

2025 Fiber Network Prioritization Plan



February 2026

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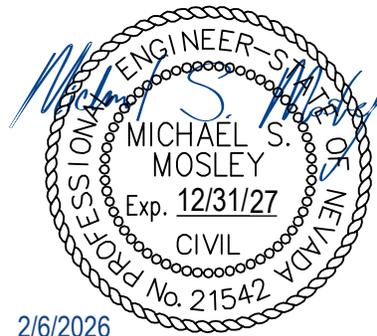


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LIST OF ACRONYMS

AADT	Annual Average Daily Traffic
C2C	Center-to-Center
CCTV	Closed-Circuit Television
ID	Project Identifier
IT	Information Technology
ITS	Intelligent Transportation System
NDOT	Nevada Department of Transportation
N	Nevada Department of Transportation
OPCC	Opinion of Probable Construction Cost
PCI	Pavement Condition Index
R	City of Reno
RTC	Regional Transportation Commission of Washoe County
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
ROW	Right-of-Way
S	City of Sparks
TMC	Traffic Management Center
TRINA	Traffic Records Information Access



1. Introduction

The Regional Transportation Commission (RTC) of Washoe County has been actively implementing advanced Intelligent Transportation System (ITS) technologies and communications in the Truckee Meadows region for many years. The Truckee Meadows region, shown in **Figure 1**, includes the City of Sparks, City of Reno, and some Washoe County and Nevada Department of Transportation (NDOT) transportation facilities. To align with upcoming projects, the RTC reviews the Regional Transportation Improvement Program (RTIP) and coordinates ITS improvements with the projects listed in the RTIP. The RTIP includes freeway, capacity improvement, new roadway, multimodal, and ITS and traffic management improvement projects.

1.1. Project Purpose and Overview

The RTC 2025 Fiber Network Prioritization Plan (Network Prioritization Plan) was developed to identify ITS and traffic management projects to expand the communication network in support of future regional strategies to improve safety and operations on the Truckee Meadows transportation network. A prioritization framework, described in **Section 2**, was used to identify projects for the Network Prioritization Plan.

The Network Prioritization Plan documents the process of collecting existing conditions data to assess gaps and needs to support future transportation network enhancements. Recommendations of this plan are provided in a format that RTC can fund to design and construct future ITS communications infrastructure improvements. This plan also sets a vision for regional network expansion and provides recommendations for further development of the center-to-center (C2C) network infrastructure that connects individual agencies together to share data and information to support regional operations. The recommendations are intended to bolster existing infrastructure and deployment of ITS standards, protocols, and practices for ITS to create a planned path that will help the RTC gain the most value for investments in ITS infrastructure. It is recommended that the Network Prioritization Plan be updated annually.

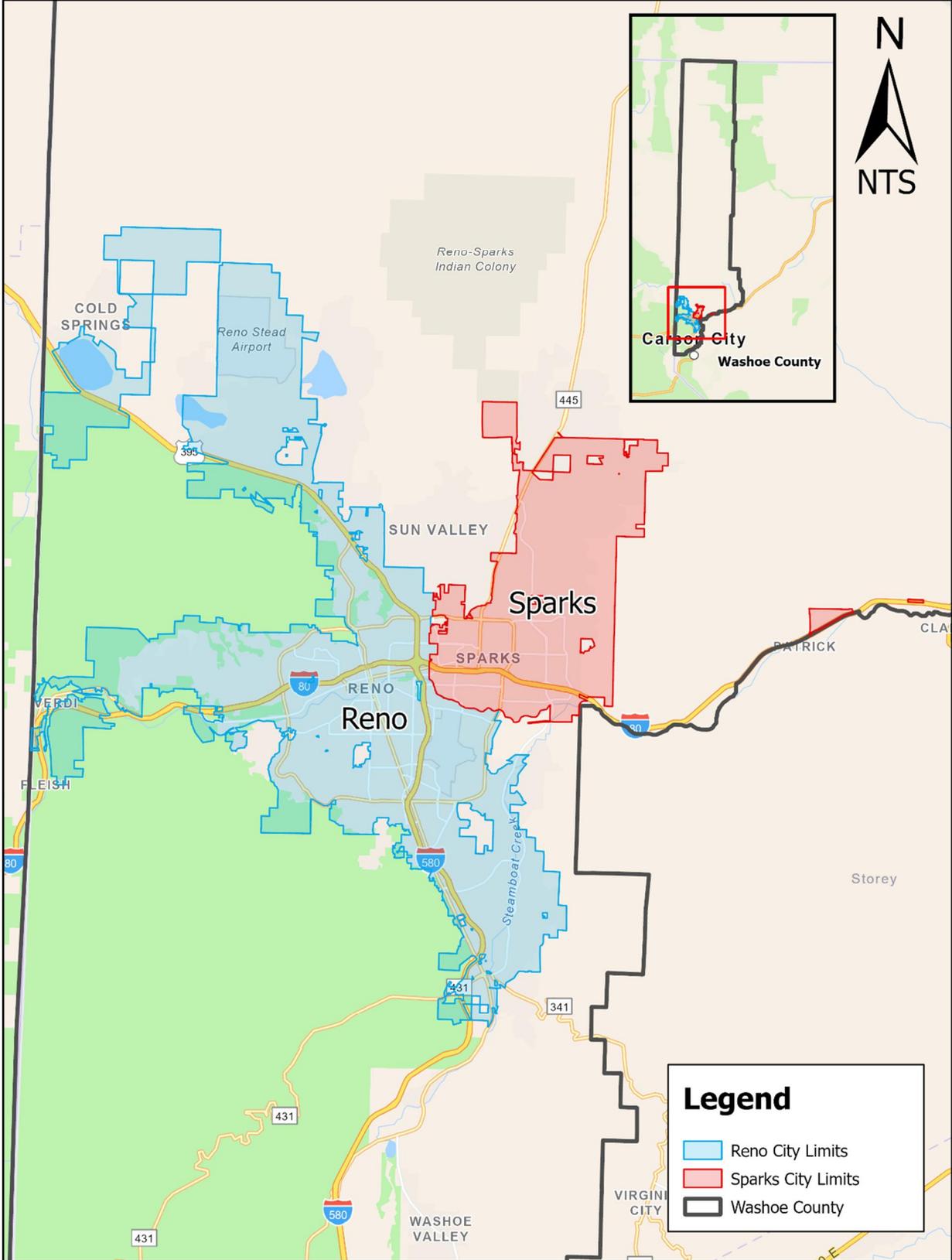


Figure 1 – Project Vicinity Map



2. Project Prioritization Criteria

Evaluation criteria for the Network Prioritization Plan were developed to identify, prioritize, and recommend projects for future ITS fiber optic cable and conduit infrastructure implementation and connection to existing traffic signals. The projects identified were based on coordination with stakeholders on their ITS communications infrastructure needs and a comprehensive communications gap analysis of the current ITS infrastructure inventory, as identified in maps located in **Appendix A**. As an initial step in the project prioritization process, the 2021 ITS Network Master Plan project list was reviewed to identify completed projects. The network was then analyzed for gaps, taking into account infrastructure constructed as part of the 2021 ITS Network Master Plan using the seven factors listed below.

- **Prioritization Factor A:** Number of Signals Connected
- **Prioritization Factor B:** Planned Projects
- **Prioritization Factor C:** Redundancy
- **Prioritization Factor D:** Alleviates Network Bottleneck
- **Prioritization Factor E:** Multi-Jurisdictional
- **Prioritization Factor F:** Annual Average Daily Traffic (AADT)
- **Prioritization Factor G:** Cost Per Signal

The prioritization criteria help to identify the benefit of a project across the ITS network. The selected factors are used to understand the positive impacts of expanding ITS infrastructure along a corridor and how these improvements increase redundancy and operations throughout the network, all while upgrading the network within a fiscally responsible budget. To establish project priority rankings, some prioritization factors were assigned subfactors to provide clarity on additional criteria elements. Each factor and subfactor was given a weight value according to the overall benefit of the improvements and financial impact. The values ranged from -10 to 10, with the lowest value showing the lowest benefit and the highest value representing the greatest benefit. A summary of the project prioritization result tables for the City of Reno and City of Sparks is included in **Appendix B** and **C**. An explanation of each prioritization criterion and the respective assigned weight value follows. A detailed breakdown of the scoring of each prioritization factor is found in **Table 1**, along with a scoring example developed for Sun Valley Drive/Clear Acre Lane.

Prioritization Factor A: Number of Signals Connected

This prioritization factor identifies traffic signal intersections that are not yet connected to any form of fiber optic network infrastructure. It highlights the importance of fiber optic connectivity in significantly improving traffic operations. By enabling RTC to maximize investments, fiber optic connectivity allows for the implementation of additional ITS devices such as closed-circuit television (CCTV), speed feedback signs, school flashers, and other devices along the identified corridors.

The ITS infrastructure gap analysis recognizes the following four types of signal connections:

- A1 = Elimination of cell modem signals
- A2 = Connection to unconnected signals
- A3 = Elimination of radio signals
- A4 = Fiber-connected signals



The weight of these subfactors is assigned according to the level of importance of removing the current connection to the signals. Prioritization places connecting to a cellular modem at high importance (a weight value of 8). Connecting to unconnected signals is of medium importance (a weight value of 7), and connecting radio signals is of lower importance (a weight value of 6). Fiber-connected signals have the lowest weight (a weight value of 2) since additional connections would be identified for redundancy to the signal system.

A cumulative score is generated by multiplying the number of signal types not connected by fiber along an identified corridor by the associated weight value.

Prioritization Factor B: Planned Projects

The purpose of this prioritization factor is to recognize the opportunity of including ITS infrastructure in projects already planned to be built by others or covered by other funding sources which can save on implementation costs for all parties when installed jointly. These planned projects include corrective maintenance projects, RTIP projects, Regional Transportation Plan (RTP) projects, and utility capital improvement projects. If a third party (NDOT, private developer, etc.) is improving a roadway within the region, RTC staff should seek to incorporate ITS scope by coordinating with them and requiring permitting terms in off-site plans to construct ITS infrastructure according to the RTC Standard ITS Details and Specifications. The synergy of adding conduit and pull boxes to a project that is already being paved would alleviate future costs of patching, mobilization, and traffic control if ITS scope were constructed later. This cost-saving opportunity should be recognized wherever possible.

This factor weight is the highest in project prioritization as it allows RTC to leverage different funding and project opportunities rather than a standalone ITS project. Scoring for this factor specifically identified projects that have been planned through the RTIP, as shown in **Section 3.3 RTIP Projects**. For a corridor that is within an RTIP project limit, a weight value of 10 is assigned.

Prioritization Factor C: Redundancy

This prioritization factor recognizes the corridors that provide an additional layer of reliability from potential disruptions to the network. Projects identified to provide redundancy are an additional benefit to the network, and therefore, they receive a weight value of 2. The redundancy factor includes:

- C1 = Upgrade to managed switches
 - Offers an advanced network capability to connect more ITS devices
- C2 = Leveraging NDOT fiber
 - As a benefit of the infrastructure sharing agreement between RTC and NDOT, RTC can leverage the NDOT slate tube to bridge connectivity across NDOT Right-of-Way (ROW)
- C3 = Consolidating network circuit paths
 - Consolidating paths capitalizes on the use of available fibers while adding capacity to support path diversity for other network communication paths
- C4 = Closes ring gaps
 - Provides an additional connection for a more reliable communications return path to the main hub
 - If a ring is cut, the network remains online through the other half of the ring while the network is being repaired
- C5 = Improves network reliability
 - ITS fiber infrastructure project that improves network operations through consistently sending and receiving communications



Prioritization Factor D: Alleviates Network Bottleneck

This factor identifies locations that can add bandwidth to the network by providing other avenues of connectivity to traffic signal systems and traffic infrastructure. Projects identified to alleviate network bottlenecks are an additional benefit to the network and therefore receive a weight value of 2.

