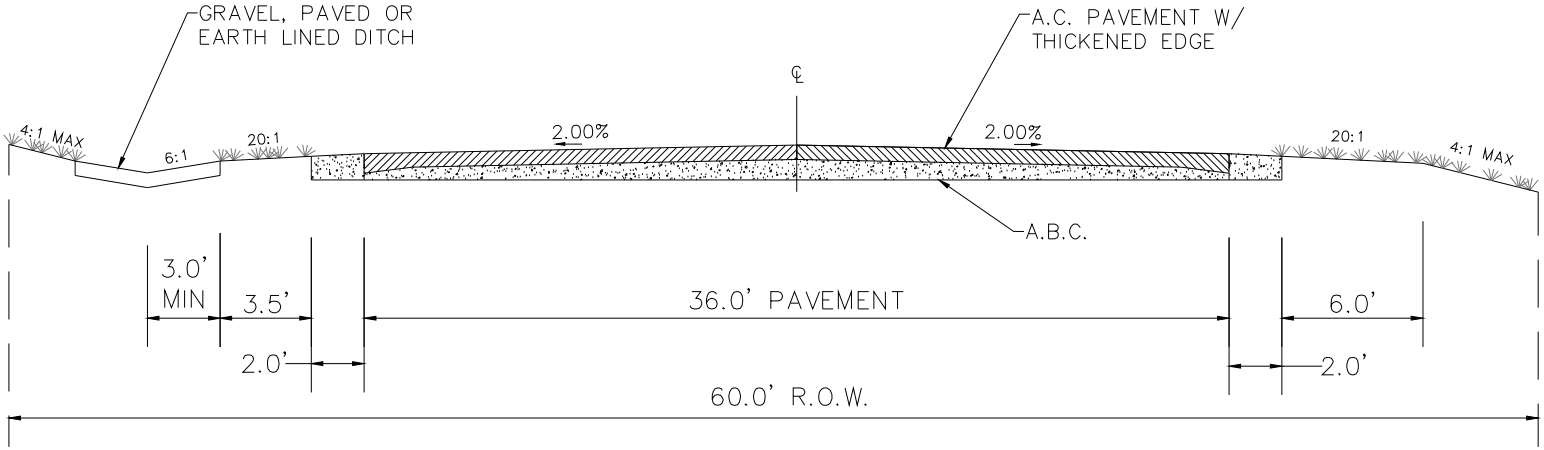
FIGURE 6

RURAL COLLECTOR STREET



8,000 ADT MAXIMUM
40 MPH DESIGN SPEED
35 MPH POSTED SPEED
660' MINIMUM INTERSECTION SPACING

TYPICAL SECTION - RURAL COLLECTOR

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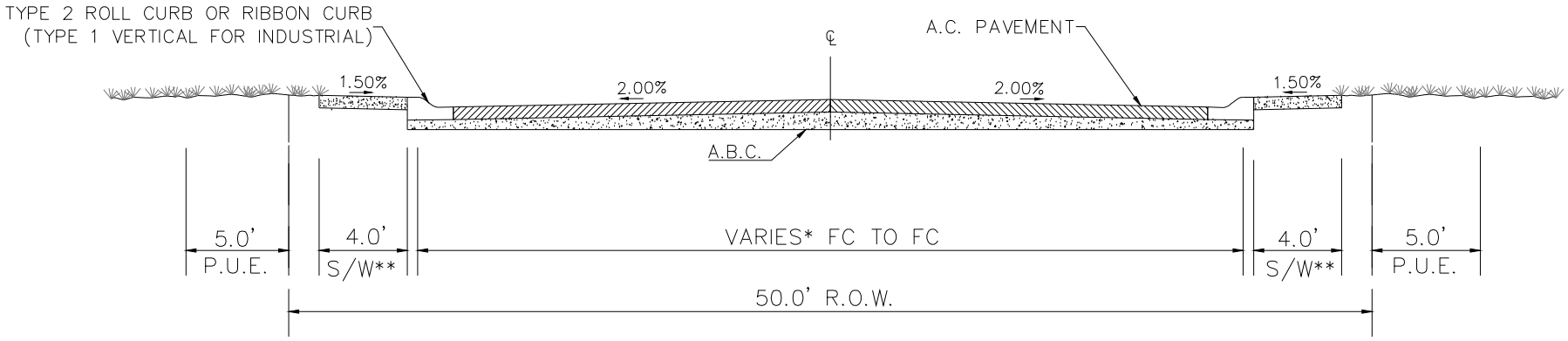
FIGURE 7

URBAN LOCAL STREET



4,000 ADT MAXIMUM
30 MPH DESIGN SPEED
25 MPH POSTED SPEED
330' MINIMUM INTERSECTION SPACING
DIRECT LOT ACCESS PERMITTED
*40'- (PARKING BOTH SIDES) INDUSTRIAL LAND USE
*26' - (NO PARKING ON STREET) COMMON GUEST PARKING PROVIDED ELSEWHERE

