

A Compendium of Existing HOV Lane Facilities in the United States

Federal Highway Administration HOV Lane Performance

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16. Abstract The compendium provides an assembly of available information on existing HOV lane facilities in the United States. While it is comprehensive and thought to include virtually all existing facilities at this time, it is possible that there are isolated instances of facility information that had been omitted from sources used for this document. The compendium is intended as a reference resource for an audience of transportation professionals responsible for planning, designing, funding, operating, enforcing, monitoring, and managing HOV and HOT lanes, and other stakeholders in policy decisions for improving HOV lane and highway mainline operations through conversion to HOT lanes.					
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Introduction

The intent of the HOV Lane Compendium deliverable is to document the basic characteristics of current and proposed High-Occupancy Vehicle (HOV) lanes throughout the United States. The characteristics, or data columns, that we identified for the compendium are as follows:

Table 1: Geographic and Infrastructure Characteristics.

- **ID #.**
- **Location.** Urban Area; Road; Segment.
- **Responsible Agency.** Agency responsible for facility operations and maintenance.
- **History.** Year Opened; Current Status (open, design/construction, or planned/ studied).
- **Scale.** # of Lanes (General Purpose/HOV); Length (# of Route Miles/Lane-Miles).
- **Type.** Bus lane/busway; Concurrent (median, right side, second lane on one-way urban arterial); Contraflow; Curb lane; High-standard arterial; High-Occupancy Toll or HOT (reversible, concurrent); Reversible; Separate roadway.
- **Separation.** Barrier; Buffer; Cones; Dash line + broken diamond pavement marking; Limited access highway; Moveable barrier; None; Painted stripe; Pylons; Standard dash line; Traveled lane edge line.

Table 2: Policy and Utilization Characteristics.

- **ID #.** Common field with Table 1.
- **Location.** Common fields with Table 1.
- **Eligibility.** HOV Eligibility (2+; 3+; bus only); Special Fuel Eligibility (if special fuel vehicles such as alternative fuel vehicles, hybrids and Inherently Low Emission Vehicles [ILEVs] are eligible.)
- **Hours of Operation.** Days of week and hours of day.
- **Intermediate Access Allowed?** Yes; Limited; No.
- **AM Peak Hour Utilization (if available).** # of Persons in HOV Lane(s); # of Vehicles in HOV Lane(s); % of Vehicles in HOV Lane(s).
- **PM Peak Hour Utilization (if available).** # of Persons in HOV Lane(s); # of Vehicles in HOV Lane(s); % of Vehicles in HOV Lane(s).
- **Peak Hour Violation % Estimate (if available).** Estimated percentage of peak hour vehicles in the HOV lane(s) that are in violation of the eligibility requirements.
- **Peak Hour Travel Time Savings (if available).** Estimated minutes of travel time savings in the HOV lane(s) relative to adjacent general purpose lanes.
- Also, documented below Table 2 is a description of policy changes made to a particular facility since the facility first opened.

Data sources are the HOV Facility Inventory (a database maintained by the FHWA HOV Pooled Fund Study, last updated in March 2007) and discussions with select HOV facility critical partners.

Summary Information

Summary information from this compendium are as follows:

- **Number of Facilities by State.** A total of 345 HOV facilities are contained in this inventory. California is the state with the most HOV facilities, at 88. This is followed by Minnesota with 83 facilities, Washington State with 41, Texas with 35, and Virginia with 21.
- **Number of Facilities by Region.** The region with the most HOV facilities in the inventory is the Twin Cities (Minneapolis-St. Paul) with 83. This is followed by the San Francisco Bay Area with 47, the Puget Sound (Seattle-Tacoma) with 40, Los Angeles with 23, and Houston with 21.
- **Number of Facilities by Responsible Agency.** The agencies responsible for the most HOV facilities in the inventory are the California DOT and the Minneapolis DOT, both with 83. This is followed by the Washington State DOT with 38, the Metropolitan Transit Authority of Harris County in Texas with 21, and the Virginia DOT with 19.
- **Date Opened.** The I-395 HOV lanes in Virginia between Washington DC and the Capital Beltway are listed as the oldest HOV facilities, having opened in 1969. Several more HOV facilities opened in the 1970s. The majority of HOV facilities in the inventory began operation within the past 25 years (from the early 1980s to present).
- **Status.** Of the 345 HOV facilities in the inventory, 301 (87 percent) are open and in operation. Ten facilities (3 percent) are being planned, 15 (4 percent) are in the design or environmental review phase, 14 (4 percent) are under construction, and the remaining five (1 percent) were constructed but are currently inactive.
- **Number of HOV Lanes.** The vast majority of HOV facilities have one HOV lane in each direction. The only active facility with two HOV lanes in each direction is I-110 between Adams Blvd and SR 91 in Los Angeles, California. Seven other facilities with two HOV lanes in each direction are being planned or constructed – One in Florida: I-95 between downtown and the Golden Glades interchange in Miami; three in Texas: SR 183 between I-35W and Loop 12 in Dallas, Hempstead Highway between SH 99 and I-610 in Houston, and SR 288 between SH 518 and US 59 in Houston; one in Utah: I-15 between Provo and I-215 in Salt Lake City; and two in Virginia: the I-495 Capital Beltway in the Washington DC region and the I-95/I-395 between Fredericksburg and Arlington.
- **Length.** The longest active HOV facilities are I-95 between SR 112 and Gateway Blvd in Miami, Florida (116.0 lane-miles, 58.0 route miles) and I-405 in Los Angeles County, California (105.2 lane-miles, 52.6 route miles). Two other HOV facilities are being planned or constructed that will exceed these in length on a lane-mile basis: the I-495 Capital Beltway in the Washington DC region in Virginia (224.0 lane-miles, 56.0 route miles), and I-15 between Provo and I-215 in Salt Lake City, Utah (128.0 lane-miles, 32.0 route miles).
- **Type.** The most common type of HOV facility is Concurrent (Median), with 187 facilities (54 percent) falling into that category. Only four HOV facilities are Concurrent (Right Side): the I-95 approach to the George Washington Bridge toll plaza in New Jersey and three SR 520 facilities in Washington State which will be converted to the inside lane when the SR 520 bridge is replaced.

In the Twin Cities, Minnesota, 77 of the 83 HOV facilities in the region are bus-only shoulder lanes. In Houston, Texas, 13 of the 21 HOV facilities in the region are concurrent lanes on one-way urban arterials.

There are 37 reversible or contra flow HOV facilities nationwide. There are 15 HOV facilities that are separate roadways. The remaining HOV facilities are curb lanes, bus only lanes, other or unspecified.

- **Separation.** The most common separation used for HOV facilities is Painted Stripe, with 118 (34 percent) falling into that category. There are 60 HOV facilities (17 percent) that use buffers. There are 45 HOV facilities (13 percent) that use barriers. Of those that use barriers, six are moveable barriers to facilitate reversible HOV lanes (H-1 in Honolulu, Hawaii; I-93 between Boston and Quincy in Massachusetts; I-278 between the Verr Bridge and Battery Tunnel in New York; I-495 between Maurice Ave and QM Tunnel in New York; and two I-30 facilities in Dallas, Texas – one that is open and another that is under construction).

In the Twin Cities, Minnesota, the 77 bus-only shoulder lanes are separated by a traveled lane edge line with signage. In Houston, Texas, the 13 concurrent lane facilities on one-way urban arterials are separated by a dashed line with “broken diamond” pavement markings. Standard dash lines are used for 9 facilities, which are all arterials.