Prioritization Factor E: Multi-Jurisdictional

This prioritization factor recognizes the benefits of network infrastructure investments that serve multiple jurisdictions. Projects that meet this criterion have a weight value of 5.

Prioritization Factor F: AADT

This prioritization factor correlates the AADT within a project to identify the corridors that would see the highest benefit of improving the network connectivity, focusing on corridors with higher AADTs. The AADT information was obtained from the NDOT Traffic Records Information Access (TRINA) using 2024 AADT values. The analysis of AADT of each corridor generates a prioritization factor according to low, medium, and high AADT as follows:

Low AADT: less than 10,000 vehicles per day (weight value of 10)

Medium AADT: between 10,000 and 20,000 vehicles per day (weight value of 5)

High AADT: greater than 20,000 vehicles per day (weight value of 1)

Prioritization Factor G: Cost Per Signal Connected

Project budgets were derived from recent local project construction costs with similar scopes of work. These budgets were increased to account for the added risk of unknown project-specific factors, material and labor cost escalations, and construction administration and engineering services by applying a 25% planning level cost contingency. A breakdown of the City of Reno and the City of Sparks Project Budgets is found **Appendix D** and **E**.

As projects are implemented, it is important to note that existing unknown conditions may impact the construction cost. Other project delivery methods, such as capital improvement programs, can adjust the timeline and budget of any recommended project. Additionally, methods of construction for the installation of conduits, whether by trenching or directional drilling, based on project design needs and constraints, can impact the overall cost of the project.

The cost per signal connection is derived from the planned project budget for the corridor divided by the number of signals connected. This then generates a prioritization factor for the cost per signal based on a low, medium, and high cost per signal connected. A low cost per signal will have the highest weight value (10), a medium cost per signal will have an average weight value (5), and a high cost per signal will have a low weight value (-5). The cost per signal connected factor includes:

G1 = Low Cost Per Signal

G2 = Medium Cost Per Signal

G3 = High Cost Per Signal



Table 1 – Prioritization Factors

Prioritization Factor		Weight	Subfactor Scoring Formula	Example Scoring*	
				Formula	Score
A1	Elimination of Cell Modem	8	(No. of cellular modem signals) X (Weight)	(0 cellular modem) X 8	0
A2	Connection to unconnected signals	7	(No. of signals unconnected) X (Weight)	(2 unconnected) X 7	14
A3	Elimination of radio signals	6	(No. of radio signals) X (Weight)	(6 radios) X 6	36
A4	Fiber Connected Signals	2	(No. of fiber signals) X (Weight)	(0 fiber) X 2	0
B	Planned Projects	10	Yes: 1 No: 0	Yes – Sun Valley Multimodal Improvements	10
C1	Upgrade to Managed Switches	2	Yes: 1 No: 0	Yes – Corridor currently has no one managing switches	2
C2	Leveraging NDOT Fiber	2	Yes: 1 No: 0	Yes – Corridor is within NDOT ROW	2
C3	Consolidating Paths	2	Yes: 1 No: 0	No	0
C4	Closes Ring Gaps	2	Yes: 1 No: 0	No	0
C5	Improves Network Reliability	2	Yes: 1 No: 0	Yes	2
D	Alleviates Network Bottleneck	2	Yes: 1 No: 0	No – No other fiber rings around the corridor	0
E	Multi-jurisdictional	5	Yes: 1 No: 0	Yes – Involves NDOT, Washoe County, and City of Reno	5
F1	Low AADT (10K<)	1	Yes: 1 No: 0	No	0
F2	Medium AADT (10<>20K)	5	Yes: 1 No: 0	No	0
F3	High AADT (<20K)	10	Yes: 1 No: 0	Yes	10
G1	Low Cost Per Signal (<\$300k)	10	Yes: 1 No: 0	No	0
G2	Medium Cost Per Signal (\$300k< and <\$900k)	5	Yes: 1 No: 0	Yes - \$372,653	5
G3	High Cost Per Signal (>\$900k)	-5	Yes: 1 No: 0	No	0
TOTAL SCORE					86

*Project example scoring is for Sun Valley Drive/Clear Acre Lane from 7th Avenue to Scottsdale Road



3. Recommended Projects

This section presents an implementation plan for RTC based on the existing conditions, needs assessment, and evaluation of gaps and opportunities to resolve those gaps and fulfill needs.

3.1. Recent Projects

Table 2 summarizes recently completed regional projects that have installed ITS backbone infrastructure. **Table 3** summarizes projects currently in design or construction that will propose ITS backbone infrastructure.

Table 2 – Recent Complete Projects

Recent Projects					
Project Name	ROW	Primary Street	Start Street	End Street	Project Number
Oddie Boulevard – Wells Avenue Corridor	R	Wells Avenue	I-80	El Rancho Drive	WA-2021-213
	S	Oddie Boulevard	El Rancho Drive	Pyramid Way	
ITS Phase 4	R	Sharlands Avenue	Mae Anne Ave	Robb Drive	WA-2022-003
		Double R Boulevard	Sandhill Road	S. Meadows Parkway	
		Veterans Parkway	Geiger Grade Road	Curti Ranch Road	
	N	Geiger Grade Road	Virginia Street/ Mt. Rose Highway	Veterans Parkway	
	S	Prater Way	Pyramid Way	Sparks City Hall	
Sparks Boulevard Improvement – South Phase	S	Sparks Boulevard	Lincoln Way	Greg Street	WA-2022-247
Sky Vista Rehabilitation	R	Sky Vista Parkway	Silver Lake Road	Vista Knoll Parkway	WA-2022-024
South Meadows Traffic Enhancements	R	S Meadows Parkway	Double R Boulevard	Veterans Parkway	WA-2023-125
Arrowcreek Parkway Rehabilitation Project	R	Arrowcreek Parkway	S. Virginia Street	Tremolite Drive	WA-2023-137
TE Spot 11 – Package 3	R	Steamboat Parkway	Damonte Ranch Parkway	Veterans Parkway	WA-2023-181
McCarran Boulevard & Pyramid Way Fiber Connectivity Project	S	Pyramid Way	C Street	Nugget Avenue	WA-2023-386
Sparks Intelligent Corridors	S	Baring Boulevard	Sparks Boulevard	Vista Boulevard	WA-2024-008
		Vista Boulevard	Los Altos Parkway	Baring Boulevard	



Table 2 – Recent Complete Projects (Continued)

Recent Projects					
Project Name	ROW	Primary Street	Start Street	End Street	Project Number
Sparks Intelligent Corridors	S	Los Altos Parkway	Ion Drive	Sparks Boulevard	WA-2024-008
Kietzke ITS	N	Kietzke Lane	Mill Street	2nd Street	WA-2024-035
	R	2nd Street	Manuel Street/ Pringle Way	Kietzke Lane	
Vista Prater Signal Fiber Connection	S	Prater Way	Lillard Drive	Vista Boulevard	WA-2024-412
		Vista Boulevard	Prater Way	I-80	
Veterans Parkway ITS	R	Veterans Parkway	Steamboat Parkway	Long Meadow Drive	WA-2025-043
NDOT	N	Pyramid Way	Queen Way/ Farr Lane	Disc Drive	NDOT Project



Table 3 – Project Currently in Design or Construction

Projects Currently in Design or Construction					
Project Name	ROW	Primary Street	Start Street	End Street	Project Number
Sparks Boulevard Capacity Improvement – North Phase	S	Sparks Boulevard	Shadow Lane	Lincoln Way	WA-2025-181 (Construction) *
Traffic Signal Fiber 25-01	R	Longley Lane	Maestro Drive	S McCarran Boulevard	WA-2025-042 (Construction)
	R/S	Galletti Way	Kietzke Lane/ Battle Born Way	Glendale Avenue	
	S	Vista Boulevard	Prater Way	Baring Boulevard/ N. D'Andrez Parkway	
Sparks Boulevard / Ion Drive Traffic Signal	R	Veterans Parkway	S. Meadows Parkway	Long Meadow Drive	Design*
Stead Blvd Traffic Signal Improvements	R	Stead Boulevard	Virginia Street	US 395	Design*
Military Road Capacity and Safety	R	Military Road	Lear Boulevard	Lemmon Drive	Design*
Buck Drive Circulation Project	R	Buck Drive	Lemmon Drive	North Hills Boulevard	Design*
Traffic Signal Fiber 26-01	S	Sullivan Lane	Oddie Boulevard	Prater Way	Design*
	S	El Rancho Drive	McCarran Boulevard	Prater Way	
	N	McCarran Boulevard	El Rancho Drive	Sullivan Lane	
NDOT Project	S	Pyramid Way	Oddie Boulevard	Prater Way	Construction*
NDOT Project	R	US 395	Stead Boulevard	Golden Valley Road	Design*

*As of November 2025.



3.2. Recommended Regional Projects

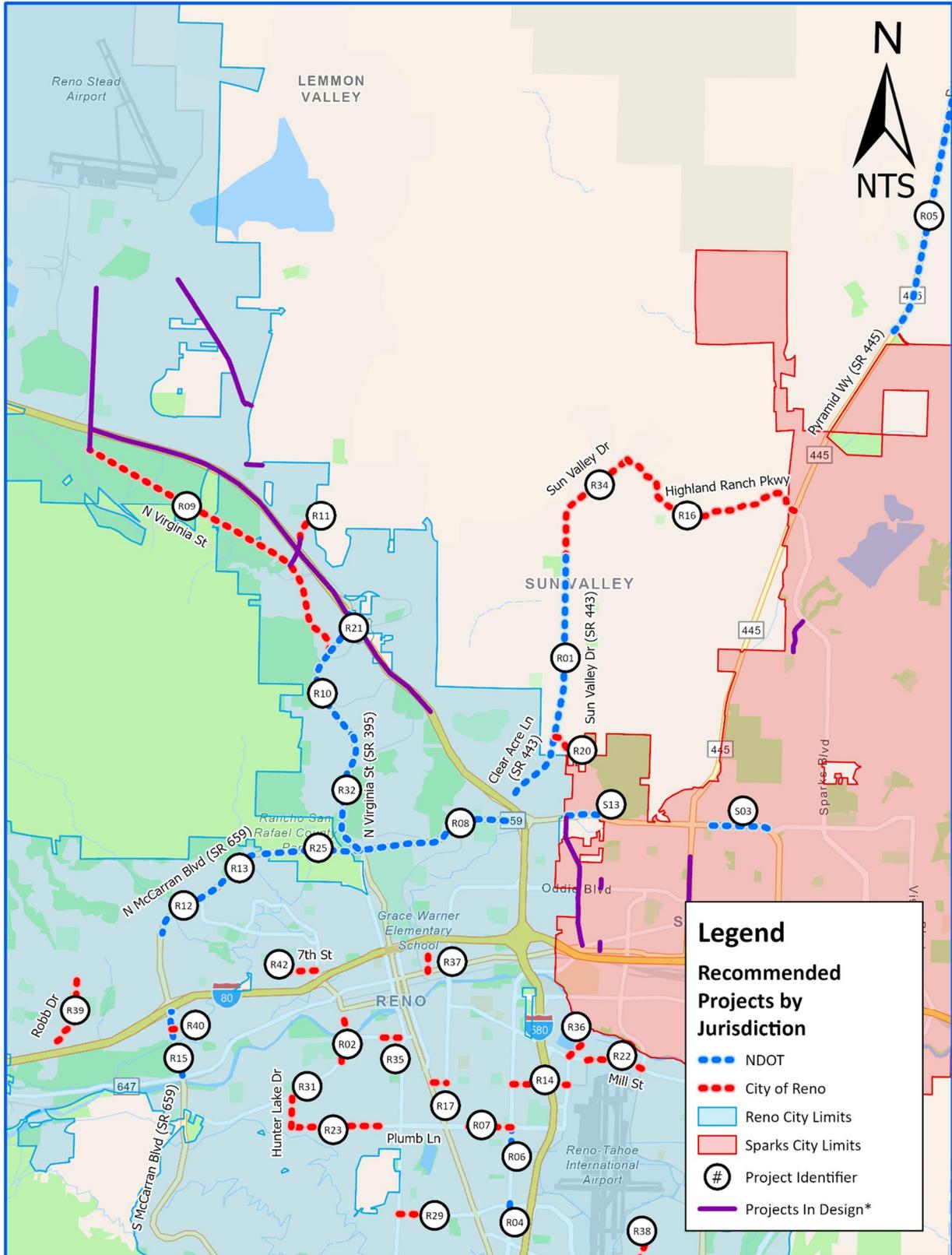
Figures 2, 3, and 4 are the communications network recommendations for projects within the RTC regional area. Each recommendation includes the project's purpose, which is focused on identifying connections to existing signals; consolidating fiber paths and closing network ring gaps. The summary of all recommendations across the region is provided in **Table 4**, which includes a rank according to the prioritization factor, description of the project, project limits, the estimated project cost, the recommended project delivery method, and the main project purpose. New infrastructure implemented shall be included in the scope of each project. Any traffic signal within project limits, identified in **Table 4**, shall be connected to fiber. Each project listed in the tables below will have a project identifier prefixed with an "R" for Reno or an "S" for Sparks, according to the jurisdiction the traffic infrastructure is within.