TYPICAL SECTION - URBAN LOCAL

PAHRUMP REGIONAL PLANNING DISTRICT MASTER PLAN UPDATE

NYE COUNTY, NEVADA

Pahrump Regional Planning District
Nye County, NV
Approved: August 20, 2024

An Employee Owned Company
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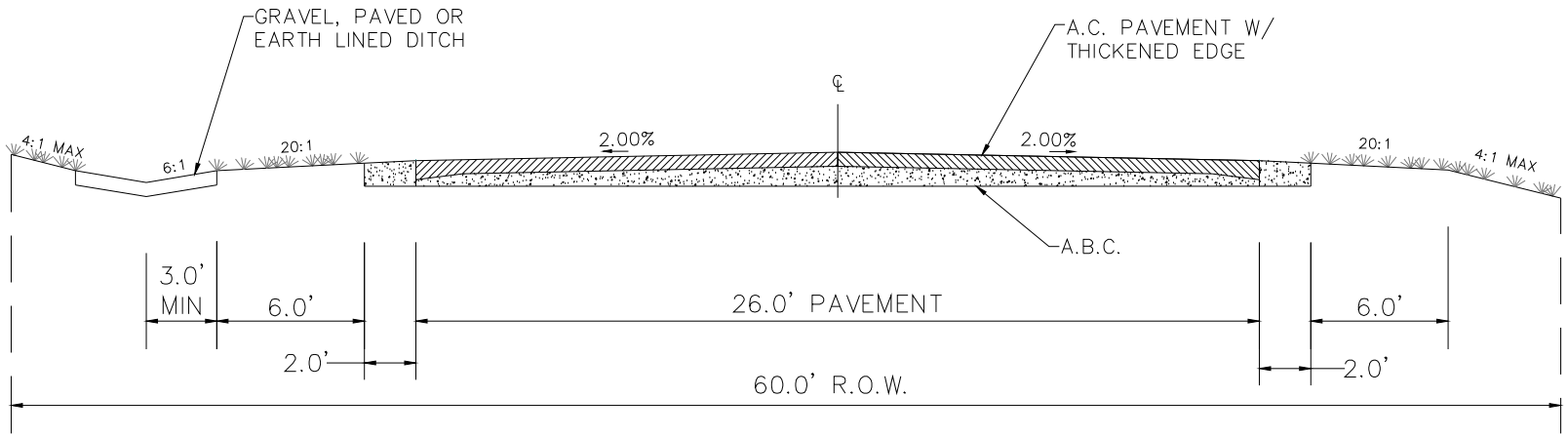
FIGURE 8

RURAL LOCAL STREET



4,000 ADT MAXIMUM
35 MPH DESIGN SPEED
30 MPH POSTED SPEED
DIRECT LOT ACCESS PERMITTED

TYPICAL SECTION - RURAL LOCAL

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FIGURE 9

Geometric Design Standards for Roadway Construction

Roadway Classification		Design Capacity ADT	Surface Required	Number of Lanes	Design Vehicle	R.O.W. Width	Access Control	Parking	Curb & Gutter Type
Major Arterial	Option 1	Over 20,000	P.C.C. or Bituminous	4	WB-50	100	See Section	Prohibited	6" Vertical
	Option 2	Over 20,000	Bituminous	4	WB-40	80	See Section	Prohibited	6" Vertical
	Option 3	Over 20,000	Bituminous	6	WB-40	80	See Section	Prohibited	6" Vertical
Urban Minor Arterial	Option 1	Over 12,000	Bituminous	2	WB-40	80	See Section	Prohibited	6" Vertical
	Option 2	Over 12,000	Bituminous	2	WB-40	60	See Section	Prohibited	6" Vertical
	Option 3	Over 12,000	Bituminous	4	WB-40	60	See Section	Prohibited	6" Vertical
Rural Minor Arterial	Option 1	Over 12,000	Bituminous	2	WB-40	80	See Section	Prohibited	6" Vertical
	Option 2	Over 12,000	Bituminous	4	WB-40	60	See Section	Prohibited	None
Urban Collector		Over 8,000	Bituminous	2	WB-40	60	See Section	Optional-both sides	6" Roll/Ribbon
Rural Collector		Over 8,000	Bituminous	2	WB-40	60	See Section	Prohibited	None
Urban Local		Over 4,000	Bituminous	2	SU	50	See Section	Allow-both Sides	6" Roll/Ribbon
Rural Local		Over 4,000	Bituminous	2	SU	60	See Section	Prohibited	None

Geometric Design Standards for Roadway Construction contd.

Roadway Classification	Option(s)	Sidewalk Width	Bike Lane Width	Width FC to FC	Median Width	Design Speed	Posted Speed	Grade	
								Min.	Max.
Major Arterial	Option 1	5 Feet	4 Feet	70 Feet	12 Feet	50 Mph	45 Mph	0.5	6.0
	Option 2	4.5 Feet	4 Feet	70 Feet	12 Feet	50 Mph	45 Mph	0.5	6.0
	Option 3	4.5 Feet	None	70 Feet	None	50 Mph	45 Mph	0.5	6.0
Urban Minor Arterial	Option 1	5 Feet	4 Feet	46 Feet	12 Feet	50 Mph	45 Mph	0.5	6.0
	Option 2	5.5 Feet	5 Feet	48 Feet	12 Feet	50 Mph	45 Mph	0.5	6.0
	Option 3	4.5 Feet	None	50 Feet	None	50 Mph	45 Mph	0.5	6.0
Rural Minor Arterial	Option 1	None	4 Feet	44 Feet	12 Feet	50 Mph	45 Mph	0.5	6.0
	Option 2	None	None	50 Feet	None	50 Mph	45 Mph	0.5	6.0
Urban Collector	n/a	4 Feet	None	42 Feet	None	40 Mph	35 Mph	0.5	8.0
Rural Collector	n/a	None	None	36 Feet	None	40 Mph	35 Mph	0.5	8.0
Urban Local	n/a	4 Feet	None	26-40 Feet	None	30 Mph	25 Mph	0.5	8.0