Cones or pylons are used for two facilities in Honolulu, Hawaii (Kalanianaʻole Highway and Nimitz Highway), one facility in Union City, New Jersey (I-495 contra flow bus only lane), and one facility in Weehawken, New Jersey (local approach ramp to the Turnpike toll plaza). The remaining HOV facilities do not have the separation method specified.

- **HOV Eligibility.** 185 of the HOV facilities in the inventory (54 percent) are purely 2+. There are 14 facilities (4 percent) that are purely 3+. There are two facilities that are 3+ during certain times of the day and 2+ during other times of the day – the I-10 El Monte HOV facility in Los Angeles, California and the Nimitz Highway in Honolulu, Hawaii.

There are six facilities that are open to 2+ HOV vehicles with no toll and to single-occupancy vehicles (SOVs) with a toll (i.e., 2+ high-occupancy toll (HOT) lanes): SR 91 between Riverside County and Orange County in Los Angeles, California; I-15 between SR 163 and SR 56 in San Diego, California; two in Denver, Colorado (I-25 between downtown and US 36, US 36 between Pecos St); and two in Salt Lake City (I-15 between 600 North and 14600 South, I-15 between 14600 South and University Parkway). Three additional 2+ HOT facilities are being planned: two facilities on I-680 in the San Francisco Bay Area, California and one on I-15 between 600 North and University Parkway in Salt Lake City, Utah.

There are two facilities that are open to 3+ HOV vehicles with no toll and to 2+ HOVs and SOVs with a toll (i.e., 3+ HOT lanes), both in the New York City region: I-495 between Maurice Ave and QM Tunnel and I-278 between Verr Bridge and Battery Tunnel. Four additional 3+ HOT facilities are in the planning or construction phase: I-40 between Durham and Raleigh in North Carolina; SR 183 between I-35W and Loop 12 in Dallas, Texas; I-95/I-395 between Fredericksburg and Arlington in Virginia; and the I-495 Capital Beltway in northern Virginia.

Two facilities operate as 2+ HOT at certain times and 3+ HOT at other times, both in Houston, Texas: US 290 between I-10 and SH 6 and I-10 WB (SH 99 to I-610 & Studemont to CBD).

Five toll plazas in the San Francisco Bay Area, California are free to either 2+ or 3+ HOVs during weekday peak periods: the I-80 WB Bay Bridge (3+), the I-880 NB Bridge (3+), the I-80 EB Carquinez Bridge (3+), the SR 84 WB Dumbarton Bridge (2+), and the SR 92 WB San Mateo Bridge (2+). Three toll plazas in New Jersey are free to 3+ HOVs during weekday AM peak periods: I-95 approach to the George Washington Bridge in Ft. Lee, 12th St approach to the Holland Tunnel in Jersey City, and local approach ramp to the Turnpike toll plaza in Weehawken.

In the Twin Cities, Minnesota, the 77 bus-only shoulder lanes are restricted to buses only. There are 7 other bus only facilities in other states. The remaining HOV facilities in the inventory do not have occupancy requirements specified.

- **Special Fuel Eligibility.** Several states allow hybrid or alternative fuel vehicles to use HOV facilities. In Arizona, owners of select hybrid vehicles may apply for special license plates that allow them to use HOV lanes. In California, owners of select hybrid vehicles were allowed to apply for license plate decals that allow them to use HOV lanes until 2011, capped at 85,000 decals (all 85,000 decals have been assigned). In Colorado, owners of select alternative fuel and hybrid vehicles may apply for license plate decals and transponders that allow them to use HOT

lanes with no fee, capped at 2,000 (the cap has not yet been reached). In Florida, owners of select hybrid vehicles may apply for license plate decals that allow them to use HOV lanes. In New Jersey, drivers of select hybrid vehicles are allowed to use the Turnpike's HOV lanes. In New York, owners of select hybrid vehicles may apply for license plate stickers that allow them to use the Long Island Expressway's HOV lanes. In Tennessee, owners of select hybrid vehicles will be able to apply for license plate decals that allow them to use HOV lanes starting in January 2009. In Utah, owners of select hybrid vehicles may apply for special license plates that allow them to use HOV lanes until December 2010. In Virginia, owners of select hybrid vehicles may apply for special license plates that allow them to use most HOV lanes in the state (except I-95/I-395 during weekday peak periods).

Similar hybrid vehicle HOV legislation is currently being considered or has recently been considered in Connecticut, Georgia, Hawaii, Massachusetts, Michigan, Minnesota, Texas, and Washington State.

- **Hours of Operation.** 140 of the HOV facilities in the inventory (41 percent) operate 24 hours a day, seven days a week. This includes the 77 bus-only shoulder lane facilities in the Twin Cities, Minnesota. 156 facilities (45 percent) operate on weekdays only during the AM peak, the PM peak, or both. The remaining HOV facilities do not have hours of operation specified.
- **Intermediate Access.** 41 of the HOV facilities in the inventory (12 percent) allow continuous access, primarily in Northern California, Houston Texas, and Washington State. 180 facilities (52 percent) allow some intermediate access. 26 facilities (8 percent) allow no intermediate access, including select facilities in Arizona, Southern California, Connecticut, Hawaii, Massachusetts, New York, and Dallas Texas. The remaining HOV facilities do not have intermediate access specified.
- **Utilization.** Most of the HOV facilities in the inventory do not provide utilization data, so it is difficult to make definitive statements. Of the HOV facilities with utilization data provided, the one with the highest number of peak hour persons in the HOV lanes is the Route 495 Lincoln Tunnel Bus Lane in New Jersey, with 23,500 vehicles in the AM peak. The facility with the highest number of peak hour vehicles in the HOV lanes is I-5 NB between Northgate and S Everett in the Seattle Puget Sound region in Washington State, with 5,280 vehicles in the PM peak.
- **Peak Hour Violation Rate.** Most of the HOV facilities in the inventory do not provide peak hour violation rate data, so it is difficult to make definitive statements. Of the 86 HOV facilities with data provided, the range is from 1 percent to 43 percent. The highest reported peak hour violation rates are I-15 between SR 163 and SR 56 in San Diego, California (43 percent), I-35W SB between 66th St and Burnsville Pkwy in the Twin Cities, Minnesota (37 percent), SR 54 EB between I-805 and SR 125 in San Diego, California (28 percent), and seven facilities in the Washington DC region, either in Maryland or Virginia (ranging from 17 to 28 percent). The other 76 HOV facilities with data provided reported peak hour violation rates of 15 percent or less.
- **Peak Hour Travel Time Savings.** Most of the HOV facilities in the inventory do not provide peak hour travel time savings data, so it is difficult to make definitive statements. Of the 91 HOV facilities with data provided, the range is from 0.4 minutes to 37 minutes. The highest reported peak hour travel time savings are SR 85 NB in the San Francisco Bay Area, California (37 minutes), I-95 NB between Rte 234 and I-495 in the Washington DC region, Virginia (35 minutes), I-880 SB between Marina Blvd and Mission Blvd in the San Francisco Bay Area, California (31 minutes), US 101 SB between San Mateo Co and Cochrane Rd in the San Francisco Bay Area, California (30 minutes), and the I-10 El Monte HOV facility in Los Angeles, California (28 minutes). Seven other facilities report travel time savings of 20 minutes or more – I-110 in Los Angeles, California; I-210 in Los Angeles, California; I-405 in Los Angeles, California; SR 85 SB in San Francisco, California; Rte 495 in New Jersey, I-66 EB in Virginia; and I-395 SB in Virginia.