Each corridor has been analyzed specifically using the prioritization factors outlined above to adequately determine the most appropriate project delivery type and associated funding to install the ITS fiber backbone infrastructure. The three types of project delivery methods are:

- RTIP
- Pavement Preservation Project (PVMT)
- A standalone ITS project (ITS)

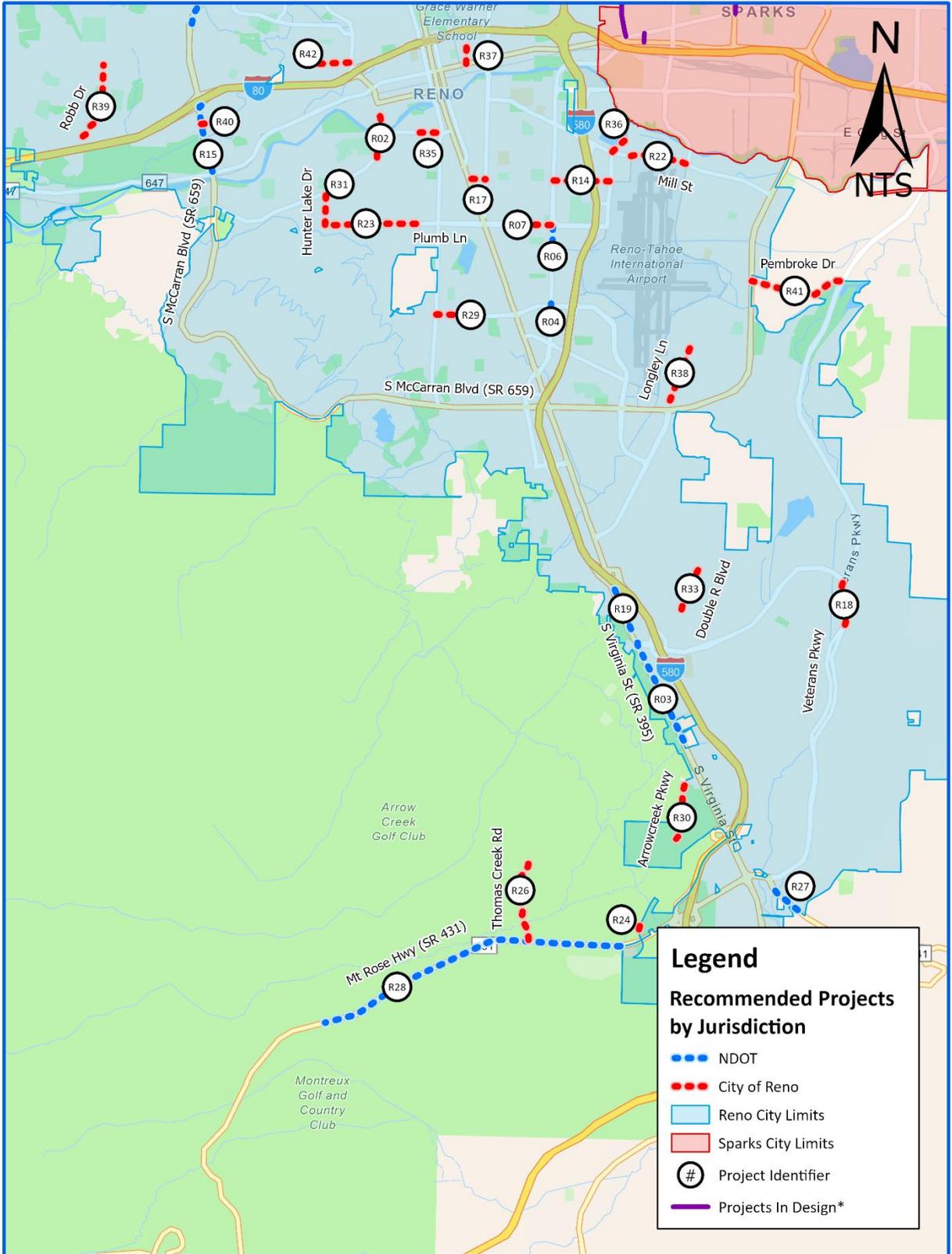
The recommended projects were analyzed to determine overlaps with an RTIP project as identified in **Section 3.3** or if a corridor has had a minimum of three slurry seals to qualify for a pavement preservation project per **Appendix F**. It is recommended that projects that correlate to an RTIP project should be prioritized over other delivery methods as an RTIP has already been identified as a future improvement. If the project is not in the RTIP but meets the qualification for a pavement preservation project, the project is recommended for a PVMT project. Any other projects that don't qualify under the other delivery types will be recommended as a standalone ITS project. The synergy of adding conduit and pull boxes to a project that potentially is already being paved would alleviate the future cost of patching, mobilization, and traffic control if the ITS scope were added later. This cost-saving opportunity should be recognized wherever possible.

To understand how corridors rank in priority, **Figure 5** provides a regional view of all projects according to the overall ranking of each corridor based on the prioritization factor scoring.



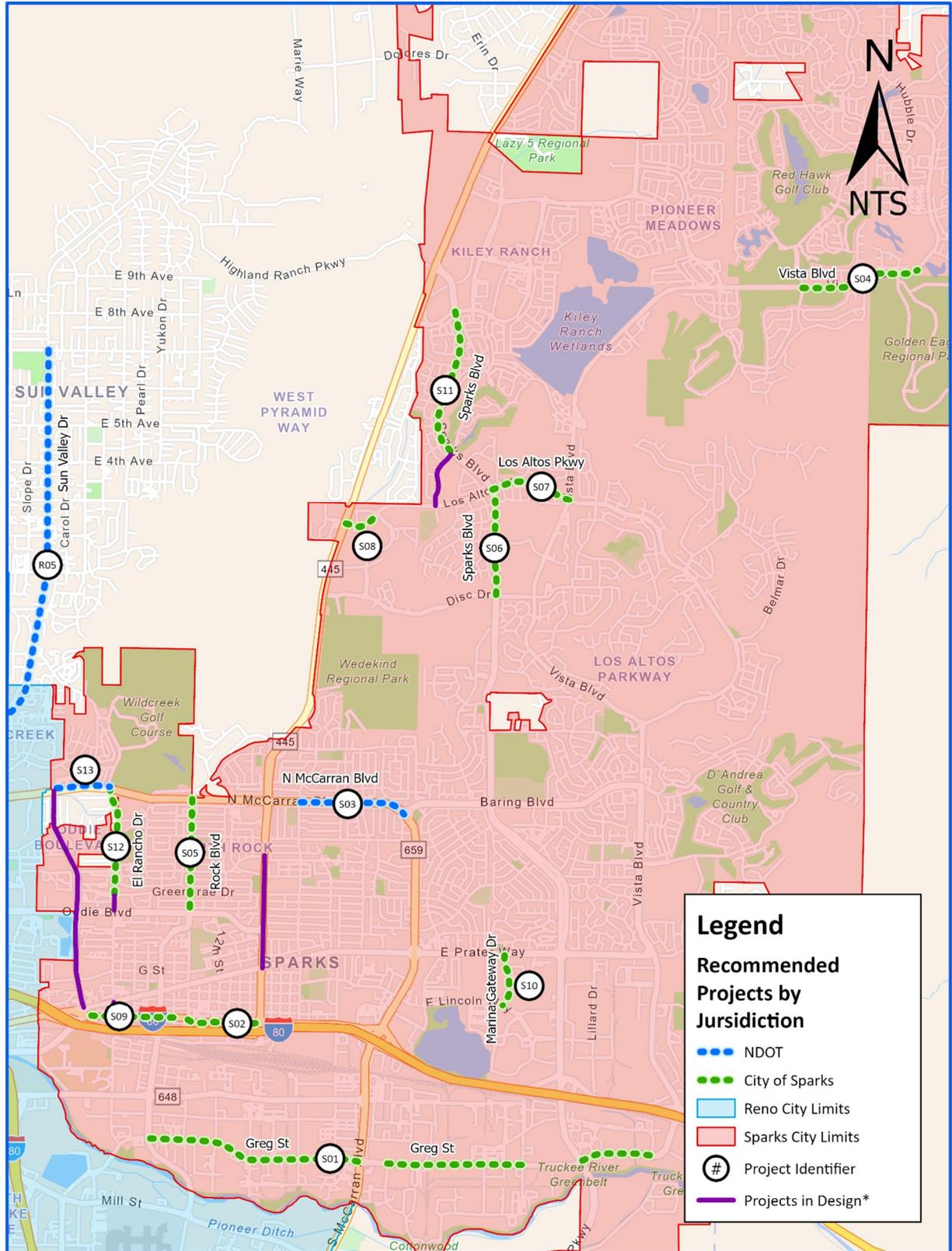
*Note: Recent projects as of November 2025.

Figure 2 – Recommended City of Reno Projects (View A)



*Note: Recent projects as of November 2025.

Figure 3 – Recommended City of Reno Projects (View B)



*Note: Recent projects as of November 2025.

