

Item H – 2



Carson City Regional Transportation Commission Item for Commission Information

RTC Meeting Date: September 9, 2009
Time Requested: 5 Minutes

To: Regional Transportation Commission
From: Patrick Pittenger, Transportation Manager
Date Prepared: August 31, 2009
Subject Title: Truck restrictions on Carson Street
Staff Summary: The Nevada Department of Transportation (NDOT) has submitted a letter to the Federal Highway Administration (FHWA) as the next step in a process toward restricting truck traffic on Carson Street.

NDOT, in coordination with Carson City, has submitted a letter to the FHWA in an effort to pursue truck restrictions on Carson Street from Fairview Drive on the south to the US 395 junction at the north, as was discussed at an earlier RTC meeting. A copy of that letter has been attached for reference.



STATE OF NEVADA

DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street

Carson City, Nevada 89712

August 25, 2009

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., Director

Ms. Susan Klekar, Division Administrator
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

In Reply Refer to:
PSD 1.01A
4.00

Dear Ms. Klekar:

Pursuant to CFR, Title 23, Chapter 1, Section 658.11 the State of Nevada is requesting that SR-529, Carson Street from Fairview Drive on the south end to the US-395 junction on the north, Milepost CC-2.50 to CC-6.80 be considered for deletion from the National Network for trucks under the following criteria:

- 1. Did the route segment prior to designation carry combination vehicles or 102-inch buses?

Yes.

- 2. Were truck restrictions in effect on the segment on January 6, 1983?

No.

- 3. What is the safety record of the segment, including current or anticipated safety problems? Specifically, is the route experiencing above normal accident rates and/or accident severities? Does analysis of the accident problem indicate that the addition of larger trucks have aggravated existing accident problems?

The safety record of the segment over the past five years (data provided for the last three years) has been fairly consistent having a crash rate lower than the statewide average for similar road class. There are four high crash intersections (twenty or more crashes in a three year study period) within this segment. The crash rate may worsen in the future if no changes are made due to congestion from increased traffic. The crash rate on this segment can be expected to decrease when the Carson City Freeway is completed since most of the large trucks would use the bypass instead of SR-529, Carson Street. The following crash rates by severity have been calculated from three years of crash data and compared to the most recent statewide crash rates for similar road class:

Overall crash rate	285.45 per*
Statewide System crash rate	403.60 per*
Overall injury crash rate	96.03 per*

<i>Statewide System Injury crash rate</i>	<i>140.41 per*</i>
<i>Overall Fatal crash rate</i>	<i>0.00 per*</i>
<i>Statewide System Fatal crash rate</i>	<i>2.34 per*</i>

**All rates are calculated in the number of crashes per 100 million vehicle miles. The addition of larger trucks aggravating the safety problem is not particularly clear from the crash data though there are a significant number of crashes involving larger trucks (semis). Based on passenger car equivalent of trucks the number of vehicles is increased significantly along this segment since there are a high percentage of trucks that go through this segment. There are studies that show that the number of crashes increase as the number of large trucks increase within a road segment. On approximately one third of this segment, from Medical Parkway to near Hot Springs Road, trucks are advised to travel on the left (inside) lane. There are many maneuvers along this stretch; Trucks trying to move to the left while passenger cars avoid being behind the trucks and try to overtake in order to stay in the left lane causes safety concerns.*

4. What are the geometric, structural or traffic operation features that might preclude safe, efficient operation? Specifically describe lane widths, sight distance, severity and length of grades, horizontal curvature, Shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics and vulnerability of roadside hardware.

This facility has four lanes total with turn lanes at various intersections. The widths of the lanes vary from 11' to 12'. Sight distance is significantly hampered due to the fact that this section of roadway is the primary commercial district for Carson City and has several large government buildings in close proximity to the edge of the roadway as well as storefronts and various accouterments that are usually associated with a commercial area such as this section of SR-529. There are no appreciable grades or bridge structures on this section of roadway. On average this roadway carries approximately 30,000 vehicles per day with about 5% of that being trucks with 3.5 % of that being larger trucks.

5. Is there a reasonable alternate route available?

Yes, Phase 2A of the Carson City Freeway will be completed giving trucks a controlled access freeway to travel on and the freeway will terminate at Fairview Dr. which is south of this section of roadway.

Phase 2A of the Carson City Freeway

The Phase 2A project will construct the central portion of the Carson City Freeway starting at the US 50 East Single Point Urban Interchange (SPUI), which is the southern terminus of the Phase 1 project, and continue south on a new alignment to a partial interchange at Fairview Drive.

6. Are there operational restrictions that might be implemented in lieu of deletion?

It is widely accepted that the Carson City Freeway will be a viable alternative for STAA vehicles and for the reasons stated in this document operational restrictions would not be the best option.

Your consideration of this request is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Susan Martinovich". The signature is fluid and cursive, with a large initial "S" and "M".

Susan Martinovich, P.E.
Director

SM/TRR/pm

cc: Tracy Larkin Thomason, PE, Assistant Director Planning
Michael Lawson, Traffic Information Division Chief