Arizona (5 facilities)

Arizona Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
1	Phoenix	I-10	Loop 101 to Loop 202	Arizona DOT	1988	Open	8 / 2	57.0 / 28.5	Concurrent (median)	Buffer
2	Phoenix	I-17	Thomas Road to Loop 101	Arizona DOT	1995	Open	8 / 2	27.0 / 13.5	Concurrent (median)	Buffer
3	Phoenix	US 60	I-10 to Val Vista Drive	Arizona DOT	2004	Open	8 / 2	26.0 / 13.0	Concurrent (median)	Buffer
4	Phoenix	SR 51	I-10 to Shea Blvd	Arizona DOT	NA	Open	NA / 2	17.0 / 8.5	Concurrent (median)	Buffer
5	Phoenix	Loop 202	I-10/SR 51 T.I to Loop 101/Loop 202 T.I.	Arizona DOT	1995	Open	NA / 2	19.0 / 9.5	Concurrent (median)	Buffer

Arizona Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
1	Phoenix	I-10	Loop 101 to Loop 202	2+	Yes	M-F: 6-9, 3-7	No	NA; 925; 11.7%	NA; 980; 12.1%	NA	NA
2	Phoenix	I-17	Thomas Road to Loop 101	2+	Yes	M-F: 6-9, 3-7	No	NA; 1167; 15.4%	NA; 1300; 18.0%	NA	NA
3	Phoenix	US 60	I-10 to Val Vista Drive	2+	Yes	M-F: 6-9, 3-7	No	NA	NA	NA	NA
4	Phoenix	SR 51	I-10 to Shea Blvd	2+	Yes	M-F: 6-9, 3-7	No	NA	NA	NA	NA
5	Phoenix	Loop 202	I-10/SR 51 T.I to Loop 101/Loop 202 T.I.	2+	Yes	M-F: 6-9, 3-7	No	NA; 1000; 11.0%	NA; 767; 9.6%	NA	NA

California (88 facilities)

California Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
6	Bay Area	I-80 WB	Bay Bridge Toll Plaza	Caltrans Dist 4	4/17/1970	Open	0 / 1	2.9 / 2.9	Concurrent (median)	Painted stripe
7	Bay Area	I-80 WB	Contra Costa Co Line to Powell St	Caltrans Dist 4	2/2/1998	Open	0 / 1	4.2 / 4.2	Concurrent (median)	Painted stripe
8	Bay Area	I-80 EB	I-880 Viaduct to Contra Costa Co Line	Caltrans Dist 4	7/31/1998	Open	0 / 1	5.3 / 5.3	Concurrent (median)	Painted stripe
9	Bay Area	SR 84 WB	Newark Blvd. To Dumbarton Bridge Toll Plaza	Caltrans Dist 4	10/6/1982	Open	0 / 1	1.8 / 1.8	Concurrent (median)	Painted stripe
10	Bay Area	SR 92 WB	Hesperian Blvd. to San Mateo Bridge Toll Plaza	Caltrans Dist 4	10/23/1989	Open	0 / 1	3.0 / 3.0	Concurrent (median)	Painted stripe
11	Bay Area	I-680 SB	Route 84 to Route 237 Calaveras Blvd	Caltrans Dist 4	11/26/2002	Open	0 / 1	14.0 / 14.0	Concurrent (median)	Painted stripe
12	Bay Area	I-880 SB	Marina Blvd to Mission Blvd	Caltrans Dist 4	9/22/1991	Open	0 / 1	20.5 / 20.5	Concurrent (median)	Painted stripe
13	Bay Area	I-880 NB	Mission Blvd to South of Rte 238 I/C	Caltrans Dist 4	9/19/1991	Open	0 / 1	16.7 / 16.7	Concurrent (median)	Painted stripe
14	Bay Area	I-880 NB	West Grand Ave to Rte 80	Caltrans Dist 4	11/12/2003	Open	0 / 1	1.1 / 1.1	Concurrent (median)	Painted stripe
15	Bay Area	I-880 NB	16th St to SFOBB Toll Plaza	Caltrans Dist 4	5/16/1998	Open	0 / 1	1.2 / 1.2	Concurrent (median)	Painted stripe
16	Bay Area	I-80 HOV Fly Over Ramp WB	Powell St to Bay Bridge	Caltrans Dist 4	2/2/1998	Open	0 / 1	1.0 / 1.0	Concurrent (median)	Painted stripe
17	Bay Area	SR 4 WB	West of Railroad Ave to Port Chicago Hwy	Caltrans Dist 4	5/1/2001	Open	0 / 1	6.5 / 6.5	Concurrent (median)	Painted stripe
18	Bay Area	SR 4 EB	Port Chicago Hwy to West of Railroad Ave	Caltrans Dist 4	8/6/2001	Open	0 / 1	7.0 / 7.0	Concurrent (median)	Painted stripe
19	Bay Area	I-80 WB	Rt 4 to Alameda Co Line	Caltrans Dist 4	3/5/1997	Open	0 / 1	9.7 / 9.7	Concurrent (median)	Painted stripe
20	Bay Area	I-80 EB	Alameda Co Line to Rte 4	Caltrans Dist 4	2/12/1997	Open	0 / 1	9.9 / 9.9	Concurrent (median)	Painted stripe
21	Bay Area	I-680 SB	Marina Vista to N/O North Main St	Caltrans Dist 4	9/11/2004	Open	0 / 1	7.8 / 7.8	Concurrent (median)	Painted stripe
22	Bay Area	I-680	NA	Caltrans Dist 4	In design	Design	0 / 2	8.8 / 4.4	Concurrent (median)	Buffer
23	Bay Area	I-680 NB	Rt 242 to Marina Vista I/C	Caltrans Dist 4	4/28/2005	Open	0 / 1	4.4 / 4.4	Concurrent (median)	Painted stripe
24	Bay Area	I-680 SB	Livorna Rd to Alcosta Blvd	Caltrans Dist 4	10/3/1994	Open	0 / 1	11.9 / 11.9	Concurrent (median)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
25	Bay Area	I-680 NB	Alcosta Blvd to Livorna Rd	Caltrans Dist 4	10/3/1994	Open	0 / 1	12.9 / 12.9	Concurrent (median)	Painted stripe
26	Bay Area	US 101 SB	Greenbrae Ped O/C to Strawberry Ped O/C	Caltrans Dist 4	12/23/1974	Open	0 / 1	3.7 / 3.7	Concurrent (median)	Painted stripe
27	Bay Area	US 101 NB	S/O Richardson Bay Br to Corte Madera	Caltrans Dist 4	12/20/1974	Open	0 / 1	3.5 / 3.5	Concurrent (median)	Painted stripe
28	Bay Area	US 101 SB	Rte 37 to San Pedro Rd	Caltrans Dist 4	7/24/1987	Open	0 / 1	6.1 / 6.1	Concurrent (median)	Painted stripe
29	Bay Area	US 101 NB	San Pedro Rd to Rte 37	Caltrans Dist 4	8/12/1986	Open	0 / 1	6.1 / 6.1	Concurrent (median)	Painted stripe
30	Bay Area	San Tomas Expressway	Budd Ave to Walsh Ave	County of Santa Clara	1982	Open	6 / 2	14.4 / 7.2	High-Standard limited-access signalized arterial	Standard dash line
31	Bay Area	Central Expressway	Bowers Ave, Scott Boulevard	County of Santa Clara	NA	Open	4 / 2	NA	High-Standard limited-access signalized arterial	Standard dash line
32	Bay Area	Capitol Expressway	Silver Creek Rd to Capitol Ave	County of Santa Clara	1998	Open	6 / 2	7.6 / 3.8	High-Standard limited-access signalized arterial	Standard dash line
33	Bay Area	Lawrence Expressway	Stevens Creek Blvd - Tasman Dr (gap at US 101 i/c)	County of Santa Clara	1984	Open	6 / 2	12.2 / 6.1	High-Standard limited-access signalized arterial	Standard dash line
34	Bay Area	Montague Expressway	Mission College Blvd - Milpitas Blvd (gap at I-880 i/c)	County of Santa Clara	1983	Open	4 / 2	10.8 / 5.4	High-Standard limited-access signalized arterial	Standard dash line
35	Bay Area	US 101 NB	Santa Clara Co Line to Whipple Ave	Caltrans Dist 4	7/16/1991	Open	0 / 1	6.6 / 6.6	Concurrent (median)	Painted stripe
36	Bay Area	US 101 SB	Whipple Ave to Santa Clara Co Line	Caltrans Dist 4	7/18/1991	Open	0 / 1	6.6 / 6.6	Concurrent (median)	Painted stripe
37	Bay Area	I-680	SR 84 to SR 237	Caltrans Dist 4	In design	Design	0 / 2	14.0 / 7.0	HOT, Concurrent (median)	Buffer
38	Bay Area	SR 85 SB	Rte 101 Mountain View to Rte 101 So San Jose	Caltrans Dist 4	4/25/1990	Open	0 / 1	23.3 / 23.3	Concurrent (median)	Painted stripe
39	Bay Area	SR 85 NB	Ste 101 So San Jose to Rte 101 Mountain View	Caltrans Dist 4	2/22/1990	Open	0 / 1	23.8 / 23.8	Concurrent (median)	Painted stripe
40	Bay Area	SR 87 SB	Rte 101 I/C to Taylor Ave	Caltrans Dist 4	12/23/2004	Open	0 / 1	2.8 / 2.8	Concurrent (median)	Painted stripe
41	Bay Area	SR 87 NB	Taylor Ave to Rte 101 I/C	Caltrans Dist 4	4/18/2005	Open	0 / 1	2.8 / 2.8	Concurrent (median)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
42	Bay Area	US 101 SB	San Mateo Co Line to Cochrane Rd	Caltrans Dist 4	11/10/1986	Open	0 / 1	34.8 / 34.8	Concurrent (median)	Painted stripe
43	Bay Area	US 101 NB	Cochrane Rd to San Mateo Co Line	Caltrans Dist 4	11/7/1986	Open	0 / 1	34.0 / 34.0	Concurrent (median)	Painted stripe
44	Bay Area	SR 237 WB	McCarthy Blvd to Mathilda Ave	Caltrans Dist 4	10/31/1984	Open	0 / 1	4.7 / 4.7	Concurrent (median)	Painted stripe
45	Bay Area	SR 237 EB	Mathilda Ave to Rte 880/237 Jct	Caltrans Dist 4	10/31/1984	Open	0 / 1	6.7 / 6.7	Concurrent (median)	Painted stripe
46	Bay Area	I-280 SB	Magdalena Ave to Meridian Ave	Caltrans Dist 4	12/1/1990	Open	0 / 1	11.2 / 11.2	Concurrent (median)	Painted stripe
47	Bay Area	I-280 NB	Leland Ave to Magdalena Ave	Caltrans Dist 4	11/21/1990	Open	0 / 1	10.7 / 10.7	Concurrent (median)	Painted stripe
48	Bay Area	I-880 SB	Dixon landing Rd to I-880/Sr237 Jct.	Caltrans Dist 4	NA	Open	0 / 1	2.0 / 2.0	Concurrent (median)	Painted stripe
49	Bay Area	I-880 NB	I-880/SR237 Jct to Dixon Landing Rd	Caltrans Dist 4	NA	Open	0 / 1	2.0 / 2.0	Concurrent (median)	Painted stripe
50	Bay Area	I-80 EB	Carquinez Bridge Toll Plaza	Caltrans Dist 4	8/1/1991	Open	0 / 1	0.1 / 0.1	Concurrent (median)	Painted stripe
51	Bay Area	US 101 SB	Rte 12 to Wilfred Ave	Caltrans Dist 4	11/4/2002	Open	0 / 1	4.0 / 4.0	Concurrent (median)	Painted stripe
52	Bay Area	US 101 NB	Wilfred Ave to Rte 12	Caltrans Dist 4	11/4/2002	Open	0 / 1	4.0 / 4.0	Concurrent (median)	Painted stripe
53	LA	I-105	Rt 405 to Rt 605	Caltrans Dist 7	10/14/93	Open	0 / 2	32.0 / 16.0	Concurrent (median)	Buffer
54	LA	I-605	Orange County line to Rt 10	Caltrans Dist 7	4/97 to 3/01	Open	0 / 2	34.0 / 17.0	Concurrent (median)	Buffer
55	LA	SR 14	Rt 5 to Pear Blossom	Caltrans Dist 7	5/98 to 8/02	Open	0 / 2	12.8 / 6.4	Concurrent (median)	Buffer
56	LA	SR 30	NA	Caltrans Dist 7	NA	Open	0 / 2	12.0 / 6.0	Concurrent (median)	Buffer
57	LA	SR 57	Rt 60 to Orange County line	Caltrans Dist 7	8/22/97	Open	0 / 2	9.0 / 4.5	Concurrent (median)	Buffer
58	LA	SR 91	Rt 110 to Orange County line	Caltrans Dist 7	6/85 to 11/94	Open	0 / 2	28.6 / 14.3	Concurrent (median)	Buffer
59	LA	SR 118	Ventura County line to Rt 5	Caltrans Dist 7	3/7/97	Open	0 / 2	22.8 / 11.4	Concurrent (median)	Buffer
60	LA	I-10	Alameda to El Monte, SR 57 to SB Co Line, Baldwin Ave to San Gabriel Fwy	Caltrans Dist 7	1/73 to 11/03	Open	0 / 2	8.0 / 4.0	Separate roadway, concur (medn)	Barrier & buffer
61	LA	I-105/I-110	NA	Caltrans Dist 7	NA	Open	0 / 2	2.0 / 1.0	Concurrent (median)	Barrier