Figure 4 – Recommended City of Sparks Projects

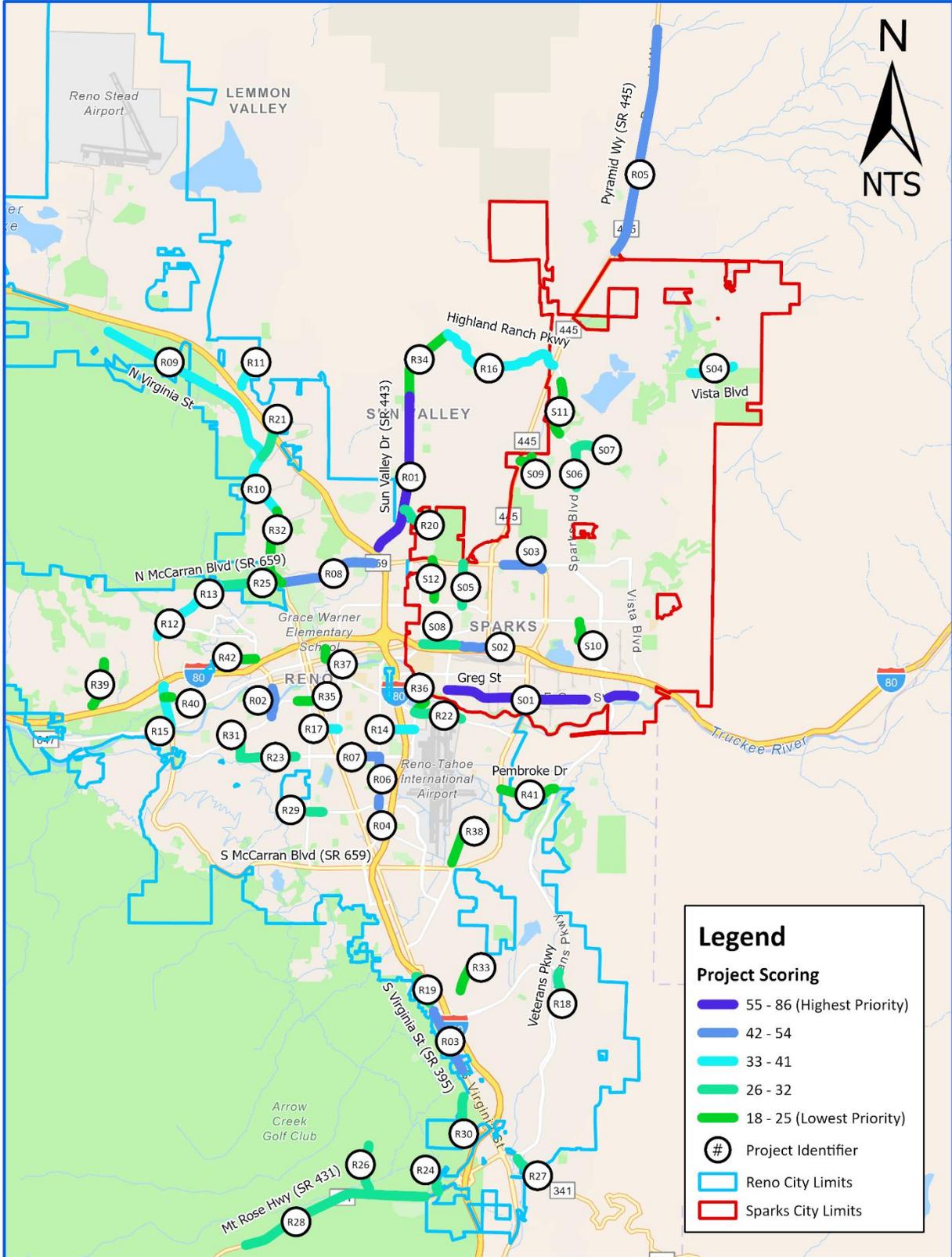


Figure 5 – Recommended Regional Project Priority



Table 4 – Recommended Regional Projects

Recommended Regional Projects							
Priority	ID	Primary Street	Start Street	End Street	Budget	Recommended Delivery Type and Funding	Main Project Purpose
1	R01	Sun Valley Drive/ Clear Acre Lane	7th Avenue	US395	\$2,533,080	RTIP	Connection to existing signals
2	S01	Greg Street	Rock Boulevard	Kleppe Lane	\$2,907,409	RTIP	Connection to existing signals; Consolidating paths; Closes ring gaps
3	S02	Victorian Avenue	15th Street	Pyramid Way	\$510,443	ITS	Connection to existing signals; Consolidating paths; Closes ring gaps
4	R02	Keystone Avenue	1st St	California Avenue	\$457,050	RTIP	Connection to existing signals
5	S03	McCarran Boulevard	4th Street	Baring Boulevard	\$745,670	RTIP	Connection to existing signal; Consolidating paths; Closes ring gaps
6	R03	Virginia Street	Meadows Parkway	Bishop Manogue Drive	\$2,213,700	RTIP	Connection to existing signal; Consolidating paths; Closes ring gaps
7	R04	Kietzke Lane	Moana Lane	Gentry Way	\$263,393	RTIP	Connection to existing signal
8	R05	Pyramid Way	La Posada Drive / Eagle Canyon Drive	Landmark Drive / Alamosa Drive	\$2,498,265	ITS	Connection to existing signals
9	R06	Kietzke Lane	Grove Street	Plumb Lane	\$624,060	ITS	Connection to existing signal
10	R07	Plumb Lane	Kirman Avenue	Kietzke Lane	\$900,990	RTIP	Consolidating paths; Closes ring gaps
11	R08	McCarran Boulevard	Virginia Street	Clear Acre Lane	\$3,273,742	PVMT	Connection to existing signals; Consolidating paths; Closes ring gaps
12	R09	Virginia Street	Stead Boulevard	Panther Drive	\$3,258,915	RTIP	Connection to existing signals;
13	R10	Virginia Street	Panther Drive	Parr Boulevard	\$2,146,725	RTIP	Connection to existing signals
14	S04	Vista Boulevard	N Wingfield Parkway	Homerun Drive / Scorpius Drive / Fire Station 5	\$824,346	RTIP	Connection to existing signals
15	R11	Golden Valley Road	US 395	Beckwourth Drive	\$663,758	RTIP	Connection to existing signals



Table 4 – Recommended Regional Projects (Continued)

Recommended Regional Projects							
Priority	ID	Primary Street	Start Street	End Street	Budget	Recommended Delivery Type and Funding	Project Purpose
16	R12	McCarran Boulevard	7th Street	Kings Row	\$890,145	ITS	Connection to existing signal
17	R13	McCarran Boulevard	Kings Row	Keystone Avenue / Leadership Parkway	\$1,640,183	RTIP	Connection to existing signal
18	R14	Vassar Street	Kietzke Lane	Terminal Way	\$1,165,196	RTIP	Connection to existing signals
19	R15	McCarran Boulevard	4th Street	I-80	\$654,390	RTIP	Connection to existing signal; Consolidates paths; Closes ring gaps
20	R16	Highland Ranch Parkway	Sun Valley Blvd / Northgate Drive	Pyramid Way	\$4,503,128	RTIP	Connection to existing signal; Consolidates paths; Closes ring gaps
21	R17	Vassar Street	Holcomb Avenue	Wells Avenue	\$284,304	RTIP	Connection to existing signal
22	R18	Veterans Parkway	Long Meadow Drive	Meadows Parkway	\$921,062	ITS	Consolidate paths, Closes ring gaps
23	R19	Virginia Street	I-580	Meadows Marketplace Drive	\$1,033,953	RTIP	Connection to existing signal; Consolidate paths; Closes ring gaps
24	R20	El Rancho Drive	Sun Valley Parkway/ Clear Acre Lane	Falcon Rock Lane	\$559,252	PVMT	Connection to existing signal
25	S05	Rock Boulevard	McCarran Boulevard	Oddie Boulevard	\$308,718	ITS	Consolidate paths; Closes ring gaps
26	R21	US 395	Virginia Street	Old US 395	\$879,135	ITS	Connection to existing signal
27	R22	Mill Street	Telegraph Street	Rock Boulevard	\$1,594,661	PVMT	Connection to existing signal; Consolidates paths; Closes ring gaps
28	R23	Plumb Lane	Hunter Lake Drive	Arlington Avenue	\$1,854,150	PVMT	Connection to existing signal
29	R24	Wedge Parkway	Mt Rose Highway	Golden Gate Drive	\$266,136	RTIP	Connection to existing signal
30	R25	McCarran Boulevard	Keystone Avenue / Leadership Parkway	Virginia Blvd	\$2,094,414	RTIP	Connection to existing signal



Table 4 – Recommended Regional Projects (Continued)

Recommended Regional Projects							
Priority	ID	Primary Street	Start Street	End Street	Budget	Recommended Delivery Type and Funding	Project Purpose
31	R26	Thomas Creek Road	Mt Rose Highway	Arrowcreek Parkway	\$1,732,557	PVMT	Connection to existing signal
32	R30	Arrow Creek Parkway	Zollezi Lane	Wedge Parkway	\$1,179,681	RTIP	Connection to existing signal
33	R27	Geiger Grade Road	Veterans Parkway	Equestrian Road	\$730,758	ITS	Connection to existing signal
34	S07	Los Altos Parkway	Sparks Boulevard	Vista Boulevard	\$568,074	PVMT	Consolidate paths; Closes ring gaps
35	R29	Moana Ln	Pluma Street	Lakeside Drive	\$467,672	PVMT	Connection to existing signal
36	R28	Mt Rose Highway	Joy Lake Road	Wedge Parkway	\$6,440,006	RTIP	Connection to existing signals
37	S06	Sparks Blvd	Los Altos Pkwy	Disc Dr	\$736,228	PVMT	Consolidate paths; Closes ring gaps
38	S09	Victorian Avenue	Battle Born Way/ El Rancho Drive	16th Street	\$613,873	ITS	Consolidate paths; Closes ring gaps
39	R31	Hunter Lake Drive	Mayberry Drive	Plumb Lane	\$616,170	ITS	Connection to existing signal
40	R32	Virginia Street	Parr Boulevard	McCarran Boulevard	\$2,622,248	ITS	Closes ring gaps; Consolidates paths
41	R33	Double R Boulevard	Double Diamond Parkway	Sandhill Road	\$867,192	PVMT	Connection to existing signal
42	R34	Sun Valley Drive	Highland Ranch Parkway	7th Avenue	\$2,662,034	PVMT	Connection to existing signal
43	R35	California Avenue	Arlington Avenue	Plumas Street	\$481,038	ITS	Connection to existing signal
44	R36	Greg Street	Mill Street	Telegraph Street	\$459,993	RTIP	Connection to existing signal
45	S08	Los Altos Parkway	Pyramid Way	Galleria Pkwy	\$255,190	ITS	Consolidate paths; Closes ring gaps



Table 4 – Recommended Regional Projects (Continued)

Recommended Regional Projects							
Priority	ID	Primary Street	Start Street	End Street	Budget	Recommended Delivery Type and Funding	Project Purpose
46	R37	Valley Road	6th Street	4th Street	\$335,323	PVMT	Connection to existing signal
47	R38	Longley Lane	Spring Drive	Mira Loma Drive	\$1,224,196	PVMT	Connection to existing signal
48	S10	Marina Gateway Drive	Lincoln Way	Prater Way	\$364,617	ITS	Connection to existing signal
49	R39	Robb Drive	Mae Anne Avenue	Sharlands Avenue	\$1,618,814	PVMT	Connection to existing signal
50	S11	Sparks Boulevard	Ion Drive	Kiley Parkway	\$1,023,827	PVMT	Consolidate paths; Closes ring gaps
51	R40	Summit Ridge Drive	McCarran Boulevard	Sky Mountain Drive	\$258,273	ITS	Connection to existing signal
52	R42	7th St	Stoker Avenue	Keystone Avenue	\$650,077	RTIP	Connection to existing signal
53	R41	Pembroke Drive	McCarran Boulevard	Veterans Parkway	\$1,927,022	RTIP	Consolidate paths; Closes ring gaps
54	S12	Sullivan Lane	Greenbrae Drive	McCarran Blvd	\$738,531	PVMT	Consolidate paths; Closes ring gaps
*N/A	S13	McCarran Boulevard	Sullivan Lane	US 395	\$901,705	RTIP	Connection to existing signal; Consolidating paths; Closes ring gaps

**A priority for Project ID: S13 was not assigned, as it was added after the prioritization analysis was completed.*



3.3. RTIP Project

RTIP projects are shown in **Figure 6** and summarized in **Table 5** below. These projects are identified with the yellow background and are labeled with their associated agency Project ID. Some identified RTIP projects may only capture a segment of an identified recommended regional project within the Network Master Plan.