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
62	LA	I-110	Adams Blvd. to Rt 91	Caltrans Dist 7	6/26/96	Open	0 / 4	21.4 / 10.7	Concurrent (median)	Buffer
63	LA	SR 134	Rt 101/170 to Rt 210	Caltrans Dist 7	10/95 to 8/96	Open	0 / 2	26.6 / 13.3	Concurrent (median)	Buffer
64	LA	SR 170	Rt 101/134 to Rt 5	Caltrans Dist 7	2/11/96	Open	0 / 2	12.2 / 6.1	Concurrent (median)	Buffer
65	LA	I-210	Rt 134 to San Bernardino County Line	Caltrans Dist 7	12/93 to 11/02	Open	0 / 2	43.0 / 21.5	Concurrent (median)	None
66	LA	I-405	Orange Co line to Century, Bellflower to Rt 605, Waterford to Rt 5	Caltrans Dist 7	4/93 to 1/02	Open	0 / 2	105.2 / 52.6	Concurrent (median)	Buffer
67	LA	SR 60	Brea Canyon Rd to County line	Caltrans Dist 7	2/2/99	Open	0 / 2	17.0 / 8.5	Concurrent (median)	Buffer
68	LA	I-5	I-5/SR 1 to Beach Blvd	Caltrans Dist12	10/92 to 1/02	Open	5 / 2	74.4 / 36.8	Concurrent (median)	Buffer
69	LA	I-405	I-5/I-405 to Atherton St UC	Caltrans Dist12	12/92 to 9/00	Open	6 / 2	48.0 / 24.0	Concurrent (median)	Buffer
70	LA	SR 55	I-405 to S of SR 91/SR 55	Caltrans Dist12	11/85	Open	5 / 2	22.6 / 11.3	Concurrent (median)	Buffer
71	LA	SR 57	I-5/SR 22/SR 57 IC to LA County Line	Caltrans Dist12	6/92 to 8/97	Open	4 / 2	23.4 / 11.7	Concurrent (median)	Buffer
72	LA	SR 91	Riverside County Line to SR 55	Caltrans Dist12	8/95 to 12/00	Open	4 / 2	66.9 / 33.4	HOT, Concurrent (median)	Buffer and channelizers
73	LA	I-605	LA County line to I-405	Caltrans Dist12	8/2005	Open	4 / 2	3.2 / 1.6	Concurrent (median)	NA
74	LA	I-5	N of Beach Blvd to LA County line	Caltrans Dist12	6/2009	Under construction	NA	NA / 1.8	Concurrent (median)	NA
75	LA	SR 22	I-405 to SR 55	Caltrans Dist12	9/2007	Under construction	0 / 2	43.6 / 21.8	Concurrent (median)	Buffer
76	Riverside	I-215	University Ave to Rt 60 junction	Caltrans Dist 8	6/2001	Open	0 / 2	7.6 / 3.8	Concurrent (median)	Buffer
77	Riverside	SR 91 EB	Orange County Line to Mary St	Caltrans Dist 8	9/1992	Open	0 / 1	17.0 / 17.0	Concurrent (median)	Buffer
78	Riverside	SR 60	Valley Way to Rt 60/91/215 I/C	Caltrans Dist 8	6/2001	Open	0 / 2	15.9 / 9.4	Concurrent (median)	Buffer
79	Riverside	SR 91 WB	Mary St to Orange County Line	Caltrans Dist 8	9/1992	Open	0 / 1	17.0 / 17.0	Concurrent (median)	Buffer
80	Sacramento	US 50	Sunrise Blvd - El Dorado Blvd	Caltrans Dist 3	3/2002	Open	2 / 2	22.0 / 11.0	Concurrent (median)	Painted stripe
81	Sacramento	I-80	Roseville Rd - Antelope Rd	Caltrans Dist 3	10/2003	Open	4 / 2	16.0 / 8.0	Concurrent (median)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
82	Sacramento	SR 99	Elk Grove Blvd - US 50	Caltrans Dist 3	11/1990	Open	3 / 2	28.0 / 14.0	Concurrent (median)	Painted stripe
83	San Bernardino	I-10 WB	Los Angeles County Line to Rt 15	Caltrans Dist 8	1/2000	Open	0 / 1	10.0 / 10.0	Concurrent (median)	Buffer
84	San Bernardino	SR 60 WB	Los Angeles County Line to Rt 15	Caltrans Dist 8	1/1997	Open	0 / 1	10.0 / 10.0	Concurrent (median)	Buffer
85	San Bernardino	I-10 EB	Los Angeles County Line to Rt 15	Caltrans Dist 8	1/2000	Open	0 / 1	10.0 / 10.0	Concurrent (median)	Buffer
86	San Bernardino	SR 60 EB	Los Angeles County Line to Rt 15/60	Caltrans Dist 8	1/1997	Open	0 / 1	20.0 / 20.0	Concurrent (median)	Buffer
87	San Bernardino	I-210	Los Angeles County Line to East of Sierra Ave	Caltrans Dist 8	11/2002	Open	0 / 2	30.2 / 15.1	Concurrent (median)	Buffer
88	San Bernardino	SR 71	Los Angeles County Line to Riverside County Line	Caltrans Dist 8	1/1998	Open	0 / 2	16.6 / 8.3	Concurrent (median)	Buffer
89	San Diego	I-15	SR-163 to SR-56	Caltrans Dist11	10/1988	Open	5 / 2	14.6 / 7.3	HOT, Reversible	Barrier
90	San Diego	SR 54 WB	I-805 to west of SR-125	Caltrans Dist11	8/1996	Open	2 / 1	2.4 / 2.4	Concurrent (median)	Painted stripe
91	San Diego	I-5 NB	I-5/I-805 Interchange to Via de la Valle exit	Caltrans Dist11	7/2000	Open	5 / 1	5.6 / 5.6	Concurrent (median)	Painted stripe
92	San Diego	SR 54 EB	I-805 to west of SR-125	Caltrans Dist11	8/1996	Open	2 / 1	2.8 / 2.8	Concurrent (median)	Painted stripe
93	San Diego	I-5	I-805 to Oceanside	Caltrans Dist11	NA	Planning	0 / 2	52.0 / 26.0	Concurrent (median)	Buffer or barrier

California Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
6	Bay Area	I-80 WB	Bay Bridge Toll Plaza	3+	ILEVs	M-F: 5-10 am & 3-7 pm		12009; 3489; 38.8%	3380; 882; 10.9%	8%	11
7	Bay Area	I-80 WB	Contra Costa Co Line to Powell St	3+	ILEVs	M-F: 5-10 am & 3-7 pm		5112; 1628; 18.0%	NA	9%	3
8	Bay Area	I-80 EB	I-880 Viaduct to Contra Costa Co Line	3+	ILEVs	M-F: 5-10 am & 3-7 pm		NA	4376; 1365; 16.1%	10%	12