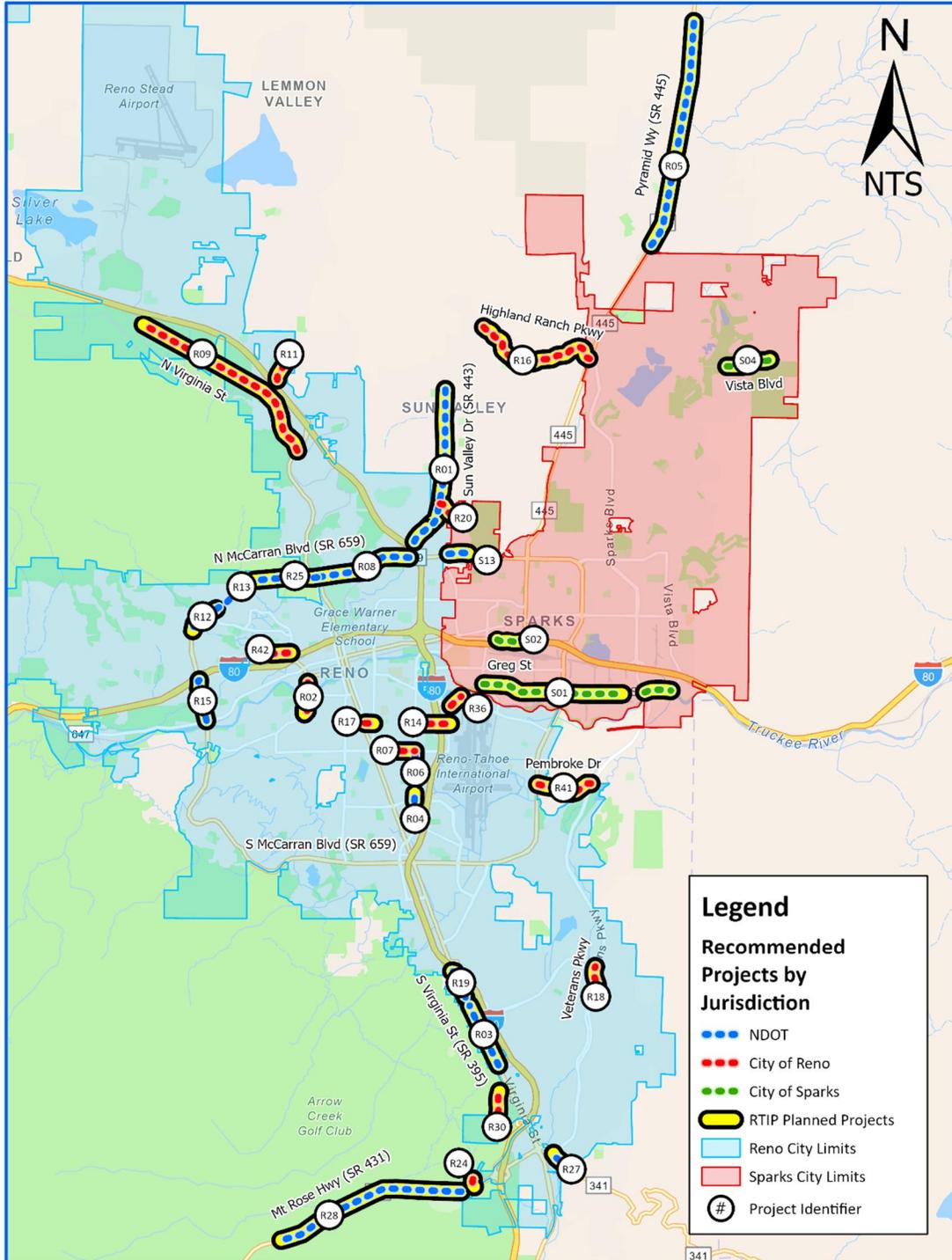


Figure 6 – RTIP Projects



Table 5 – RTIP Projects

RTIP Projects							
ID	Jurisdiction	Agency	Project Primary Street	Project Start Street	Project End Street	RTIP Project No.	RTIP Project Name
R01	W	N	Sun Valley Drive/Clear Acre Lane	7th Avenue	Scottsdale Road	WA 2019-042	Sun Valley Multimodal Improvements
R02	R	R	Keystone Avenue	1st Street	California Ave	WA 2022-026	Keystone Avenue Bridge Replacement
R03	R	N	Virginia Street	Meadows Parkway	Bishop Manogue Drive	Not Assigned	S. Virginia St. Multimodal and Transit (Funding 35-50)
R04	R	N	Kietzke Lane	Gentry Way	Moana Lane	Not Assigned	Kietzke Ln. ADA Improvements (Funding 25-34)
R05	W	N	Pyramid Way	La Posada Drive / Eagle Canyon Drive	Landmark Drive / Alamosa Drive	Not Assigned	Pyramid Way Phase 5 Widening (Unfunded), Pyramid Hwy. Operations Improvements (Funding 25-34)
R06	R	N	Kietzke Lane	Plumb Lane	Grove Street	Not Assigned	Kietzke Lane ADA Improvements (Funding 25-34)
R07	R	R	Plumb Lane	Kirman Avenue	Kietzke Lane	Not Assigned	Plumb Lane Sidewalks and Bike Lanes (Funding 35-50)
R08	R	N	N McCarran Boulevard	Virginia Street	Clear Acre Lane	Not Assigned	McCarran Blvd. Evans Ave. to Sutro St. Multimodal (Unfunded) McCarran Blvd. Rancho San Rafael to Evans Ave. Multimodal (Funding 35-50) McCarran Blvd. Sutro St. to Northtown Ln. Multimodal (Funding 35-50)
R09	R	N	Virginia Street	Stead Boulevard	Panther Drive	RTC 0217010	North Virginia Street Capacity
R11	R	R	Golden Valley Road	US 395	Beckwourth Drive	Not Assigned	Golden Valley Rd. Bike Lanes
R12	R	R	McCarran Boulevard	7th St	Kings Row	Not Assigned	McCarran Blvd. I-80 to Las Brisas Blvd. Multimodal, McCarran Blvd. Las Brisas Blvd. to Rancho San Rafael Multimodal
R13	R	N	McCarran Boulevard	Kings Row	Keystone Ave/Leadership Pkwy	Not Assigned	McCarran Blvd. Las Brisas Blvd. to Rancho San Rafael Multimodal



Table 5 – RTIP Projects (Continued)

RTIP Projects							
ID	Jurisdiction	Agency	Project Primary Street	Project Start Street	Project End Street	RTIP Project No.	RTIP Project Name
R14	R	N	Vassar Street	Kietzke Lane	Terminal Way	Not Assigned	Vassar St. Bike Facility
R15	R	N	S. McCarran Boulevard	4th Street	I-80	Not Assigned	McCarran Blvd - Plumb to I-80 (Funding 25-34)
R16	W	R	Highland Ranch Parkway	Sun Valley Boulevard	Pyramid Way	Not Assigned	Highland Ranch Parkway Capacity (Funding 25-34)
R17	R	R	Vassar Street	Holcomb Avenue	Wells Avenue	Not Assigned	Vassar Street Bike Facility
R18	R	R	Veterans Parkway	Meadows Parkway	Long Meadows Drive	Not Assigned	Veterans Parkway Bicycle Facility Improvements (Unfunded)
R19	R	N	Virginia Street	I-580	Meadows Marketplace Drive	Not Assigned	S. Virginia St. Multimodal and Transit (Funding 35-50)
R20	R	R	El Rancho Drive	Sun Valley Parkway	Falcon Rock Lane	Not Assigned	El Rancho Dr./Dandini Blvd. Sidewalks
R24	R	R	Wedge Parkway	Golden Gate Drive	Mt Rose Highway	WA 2025-268	Arrowcreek Parkway & Wedge Parkway Rehabilitation
R25	R	N	S McCarran Boulevard	Keystone Avenue	Virginia Boulevard	Not Assigned	McCarran Blvd. Las Brisas Blvd. to Rancho San Rafael Multimodal (Unfunded) McCarran Blvd. Rancho San Rafael to Evans Ave. Multimodal (Funding 35-50)
R27	R	N	Geiger Grade Road	Veterans Parkway	Equestrian Road	WA 2021-003	Geiger Grade Realignment (unfunded)
R28	R	N	Mt Rose Highway	Joy Lake Road	Wedge Parkway	Not Assigned	Mt. Rose Hwy. Corridor Improvements (Group 2 Projects) (Funding 35-50) Mt. Rose Hwy. Corridor Improvements (Group 3 Projects) (Unfunded)
R30	R	N	Arrow Creek Parkway	Zolezzi Lane	Wedge Parkway	Not Assigned	Arrowcreek Pkwy. Capacity



Table 5 – RTIP Projects (Continued)

RTIP Projects							
ID	Juris-diction	Agency	Project Primary Street	Project Start Street	Project End Street	RTIP Project No.	RTIP Project Name
R36	R	R	Greg Street	Telegraph Street	Mill Street	Not Assigned	Greg St. Sidewalks and Bike Lanes
R41	R	R	Pembroke Drive	S. McCarran Boulevard	Veterans Parkway	WA 2021-006	Pembroke Dr Capacity
R42	R	R	7th Street	Stoker Avenue	Keystone Avenue	Not Assigned	7th St./University Terr. Buffered Bike Lanes
S01	S	S	Greg Street	Rock Boulevard	Kleppe Lane	Not Assigned	Greg Street Sidewalks and Bike Lanes (Funding 35-50)
S02	S	S	Victorian Avenue	15th Street	Pyramid Way	Not Assigned	Victorian Ave. Multimodal
S04	S	S	Vista Boulevard	Wingfield	Homerun	Not Assigned	Vista Blvd. Capacity
S13	S	N	McCarran Boulevard	Sullivan Lane	US 395	Not Assigned	McCarran Widening from Sullivan to US 395



3.4. Regionally-Impacting Recommended Projects

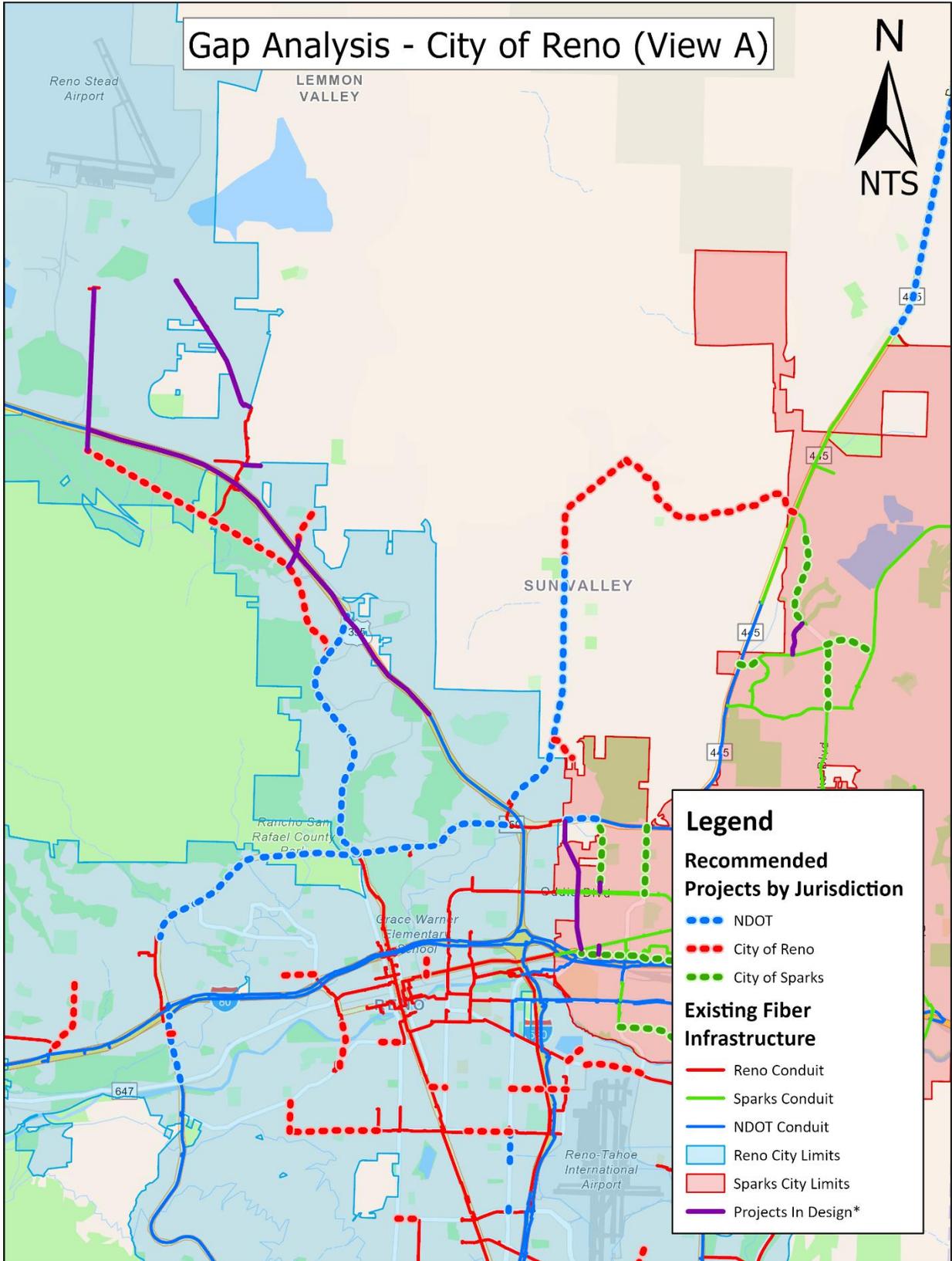
The Regionally-Impacting Recommended Projects are listed in **Table 6** below. These are projects that are recommended for network and operations improvements but have a region-wide impact.