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
9	Bay Area	SR 84 WB	Newark Blvd. To Dumbarton Bridge Toll Plaza	2+	ILEVs	M-F: 5-10 am & 3-6 pm		2700; 1216; 32.6%	903; 377; 21.7%	2%	2
10	Bay Area	SR 92 WB	Hesperian Blvd. to San Mateo Bridge Toll Plaza	2+	ILEVs	M-F: 5-10 am & 3-6 pm		2492; 1000; 21.1%	1185; 494; 16.4%	2%	0
11	Bay Area	I-680 SB	Route 84 to Route 237 Calaveras Blvd	2+	ILEVs	M-F: 5-9 am & 3-7 pm		1452; 696; 10.5%	1206; 576; 11.8%	4%	6
12	Bay Area	I-880 SB	Marina Blvd to Mission Blvd	2+	ILEVs	M-F: 5-9 am & 3-7 pm		3149; 1422; 13.4%	NA; 2075; NA	2%	31
13	Bay Area	I-880 NB	Mission Blvd to South of Rte 238 I/C	2+	ILEVs	M-F: 5-9 am & 3-7 pm		4059; 1541; 15.3%	5417; 2311; 19.6%	3%	18
14	Bay Area	I-880 NB	West Grand Ave to Rte 80	3+	ILEVs	M-F: 5-10 am & 3-7 pm		NA	NA	NA	0
15	Bay Area	I-880 NB	16th St to SFOBB Toll Plaza	3+	ILEVs	M-F: 5-10 am & 3-7 pm		2069; 561; 32.3%	NA	9%	7
16	Bay Area	I-80 HOV Fly Over Ramp WB	Powell St to Bay Bridge	3+	ILEVs	M-F: 5-10 am & 3-7 pm		4944; 1639; NA	NA	12%	
17	Bay Area	SR 4 WB	West of Railroad Ave to Port Chicago Hwy	2+	ILEVs	M-F: 6-9 am		1898; 857; 12.7%	NA	3%	6
18	Bay Area	SR 4 EB	Port Chicago Hwy to West of Railroad Ave	2+	ILEVs	M-F: 3-7 pm		NA	1783; 845; 12.7%	3%	12
19	Bay Area	I-80 WB	Rt 4 to Alameda Co Line	3+	ILEVs	M-F: 5-10 am & 3-7 pm		5030; 1391; 23.4%	NA	13%	4
20	Bay Area	I-80 EB	Alameda Co Line to Rte 4	3+	ILEVs	M-F: 5-10 am & 3-7 pm		NA	4296; 1023; 15.2%	10%	8
21	Bay Area	I-680 SB	Marina Vista to N/O North Main St	2+	ILEVs	M-F: 6-9 am & 3-7 pm		1657; 730; 12.0%	804; 383; 7.7%	1%	16
22	Bay Area	I-680	NA	2+, SOVs with toll	Hybrids	NA		NA	NA	NA	
23	Bay Area	I-680 NB	Rt 242 to Marina Vista I/C	2+	ILEVs	M-F: 6-9 am & 3-7 pm		472; 205; 6.7%	1319; 605; 15.5%	7%	18
24	Bay Area	I-680 SB	Livorna Rd to Alcosta Blvd	2+	ILEVs	M-F: 6-9 am & 3-6 pm		2694; 1104; 19.2%	1839; 882; 15.8%	3%	7
25	Bay Area	I-680 NB	Alcosta Blvd to Livorna Rd	2+	ILEVs	M-F: 6-9 am & 3-6 pm		2388; 872; 13.9%	3257; 1354; 20.6%	5%	11

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
26	Bay Area	US 101 SB	Greenbrae Ped O/C to Strawberry Ped O/C	2+	ILEVs	M-F: 6:30-8:30 am		2268; 593; 11.7%	NA	3%	0
27	Bay Area	US 101 NB	S/O Richardson Bay Br to Corte Madera	2+	ILEVs	M-F: 4:30-7 pm		NA	1860; 607; 11.3%	2%	9
28	Bay Area	US 101 SB	Rte 37 to San Pedro Rd	2+	ILEVs	M-F: 6:30-8:30 am		3180; 1223; 24.5%	NA	1%	12
29	Bay Area	US 101 NB	San Pedro Rd to Rte 37	2+	ILEVs	M-F: 4:30-7 pm		NA	1948; 699; 9.6%	2%	0
30	Bay Area	San Tomas Expressway	Budd Ave to Walsh Ave	2+		M-F: 6-9 am, 3-7 pm	Continuous	700; 370; 23.0%	900; 450; 13.3%	30 % AM; 15 % PM	24 - 26 sec/mile; 3 min total
31	Bay Area	Central Expressway	Bowers Ave, Scott Boulevard	2+		M-F: 6-9 am, 3-7 pm	Continuous	205; 90; 4.3%	245; 95; 4.8%	38 % AM; 32 % PM	
32	Bay Area	Capitol Expressway	Silver Creek Rd to Capitol Ave	2+		M-F: 6-9 am, 3-7 pm	Continuous	1060; 555; 16.0%	1220; 630; 19.1%	16 % AM; 17 % PM	Up to 18 sec/mile; 1 min total
33	Bay Area	Lawrence Expressway	Stevens Creek Blvd - Tasman Dr (gap at US 101 i/c)	2+		M-F: 6-9 am, 3-7 pm	Continuous	850; 375; 8.6%	1070; 460; 12.9%	38 % AM; 22 % PM	7 - 12 sec/mile; 1 min total
34	Bay Area	Montague Expressway	Mission College Blvd - Milpitas Blvd (gap at I-880 i/c)	2+		M-F: 6-9 am, 3-7 pm	Continuous	430; 210; 9.0%	560; 235; 15.0%	Up to 61 % AM; 64 % PM	Up to 36 sec/mile; 3 min total
35	Bay Area	US 101 NB	Santa Clara Co Line to Whipple Ave	2+	ILEVs	M-F: 5-9 am & 3-7 pm		1129; 531; 11.1%	1726; 745; 14.8%	1%	4
36	Bay Area	US 101 SB	Whipple Ave to Santa Clara Co Line	2+	ILEVs	M-F: 5-9 am & 3-7 pm		972; 437; 7.8%	1077; 525; 8.5%	1%	11
37	Bay Area	I-680	SR 84 to SR 237	2+, SOVs with toll	Hybrids			NA	NA	NA	
38	Bay Area	SR 85 SB	Rte 101 Mountain View to Rte 101 So San Jose	2+	ILEVs	M-F: 5-9 am & 3-7 pm		NA	4198; 1976; 15.6%	1%	26
39	Bay Area	SR 85 NB	Ste 101 So San Jose to Rte 101 Mountain View	2+	ILEVs	M-F: 5-9 am & 3-7 pm		4836; 2317; 18.1%	NA	6%	37
40	Bay Area	SR 87 SB	Rte 101 I/C to Taylor Ave	2+	ILEVs	M-F: 5-10 am & 3-7 pm		NA	NA	NA	0

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
41	Bay Area	SR 87 NB	Taylor Ave to Rte 101 I/C	2+	ILEVs	M-F: 5-10 am & 3-7 pm		444; 206; 6.3%	NA	2%	9
42	Bay Area	US 101 SB	San Maateo Co Line to Cochrane Rd	2+	ILEVs	M-F: 5-9 am & 3-7 pm		1516; 711; 11.1%	9250; 4178; 15.2%	6%	30
43	Bay Area	US 101 NB	Cochrane Rd to San Mateo Co Line	2+	ILEVs	M-F: 5-9 am & 3-7 pm		9562; 4427; 14.3%	1762; 800; 14.9%	6%	19
44	Bay Area	SR 237 WB	McCarthy Blvd to Mathilda Ave	2+	ILEVs	M-F: 5-9 am & 3-7 pm		1363; 623; 12.6%	978; 429; 10.1%	4%	5
45	Bay Area	SR 237 EB	Mathilda Ave to Rte 880/237 Jct	2+	ILEVs	M-F: 5-9 am & 3-7 pm		NA	1516; 647; 14.8%	10%	3
46	Bay Area	I-280 SB	Magdalena Ave to Meridian Ave	2+	ILEVs	M-F: 5-9 am & 3-7 pm		NA	1798; 899; 18.0%	NA	3
47	Bay Area	I-280 NB	Leland Ave to Magdalena Ave	2+	ILEVs	M-F: 5-9 am & 3-7 pm		1530; 717; 11.0%	NA	1%	7
48	Bay Area	I-880 SB	Dixon landing Rd to I-880/Sr237 Jct.	2+	ILEVs	M-F: 5-9 am & 3-7 pm		NA	NA	NA	0
49	Bay Area	I-880 NB	I-880/SR237 Jct to Dixon Landing Rd	2+	ILEVs	M-F: 5-9 am & 3-7 pm		NA	NA	NA	0
50	Bay Area	I-80 EB	Carquinez Bridge Toll Plaza	3+	ILEVs	M-F: 5-10 am & 3-7 pm		NA	3344; 952; 18.1%	5%	0
51	Bay Area	US 101 SB	Rte 12 to Wilfred Ave	2+	ILEVs	M-F: 7-9 am & 3-6:30 pm		1149; 524; 13.4%	1218; 546; 12.2%	1%	0
52	Bay Area	US 101 NB	Wilfred Ave to Rte 12	2+	ILEVs	M-F: 7-9 am & 3-6:30 pm		1184; 444; 11.4%	1538; 698; 18.1%	1%	7
53	LA	I-105	Rt 405 to Rt 605	2+	Hybrids	24/7	Yes	3283; 1451; 23.8%	3330; 1351; 22.7%	6%	8
54	LA	I-605	Orange County line to Rt 10	2+	Hybrids	24/7	Yes	2838; 1360; 19.8%	4051; 1884; 24.1%	NA	12
55	LA	SR 14	Rt 5 to Pear Blossom	2+	Hybrids	SB 5-9 am, NB 3-7 pm	Yes	3098; 1318; 27.1%	3059; 1335; 21.4%	NA	4
56	LA	SR 30	NA	2+	Hybrids	24/7		NA	NA	NA	
57	LA	SR 57	Rt 60 to Orange County line	2+	Hybrids	24/7	Yes	2619; 1272; 19.6%	2958; 1402; 25.2%	1%	8
58	LA	SR 91	Rt 110 to Orange County line	2+	Hybrids	24/7	Yes	2997; 1343; 16.5%	2566; 1125; 16.2%	1%	8
59	LA	SR 118	Ventura County line to Rt 5	2+	Hybrids	24/7	Yes	2788; 1303; 15.4%	2867; 1292; 16.5%	NA	3