Table 6 – Regionally-Impacting Recommended Projects

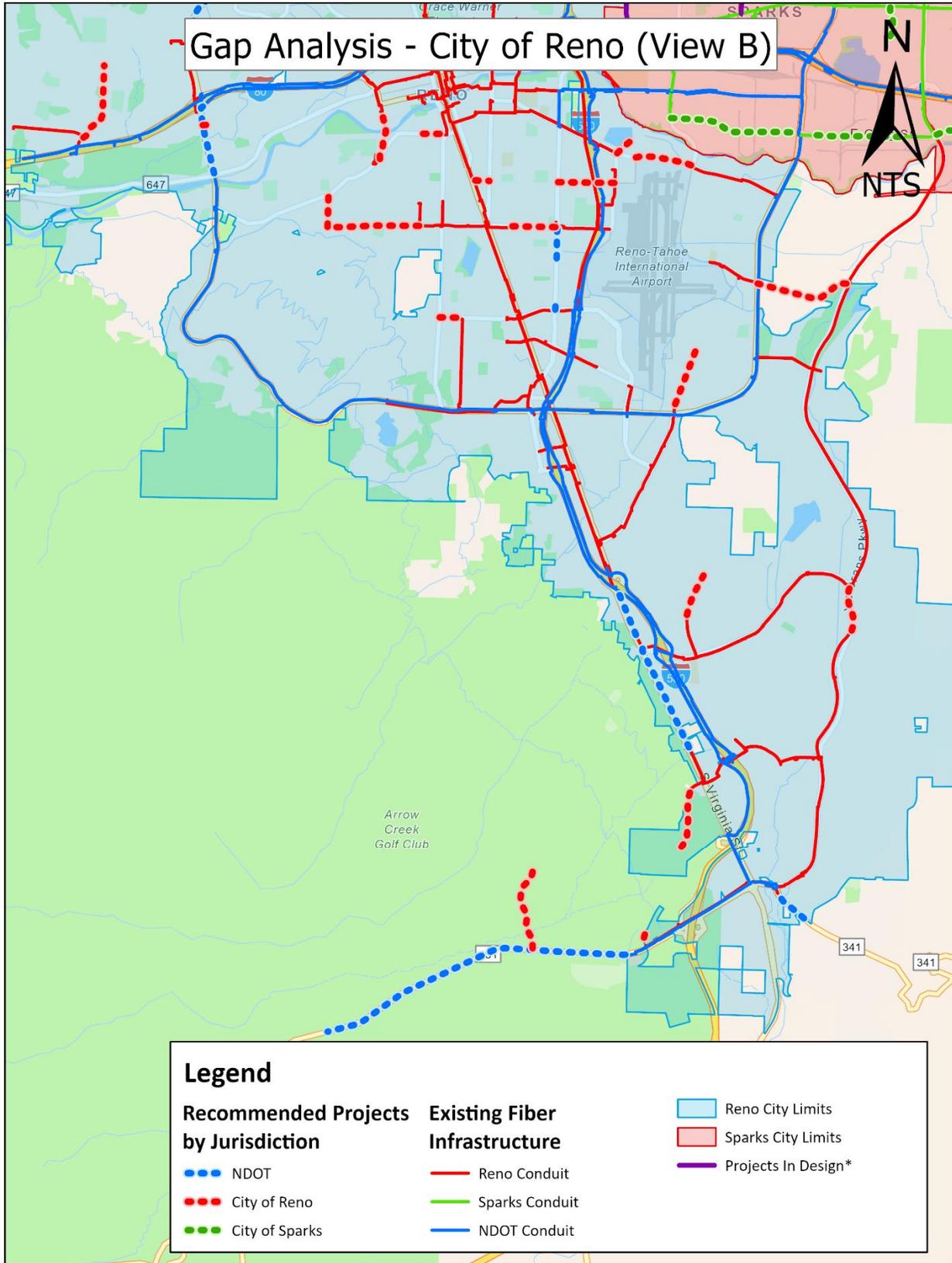
Project ID	ROW	Project Location	Work Type	Description of Work
R-A	Reno	Network-Wide	Network Configuration and Training	Network configuration training of Reno staff and a pilot project that properly configures the managed switch and prepares Information Technology (IT) staff to be ready to deploy configured rings without taking down the entire network. Includes burn-in period.
R-B	Reno	City-Wide	Splice Vaults	Develop plans to install ITS Vaults at each existing signal location where not currently installed to prepare for future ring topology network. Start work closest to the Traffic Management Center (TMC). The project could also include developing a plan for future ring topology paths.
S-A	Sparks	Network-Wide	Network Configuration and Training	Network configuration training of Sparks staff and a pilot project that properly configures the managed switch and prepares Sparks IT staff to be ready to deploy configured rings without taking down the entire network. Includes burn-in period.
S-B	Sparks	Facility	ITS Infrastructure	Connection to City of Sparks Traffic Maintenance Facility
S-C	Sparks	Facility	ITS Infrastructure	Connection to the City of Sparks Facility at the east end of Loop Road
RTC-IC	RTC	RTC Intelligent Corridor Phase 2	Software, Data Integrations, and Operations	Expansion of the system region-wide without boundaries over jurisdictions, signal timing plans, coordination with 511, and ingesting other relevant data.
RTC A	RTC	Region-Wide Specifications and Standard Drawings Update	Standard Specs & Drawings and ITS Design Guidelines	Continued and regular updating and development for consistency region wide.
RTC-B1 RTC-B2	RTC	C2C to UNR and to Washoe County	C2C Network Expansion	Expand the C2C fiber network to UNR and to Washoe County for their ability to view signal and operations data and assist in operations management. Work consists of new fiber paths, network switches and firewall installations and configurations, and installation of C2C software.



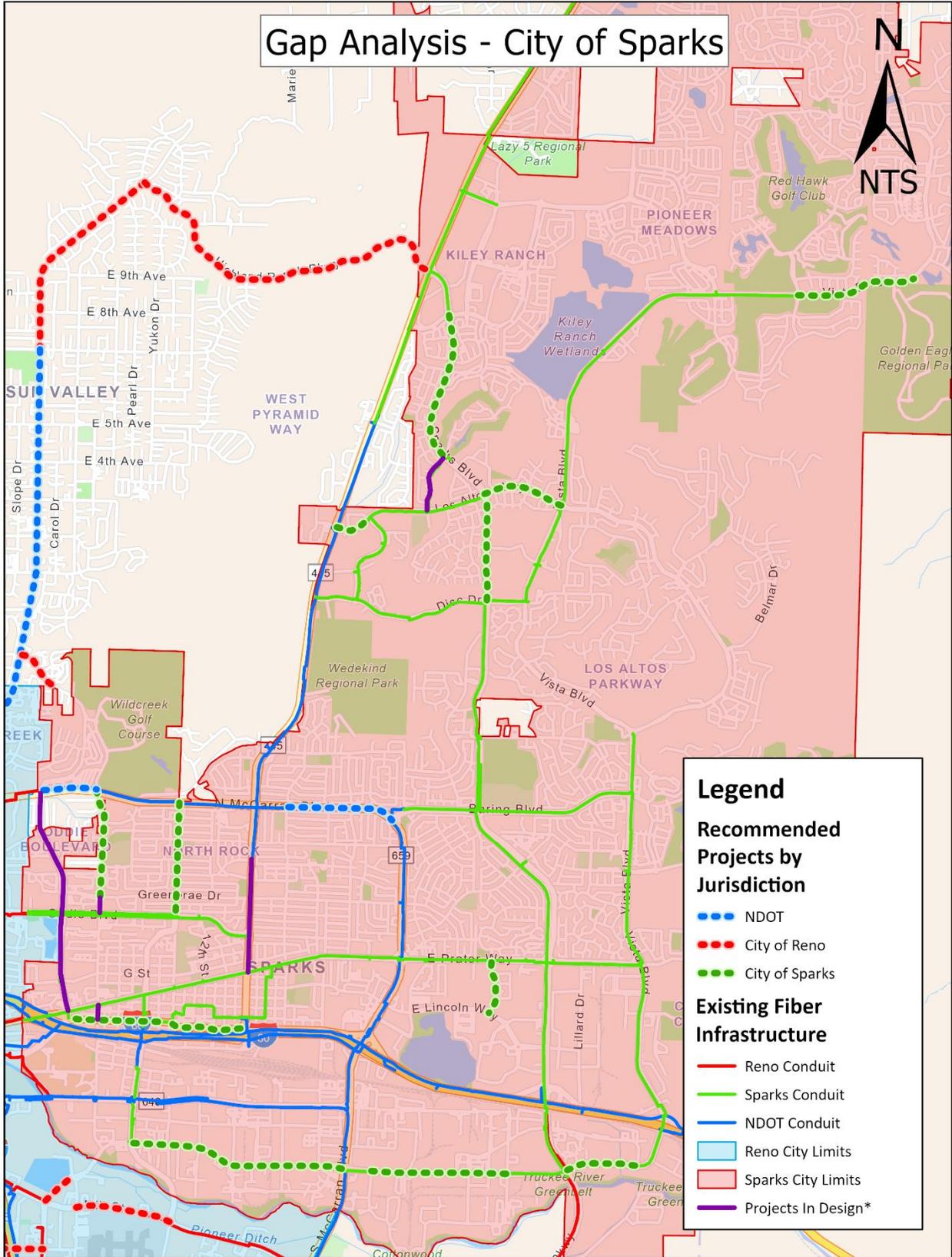
APPENDIX A
CITY OF RENO AND CITY OF SPARKS GAP ANALYSIS



*Note: Recent projects as of July 2025.



*Note: Recent projects as of November 2025.



*Note: Recent projects as of November 2025.



APPENDIX B
CITY OF RENO FIBER NETWORK CONNECTION PROJECT
PRIORITIZATION TABLE

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	Prioritization Factors																	TOTAL SCORE														
				A				B	C					D	E	F			G																
				NUMBER OF SIGNALS CONNECTED				PLANNED PROJECTS	REDUNDANCY					ALLEVIATES NETWORK BOTTLENECK	MULTI-JURISDICTIONAL	AADT			COST PER SIGNAL																
				A1	A2	A3	A4		C1	C2	C3	C4	C5			F1	F2	F3	G1	G2		G3													
Elimination of Cell Modem	Unconnected Signals	Elimination of Radios	Fiber Connected Signals	Upgrade to Managed Switches	Leveraging NDOT Fiber	Consolidating Paths	Closes Ring Gaps	Improves Network Reliability	Low AADT (<10K)	Medium AADT (10K->20K)	High AADT (>20K)	Low Cost Per Signal (\$300K)	Medium Cost Per Signal (\$300K->\$900K)	High Cost Per Signal (>\$900K)																					
Weight																																			
																	8	7	6	2	10	2	2	2	2	2	2	5	1	5	10	10	5	-5	
R01	Clear Acre Lane (SR 443)	7th Avenue	Scottsdale Road	0	2	6	0	1	1	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	86		
R02	Keystone Avenue	1st St	California Avenue	0	2	1	1	1	1	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	53			
R03	Virginia Street (ALT 395)	Meadows Parkway	Bishop Manogue Drive	0	1	0	2	1	1	1	1	1	1	1	1	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	53			
R04	Kietzke Lane (SR 667)	Moana Lane	Gentry Way	0	0	1	1	1	1	0	0	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	47			
R05	Pyramid Way	Eagle Canyon Drive	Alamosa Drive	0	0	2	1	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	45				
R06	Kietzke Lane (SR 667)	Grove Street	Plumb Lane	0	0	1	1	1	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	44				
R07	Plumb Lane	Kirman Avenue	Kietzke Lane	0	0	0	2	1	0	1	1	1	1	1	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	44				
R08	McCarran Boulevard (SR 659)	Virginia Street (SR 430)	Clear Acre Lane	0	0	2	2	0	1	1	1	1	1	1	1	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	43				
R09	Virginia Street	Stead Boulevard	Panther Drive	0	0	3	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	41				
R10	Virginia Street (SR 430)	Panther Drive	Parr Boulevard	0	0	3	0	0	1	0	0	1	1	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	41				
R11	Golden Valley Road	US 395	Beckworth Drive	0	0	3	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	37				
R12	McCarran Boulevard (SR 659)	7th Street	Kings Row	1	0	0	1	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	36				
R13	Carran Boulevard (SR 659)	Kings Row	Keystone Avenue / Leadership Parkway	1	0	0	0	1	0	1	1	1	1	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	36				
R14	Vassar Street	Kietzke Lane (SR 667)	Terminal Way	0	0	2	1	1	1	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	36				
R15	McCarran Boulevard (SR 659)	4th Street	I-80	0	0	0	2	0	0	1	1	1	1	1	1	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	34				
R16	Highland Ranch Parkway	Sun Valley Blvd / Northgate Drive	Pyramid Way	1	0	0	1	1	1	0	1	1	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	33				
R17	Vassar Street	Holcomb Avenue	Wells Avenue	0	0	1	1	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	33				
R18	Veterans Parkway	Long Meadow Drive	Meadows Parkway	0	0	0	2	1	0	0	1	1	1	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	32				
R19	Virginia Street (Alt 395)	I-580	Meadows Marketplace Drive	0	0	1	1	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	32				
R20	El Rancho Drive	Clear Acre Lane (SR 443)	Falcon Rock Lane	0	0	2	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	31				
R21	US 395	Virginia Street	Old US 395	1	0	0	0	0	0	1	1	1	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	31				
R22	Mill Street	Terminal Way	Rock Boulevard	0	0	1	2	0	1	0	1	1	1	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	30				
R23	Plumb Lane	Hunter Lake Drive	Arlington Avenue	1	0	1	1	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	30				
R24	Wedge Parkway	Mt Rose Highway (SR 431)	Golden Gate Drive	0	1	0	1	0	1	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	29				
R25	McCarran Boulevard (SR 659)	Keystone Avenue / Leadership Parkway	Virginia Blvd	1	0	0	1	0	1	1	0	0	1	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	28				
R26	Thomas Creek Road	Mt Rose Highway (SR 431)	Arrowcreek Parkway	0	1	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	28				
R27	Geiger Grade Road (SR341)	Veterans Parkway	Equestrian Road	0	0	1	1	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	27				
R28	Mt Rose Highway (SR 431)	Joy Lake Road	Wedge Parkway	0	2	0	1	0	0	1	0	1	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	27				
R29	Moana Lane	Pluma Street	Lakeside Drive	0	0	1	1	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	27				
R30	Arrow Creek Parkway	Zollezi Lane	Wedge Parkway	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	27				
R31	Hunter Lake Drive	Mayberry Drive	Plumb Lane	2	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	26				
R32	Virginia Street (SR 430)	Parr Boulevard	McCarran Boulevard (SR 659)	1	0	0	1	0	0	1	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25			
R33	Double R Boulevard	Double Diamond Parkway	Sandhill Road	1	0	0	1	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	24				
R34	Sun Valley Drive (SR 443)	Highland Ranch Parkway	7th Avenue	0	1	1	0	0	1	1	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	24			
R35	California Avenue	Arlington Avenue	Plumas Street	0	0	1	1	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	23				
R36	Greg Street	Mill Street	Telegraph Street	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	23				
R37	Valley Road	6th Street	4th Street	0	0	1	1	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	23				

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	Prioritization Factors															TOTAL SCORE			
				A				B	C					D	E	F				G		
				NUMBER OF SIGNALS CONNECTED				PLANNED PROJECTS	REDUNDANCY					ALLEVIATES NETWORK BOTTLENECK	MULTI-JURISDICTIONAL	AADT				COST PER SIGNAL		
				A1	A2	A3	A4		C1	C2	C3	C4	C5			F1	F2	F3		G1	G2	G3
Elimination of Cell Modem	Unconnected Signals	Elimination of Radios	Fiber Connected Signals	Upgrade to Managed Switches	Leveraging NDOT Fiber	Consolidating Paths	Closes Ring Gaps	Improves Network Reliability	ALLEVIATES NETWORK BOTTLENECK	MULTI-JURISDICTIONAL	Low AADT (<10K)	Medium AADT (10K-<20K)	High AADT (<20K)	Low Cost Per Signal (\$300K)	Medium Cost Per Signal (\$300K->\$900K)	High Cost Per Signal (<\$900K)						
Weight																						
8	7	6	2	10	2	2	2	2	2	2	2	5	1	5	10	10	5	-5				
R38	Longley Lane	Spring Drive	Mira Loma Drive	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0			
R39	Robb Drive	Mae Anne Avenue	Sharlands Avenue	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0			
R40	Summit Ridge Drive	McCarran Boulevard (SR 659)	Sky Mountain Drive	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0				
R41	Pembroke Drive	McCarran Boulevard (SR 659)	Veterans Parkway	0	0	0	2	1	0	0	1	1	1	1	0	1	0	0	1			
R42	7th St	Stoker Avenue	Keystone Avenue	0	0	1	1	0	1	0	0	0	0	1	0	0	0	1	0			



APPENDIX C
CITY OF SPARKS FIBER NETWORK CONNECTION PROJECT
PRIORITIZATION TABLE

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	Prioritization Factors															TOTAL SCORE				
				A				B	C					D	E	F				G			
				NUMBER OF SIGNALS CONNECTED				PLANNED PROJECTS	REDUNDANCY					ALLEVIATES NETWORK BOTTLENECK	MULTI-JURISDICTIONAL	AADT				COST PER SIGNAL			
				A1	A2	A3	A4		C1	C2	C3	C4	C5			F1	F2	F3		G1	G2	G3	
Elimination of Cell Modern	Unconnected Signals	Elimination of Radios	Fiber Connected Signals	Upgrade to Managed Switches	Leveraging NDOT Fiber	Consolidating Paths	Closes Ring Gaps	Improves Network Reliability	Low AADT (<10K)	Medium AADT (10K->20K)	High AADT (>20K)	Low Cost Per Signal (\$300K)	Medium Cost Per Signal (\$500K->\$900K)	High Cost Per Signal (>\$900K)									
Weight																							
8	7	6	2	10	2	2	2	2	2	2	5	1	5	10	10	5	-5						
S01	Greg Street	Rock Boulevard	Kleppe Lane	0	4	0	5	1	1	0	1	1	1	1	1	0	1	0	0	1	0	73	
S02	Victorian Avenue	15th Street	Pyramid Way (SR 445)	0	2	0	2	1	1	0	1	1	1	1	1	1	0	0	0	1	0	0	54
S03	McCarran Boulevard (SR 659)	4th Street	Baring Boulevard	0	1	0	2	1	1	1	1	1	1	1	1	0	1	0	0	1	0	0	53
S04	Vista Boulevard	Wingfield Parkway	Homerun Drive / Scorpius Drive / Fire Station 5	0	2	0	1	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	40
S05	Rock Boulevard	McCarran Boulevard (SR 659)	Oddie Boulevard	0	0	1	2	0	1	0	1	1	1	1	1	0	1	0	0	1	0	0	31
S06	Sparks Boulevard	Los Altos Parkway	Disc Drive	0	0	0	2	0	0	0	0	1	1	1	1	0	0	0	1	0	1	0	27
S07	Los Altos Parkway	Sparks Boulevard	Vista Boulevard	0	0	0	2	0	0	0	0	1	1	1	1	0	0	1	0	1	0	0	27
S08	Victorian Avenue	Battle Born Way/ El Rancho Drive	16th Street	0	0	0	4	0	1	0	1	1	1	1	0	0	1	0	0	1	0	0	27
S09	Los Altos Parkway	Pyramid Way (SR 445)	Galleria Parkway	0	0	0	2	0	0	0	0	1	1	1	1	0	1	0	0	1	0	0	23
S10	Marina Gateway Drive	Lincoln Way	Prater Way	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	22
S11	Sparks Boulevard	Ion Drive	Kiley Parkway	0	0	0	2	0	0	0	0	1	1	1	1	0	0	1	0	0	1	0	22
S12	Sullivan Lane	Greenbrae Drive	McCarran Boulevard (SR 659)	0	0	0	2	0	0	0	0	1	1	1	1	0	1	0	0	0	1	0	18
S13	McCarran Boulevard (SR 659)	Sullivan Lane	US 395	0	0	0	0	1	0	0	0	1	1	1	1	1	0	0	0	1	0	0	33



APPENDIX D
CITY OF RENO PROJECT PLANNING BUDGET

2025 5-Year City of Reno Prioritized ITS Project Planning Budget

11/21/2025

Scope of Work: Conduit, pull boxes, fiber optic cable, and connection to traffic signals