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
60	LA	I-10	Alameda to El Monte, SR 57 to SB Co Line, Baldwin Ave to San Gabriel Fwy	3+ peak; 2+ off-peak	Hybrids	24/7	Yes	NA	NA	NA	28
61	LA	I-105/I-110	NA	2+	Hybrids	24/7		NA	NA	NA	
62	LA	I-110	Adams Blvd. to Rt 91	2+	Hybrids	24/7	Yes	7694; 3284; 35.9%	6498; 2750; 27.0%	1%	21
63	LA	SR 134	Rt 101/170 to Rt 210	2+	Hybrids	24/7	Yes	1699; 859; 10.6%	1588; 762; 8.7%	2%	3
64	LA	SR 170	Rt 101/134 to Rt 5	2+	Hybrids	24/7	Yes	2054; 1007; 13.6%	1403; 637; 12.9%	NA	5
65	LA	I-210	Rt 134 to San Bernardino County Line	2+	Hybrids	24/7	Yes	3139; 1542; 19.8%	3281; 1583; 17.5%	NA	21
66	LA	I-405	Orange Co line to Century, Bellflower to Rt 605, Waterford to Rt 5	2+	Hybrids	24/7	Yes	2957; 1398; 16.6%	3130; 1417; 17.8%	NA	24
67	LA	SR 60	Brea Canyon Rd to County line	2+	Hybrids	24/7	Yes	2777; 1352; 18.5%	1889; 892; 11.3%	NA	5
68	LA	I-5	I-5/SR 1 to Beach Blvd	2+	Hybrids	24/7	Yes	3166; 1537; 14.0%	3050; 1511; 13.0%	3%	
69	LA	I-405	I-5/I-405 to Atherton St UC	2+	Hybrids	24/7	Yes	3262; 1643; 12.9%	3082; 1551; 15.2%	4%	
70	LA	SR 55	I-405 to S of SR 91/SR 55	2+	Hybrids	24/7	Yes	3205; 1640; 15.9%	2485; 1245; 12.0%	2%	
71	LA	SR 57	I-5/SR 22/SR 57 IC to LA County Line	2+	Hybrids	24/7	Yes	3315; 1615; 23.8%	3117; 1520; 18.1%	3%	
72	LA	SR 91	Riverside County Line to SR 55	3+; or 2 & SOV with toll	Hybrids	24/7	Yes	3488; 1578; 20.2%	3191; 1492; 17.1%	2%	
73	LA	I-605	LA County line to I-405	2+	Hybrids	24/7		829; 389; 6.1%	1325; 625; 7.4%	4%	
74	LA	I-5	N of Beach Blvd to LA County line	2+	Hybrids	24/7		NA	NA	NA	
75	LA	SR 22	I-405 to SR 55	2+	Hybrids	24/7		NA	NA	NA	
76	Riverside	I-215	University Ave to Rt 60 junction	2+	Hybrids	24/7		NA	NA	NA	
77	Riverside	SR 91 EB	Orange County Line to Mary St	2+	Hybrids	24/7	Yes	1043; 481; 14.3%	2414; 1098; 25.1%	NA	
78	Riverside	SR 60	Valley Way to Rt 60/91/215 I/C	2+	Hybrids	24/7		NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
79	Riverside	SR 91 WB	Mary St to Orange County Line	2+	Hybrids	24/7	Yes	1246; 579; 13.3%	2159; 988; 20.4%	NA	
80	Sacramento	US 50	Sunrise Blvd - El Dorado Blvd	2+	Hybrids	M-F: 6-10 am & 3-7 pm	Yes	1950; 826; 16.2%	2015; 888; 10.2%	14%	10
81	Sacramento	I-80	Roseville Rd - Antelope Rd	2+	Hybrids	M-F: 6-10 am & 3-7 pm	Yes	2040; 1096; 12.6%	2230; 869; 10.3%	11%	10
82	Sacramento	SR 99	Elk Grove Blvd - US 50	2+	Hybrids	M-F: 6-10 am & 3-7 pm	Yes	3590; 1621; 20.5%	3160; 1434; 19.9%	11%	12
83	San Bernardino	I-10 WB	Los Angeles County Line to Rt 15	2+	Hybrids	24/7		1920; 843; 10.5%	2051; 935; 11.7%	NA	
84	San Bernardino	SR 60 WB	Los Angeles County Line to Rt 15	2+	Hybrids	24/7		1515; 678; 9.4%	1314; 590; 8.8%	NA	
85	San Bernardino	I-10 EB	Los Angeles County Line to Rt 15	2+	Hybrids	24/7		880; 443; 7.2%	2353; 1171; 19.7%	NA	
86	San Bernardino	SR 60 EB	Los Angeles County Line to Rt 15/60	2+	Hybrids	24/7		1255; 588; 9.0%	1850; 884; 12.3%	NA	
87	San Bernardino	I-210	Los Angeles County Line to East of Sierra Ave	2+	Hybrids	24/7		NA	NA	NA	
88	San Bernardino	SR 71	Los Angeles County Line to Riverside County Line	2+	Hybrids	24/7	Yes	NA	NA	NA	
89	San Diego	I-15	SR-163 to SR-56	2+ or SOV toll	Hybrids	5:45-11 am; 11:45-7 pm	None	4134; 2477; 19.0%	3706; 2276; 22.8%	43%	
90	San Diego	SR 54 WB	I-805 to west of SR-125	2+	Hybrids	6 am - 9 am	None	1303; 702; 24.5%	NA	NA	
91	San Diego	I-5 NB	I-5/I-805 Interchange to Via de la Valle exit	2+	Hybrids	24/7	None	857; 348; 21.9%	2733; 1280; 52.2%	10%	
92	San Diego	SR 54 EB	I-805 to west of SR-125	2+	Hybrids	3-6 pm	None	NA	1404; 886; 31.3%	28%	
93	San Diego	I-5	I-805 to Oceanside	2+	Hybrids	24/7		NA	NA	NA	

Notes – IDs 27 & 29 (US 101 NB): Since opening, these facilities changed their operation period. ID 55 (SR 14): Part-time operation as a demonstration project; previously was 24/7. ID 58 (SR 91): Originally operated during peak periods only. IDs 60 & 64 (I-10, SR 170): Originally for buses only, then 3+ HOVs were allowed. Then changed from 3+ to 2+ on a pilot basis; is now 3+ during peak periods and 2+ during off-peak periods. ID 72 (SR 91): Was private and is now publicly owned. All vehicles must have transponders. ID 75 (SR 22): Continuous access being planned as a demonstration project. ID 89 (I-15): Was originally 3+ HOV; is now 2+ HOV and SOVs with toll. The 2 HOV lanes are being widened to 4 HOV lanes, with movable barriers (3 SB lanes / 1 NB lane in the AM peak; 1 SB lane / 3 NB lanes in the PM peak).