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	TOTAL LENGTH (MILES)	OPINION OF PROBABLE CONSTRUCTION COST (OPCC)	OTHER COST					PROJECT BUDGET
						Cost Per Signal	Construction	Design	Engineering During Construction	Planning Level Contingency	
								10%	10%	25%	
R01	Sun Valley Drive/ Clear Acre Lane (SR 443)	7th Avenue	Scottsdale Road	2.9	\$1,688,720	\$316,635	\$1,688,720	\$168,872	\$168,872	\$506,616	\$2,533,080
R02	Keystone Avenue	1st St	California Avenue	0.5	\$304,700	\$114,263	\$304,700	\$30,470	\$30,470	\$91,410	\$457,050
R03	Virginia Street (ALT 395)	Meadows Parkway	Bishop Manogue Drive	1.2	\$1,475,800	\$737,900	\$1,475,800	\$147,580	\$147,580	\$442,740	\$2,213,700
R04	Kietzke Lane (SR 667)	Moana Lane	Gentry Way	0.1	\$175,595	\$131,696	\$175,595	\$17,560	\$17,560	\$52,679	\$263,393
R05	Pyramid Way	Eagle Canyon Drive	Alamosa Drive	2.9	\$1,665,510	\$832,755	\$1,665,510	\$166,551	\$166,551	\$499,653	\$2,498,265
R06	Kietzke Lane (SR 667)	Grove Street	Plumb Lane	0.3	\$416,040	\$312,030	\$416,040	\$41,604	\$41,604	\$124,812	\$624,060
R07	Plumb Lane	Kirman Avenue	Kietzke Lane	0.5	\$600,660	\$450,495	\$600,660	\$60,066	\$60,066	\$180,198	\$900,990
R08	McCarran Boulevard (SR 659)	Virginia Street (SR 430)	Clear Acre Lane	1.8	\$2,182,494	\$818,435	\$2,182,494	\$218,249	\$218,249	\$654,748	\$3,273,742
R09	Virginia Street	Stead Boulevard	Panther Drive	3.7	\$2,172,610	\$1,086,305	\$2,172,610	\$217,261	\$217,261	\$651,783	\$3,258,915
R10	Virginia Street (SR 430)	Panther Drive	Parr Boulevard	1.2	\$1,431,150	\$715,575	\$1,431,150	\$143,115	\$143,115	\$429,345	\$2,146,725
R11	Golden Valley Road	US 395	Beckwouth Drive	0.4	\$442,505	\$221,253	\$442,505	\$44,251	\$44,251	\$132,752	\$663,758
R12	McCarran Boulevard (SR 659)	7th Street	Kings Row	0.6	\$593,430	\$445,073	\$593,430	\$59,343	\$59,343	\$178,029	\$890,145
R13	McCarran Boulevard (SR 659)	Kings Row	Keystone Avenue / Leadership Parkway	0.9	\$1,093,455	\$1,640,183	\$1,093,455	\$109,346	\$109,346	\$328,037	\$1,640,183
R14	Vassar Street	Kietzke Lane (SR 667)	Terminal Way	0.6	\$776,798	\$388,399	\$776,798	\$77,680	\$77,680	\$233,039	\$1,165,196
R15	McCarran Boulevard (SR 659)	4th Street	I-80	0.8	\$436,260	\$327,195	\$436,260	\$43,626	\$43,626	\$130,878	\$654,390
R16	Highland Ranch Parkway	Sun Valley Blvd / Northgate Drive	Pyramid Way	0.0	\$3,002,085	\$2,251,564	\$3,002,085	\$300,209	\$300,209	\$900,626	\$4,503,128
R17	Vassar Street	Holcomb Avenue	Wells Avenue	0.2	\$189,536	\$142,152	\$189,536	\$18,954	\$18,954	\$56,861	\$284,304
R18	Veterans Parkway	Long Meadow Drive	Meadows Parkway	0.5	\$614,041	\$460,531	\$614,041	\$61,404	\$61,404	\$184,212	\$921,062
R19	Virginia Street (Alt 395)	I-580	Meadows Marketplace Drive	0.6	\$689,302	\$516,977	\$689,302	\$68,930	\$68,930	\$206,791	\$1,033,953
R20	El Rancho Drive	Sun Valley Parkway / Clear Acre Lane (SR 443)	Falcon Rock Lane	0.3	\$372,835	\$279,626	\$372,835	\$37,283	\$37,283	\$111,850	\$559,252
R21	US 395	Virginia Street	Old US 395	0.5	\$586,090	\$879,135	\$586,090	\$58,609	\$58,609	\$175,827	\$879,135
R22	Mill Street	Terminal Way	Rock Boulevard	0.9	\$1,063,108	\$531,554	\$1,063,108	\$106,311	\$106,311	\$318,932	\$1,594,661
R23	Plumb Lane	Hunter Lake Drive	Arlington Avenue	1.0	\$1,236,100	\$618,050	\$1,236,100	\$123,610	\$123,610	\$370,830	\$1,854,150
R24	Wedge Parkway	Mt Rose Highway (SR 431)	Golden Gate Drive	0.1	\$177,424	\$133,068	\$177,424	\$17,742	\$17,742	\$53,227	\$266,136
R25	McCarran Boulevard (SR 659)	Keystone Avenue / Leadership Parkway	Virginia Blvd	1.1	\$1,396,276	\$1,047,207	\$1,396,276	\$139,628	\$139,628	\$418,883	\$2,094,414
R26	Thomas Creek Road	Mt Rose Highway (SR 431)	Arrowcreek Parkway	0.9	\$1,155,038	\$866,278	\$1,155,038	\$115,504	\$115,504	\$346,511	\$1,732,557
R27	Geiger Grade Road (SR341)	Veterans Parkway	Equestrian Road	0.4	\$487,172	\$365,379	\$487,172	\$48,717	\$48,717	\$146,152	\$730,758
R28	Mt Rose Highway (SR 431)	Joy Lake Road	Wedge Parkway	3.5	\$4,293,337	\$2,146,669	\$4,293,337	\$429,334	\$429,334	\$1,288,001	\$6,440,006
R29	Moana Lane	Pluma Street	Lakeside Drive	0.3	\$311,782	\$233,836	\$311,782	\$31,178	\$31,178	\$93,534	\$467,672
R30	Arrow Creek Parkway	Zollezi Lane	Wedge Parkway	0.6	\$786,454	\$589,841	\$786,454	\$78,645	\$78,645	\$235,936	\$1,179,681
R31	Hunter Lake Drive	Mayberry Drive	Plumb Lane	0.3	\$410,780	\$308,085	\$410,780	\$41,078	\$41,078	\$123,234	\$616,170
R32	Virginia Street (SR 430)	Parr Boulevard	McCarran Boulevard (SR 659)	1.4	\$1,748,165	\$1,311,124	\$1,748,165	\$174,817	\$174,817	\$524,450	\$2,622,248

2025 5-Year City of Reno Prioritized ITS Project Planning Budget

11/21/2025

Scope of Work: Conduit, pull boxes, fiber optic cable, and connection to traffic signals

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	TOTAL LENGTH (MILES)	OPINION OF PROBABLE CONSTRUCTION COST (OPCC)	OTHER COST					PROJECT BUDGET
						Cost Per Signal	Construction	Design	Engineering During Construction	Planning Level Contingency	
								10%	10%	25%	
R33	Double R Boulevard	Double Diamond Parkway	Sandhill Road	0.5	\$578,128	\$433,596	\$578,128	\$57,813	\$57,813	\$173,438	\$867,192
R34	Sun Valley Drive (SR 443)	Highland Ranch Parkway	7th Avenue	1.4	\$1,774,689	\$1,331,017	\$1,774,689	\$177,469	\$177,469	\$532,407	\$2,662,034
R35	California Avenue	Arlington Avenue	Plumas Street	0.3	\$320,692	\$240,519	\$320,692	\$32,069	\$32,069	\$96,208	\$481,038
R36	Greg Street	Mill Street	Telegraph Street	0.2	\$306,662	\$229,997	\$306,662	\$30,666	\$30,666	\$91,999	\$459,993
R37	Valley Road	6th Street	4th Street	0.2	\$223,548	\$167,661	\$223,548	\$22,355	\$22,355	\$67,065	\$335,323
R38	Longley Lane	Spring Drive	Mira Loma Drive	0.7	\$816,131	\$612,098	\$816,131	\$81,613	\$81,613	\$244,839	\$1,224,196
R39	Robb Drive	Mae Anne Avenue	Sharlands Avenue	0.9	\$1,079,209	\$809,407	\$1,079,209	\$107,921	\$107,921	\$323,763	\$1,618,814
R40	Summit Ridge Drive	McCarran Boulevard (SR 659)	Sky Mountain Drive	0.1	\$172,182	\$258,273	\$172,182	\$17,218	\$17,218	\$51,655	\$258,273
R41	Pembroke Drive	McCarran Boulevard (SR 659)	Veterans Parkway	1.0	\$1,284,682	\$963,511	\$1,284,682	\$128,468	\$128,468	\$385,404	\$1,927,022
R42	7th St	Stoker Avenue	Keystone Avenue	0.3	\$433,385	\$325,039	\$433,385	\$43,338	\$43,338	\$130,015	\$650,077
Design, Engineering During Construction, and Planning Level Contingency is a percent of the estimated construction cost											



APPENDIX E
CITY OF SPARKS PROJECT PLANNING BUDGET

2025 5-Year City of Sparks Prioritized ITS Project Planning Budget

02/04/2026

Scope of Work: Conduit, pull boxes, fiber optic cable, and connection to traffic signals

PROJECT NUMBER	CORRIDOR	START STREET	END STREET	TOTAL LENGTH (MILES)	OPINION OF PROBABLE CONSTRUCTION COST (OPCC)	OTHER COST					PROJECT BUDGET
						Cost Per Signal	Construction	Design	Engineering During Construction	Planning Level Contingency	
								10%	10%	25%	
S01	Greg Street	Rock Boulevard	Kleppe Lane	2.8	\$1,938,273	\$323,045	\$1,938,273	\$193,827	\$193,827	\$581,482	\$2,907,409
S02	Victorian Avenue	15th Street	Pyramid Way (SR 445)	0.5	\$340,295	\$127,611	\$340,295	\$34,030	\$34,030	\$102,089	\$510,443
S03	McCarran Boulevard (SR 659)	4th Street	Baring Boulevard	0.7	\$497,114	\$248,557	\$497,114	\$49,711	\$49,711	\$149,134	\$745,670
S04	Vista Boulevard	Wingfield Parkway	Homerun Drive / Scorpius Drive / Fire Station 5	0.8	\$549,564	\$274,782	\$549,564	\$54,956	\$54,956	\$164,869	\$824,346
S05	Rock Boulevard	McCarran Boulevard (SR 659)	Oddie Boulevard	0.8	\$205,812	\$102,906	\$205,812	\$20,581	\$20,581	\$61,744	\$308,718
S06	Sparks Boulevard	Los Altos Parkway	Disc Drive	0.7	\$490,819	\$368,114	\$490,819	\$49,082	\$49,082	\$147,246	\$736,228
S07	Los Altos Parkway	Sparks Boulevard	Vista Boulevard	0.5	\$378,716	\$284,037	\$378,716	\$37,872	\$37,872	\$113,615	\$568,074
S08	Victorian Avenue	Battle Born Way/ El Rancho Drive	16th Street	0.6	\$409,248	\$153,468	\$409,248	\$40,925	\$40,925	\$122,775	\$613,873
S09	Los Altos Parkway	Pyramid Way (SR 445)	Galleria Parkway	0.2	\$170,127	\$127,595	\$170,127	\$17,013	\$17,013	\$51,038	\$255,190
S10	Marina Gateway Drive	Lincoln Way	Prater Way	0.4	\$243,078	\$182,309	\$243,078	\$24,308	\$24,308	\$72,923	\$364,617
S11	Sparks Boulevard	Ion Drive	Kiley Parkway	1.0	\$682,551	\$511,913	\$682,551	\$68,255	\$68,255	\$204,765	\$1,023,827
S12	Sullivan Lane	Greenbrae Drive	McCarran Boulevard (SR 659)	0.7	\$492,354	\$369,266	\$492,354	\$49,235	\$49,235	\$147,706	\$738,531
S13	McCarran Boulevard (SR 659)	Sullivan Lane	US 395	0.9	\$601,136	\$ -	\$601,136	\$60,114	\$60,114	\$180,341	\$901,705

Design, Engineering During Construction, and Planning Level Contingency is a percent of the estimated construction cost



APPENDIX F

SLURRY SEAL COUNT (≥ 3)