Colorado (5 facilities)

Colorado Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
94	Denver	US 36	Pecos St to I-25	Colorado DOT	5/8/2001	Open	0 / 1	1.2 / 1.2	HOT, Reversible	Barrier
95	Denver	I-25	Downtown Denver to 70th Ave/US 36	Colorado DOT	10/2/1995	Open	0 / 2	13.2 / 6.6	HOT, Reversible	Barrier
96	Denver	US 36 WB	Pecos St to Federal Blvd	Colorado DOT	3/2001	Open	0 / 1	6.6 / 3.3	Concurrent (median)	Buffer
97	Denver	US 36 EB	Sheridan Blvd to Pecos St	Colorado DOT	2/1/1995	Open	0 / 1	NA	Concurrent (median)	Buffer
98	Denver	US 25	NB: Bowles Ave - Alameda Ave; SB Platt River Dr -	Colorado DOT	1986?	Open	6 / 2	13.2 / 13.2	High-standard six-lane arterial	Standard dash line

Colorado Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
94	Denver	US 36	Pecos St to I-25	2+; SOVs with toll		SB 5-10 am		NA	NA	NA	NA
95	Denver	I-25	Downtown Denver to 70th Ave/US 36	2+; SOVs with toll	Hybrid permit plan in progress	SB M-F 5-10 am; NB M-F 12 pm-3 am; all day weekends		NA	NA	NA	NA
96	Denver	US 36 WB	Pecos St to Federal Blvd	2+		24/7		NA	NA	NA	NA
97	Denver	US 36 EB	Sheridan Blvd to Pecos St	2+		24/7		NA	NA	NA	NA
98	Denver	US 25	NB: Bowles Ave - Alameda Ave; SB Platt River Dr -	2+	CNG/LNG /LPG/electric	M-F: NB 6-9 am; SB 4-6:30 pm	Continuous	NA	NA	NA	NA

Notes – IDs 94 & 95 (US 36, I-25): Pricing of SOVs was added in June 2006. ID 98 (US 25): Hours of operation extended from 6-8:30 am to 6-9 am.

Connecticut (9 facilities)

Connecticut Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
99	East Hartford/ Hartford	I-84, Silver Lane EB	Silver Lane in East Hartford to I-84 in East Hartford	CT DOT/ Enforcement & Public Safety	1989	Open	0 / 1	0.3 / 0.3	Separate roadway	Separate roadway
100	East Hartford/ Hartford	I-84, Silver Lane WB	I-84 in East Hartford to Silver Lane in East Hartford	CT DOT/ Enforcement & Public Safety	1989	Open	0 / 1	0.4 / 0.4	Separate roadway	Separate roadway
101	Hartford	I-91 SB	Exit 40 in Windsor to Liberty Rd in Hartford	CT DOT/ Enforcement & Public Safety	1993	Open	3 / 1	8.6 / 8.6	Concurrent (median)	Buffer
102	Hartford	CT Rt 2 WB / TR 829	From I-84 in East Hartford to Founders Bridge	CT DOT/ Enforcement & Public Safety	2001	Open	0 / 1	0.5 / 0.5	Concurrent (median)	None
103	Hartford	I-91 NB	South of exit 33 in Hartford to South of exit 39 in Windsor	CT DOT/ Enforcement & Public Safety	1993	Open	3 / 1	7.1 / 7.1	Concurrent (median)	Buffer
104	Hartford/ Tolland	I-384 EB	I-84 in East Hartford to exit 1 / Spencer St in Manchester	CT DOT/ Enforcement & Public Safety	1989	Open	4 / 1	1.3 / 1.3	Concurrent (median)	Buffer
105	Hartford/ Tolland	I-84 WB	Exit 64 in Vernon to East of exit 56 in East Hartford	CT DOT/ Enforcement & Public Safety	1989	Open	5 / 1	9.8 / 9.8	Concurrent (median)	Buffer
106	Hartford/ Tolland	I-84 EB	West of exit 58 in East Hartford to exit 64/65 in Vernon	CT DOT/ Enforcement & Public Safety	1989	Open	5 / 1	9.0 / 9.0	Concurrent (median)	Buffer
107	Hartford/ Tolland	I-384 WB	NA	CT DOT/ Enforcement & Public Safety	1989	Open	3 / 1	2.0 / 2.0	Concurrent (median)	Buffer

Connecticut Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
99	East Hartford/Hartford	I-84, Silver Lane EB	Silver Lane in East Hartford to I-84 in East Hartford	2+	No	24/7	No	NA	NA	NA	NA
100	East Hartford/Hartford	I-84, Silver Lane WB	I-84 in East Hartford to Silver Lane in East Hartford	2+	No	24/7	No	NA	NA	NA	NA
101	Hartford	I-91 SB	Exit 40 in Windsor to Liberty Rd in Hartford	2+	No	24/7	Yes	2680; 828; 12.8%	NA	NA	NA
102	Hartford	CT Rt 2 WB / TR 829	From I-84 in East Hartford to Founders Bridge	2+	No	24/7	No	NA	NA	NA	NA
103	Hartford	I-91 NB	South of exit 33 in Hartford to South of exit 39 in Windsor	2+	No	24/7	Yes	NA	NA	NA	NA
104	Hartford/Tolland	I-384 EB	I-84 in East Hartford to exit 1 / Spencer St in Manchester	2+	No	24/7	Yes	NA	NA	NA	NA
105	Hartford/Tolland	I-84 WB	Exit 64 in Vernon to East of exit 56 in East Hartford	2+	No	24/7	Yes	2476; 788; 7.6%	NA	NA	NA
106	Hartford/Tolland	I-84 EB	West of exit 58 in East Hartford to exit 64/65 in Vernon	2+	No	24/7	Yes	NA	NA	NA	NA
107	Hartford/Tolland	I-384 WB	NA	2+	No	24/7	Yes	714; 266; 5.7%	NA	NA	NA

Florida (2 facilities)

Florida Table 1: Geographic and Infrastructure Characteristics

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
108	Miami	I-95	Downtown to Golden Glades IC	Florida DOT	In planning	Planning	0 / 4	42.8 / 10.7	Separate roadway	Barrier, elevated
109	Miami-WPD UZA	I-95	SR 112 to Gateway Blvd	Florida DOT	1996	Open, Expansion in Palm Beach County	9 / 2	116.0 / 58.0	Concurrent (median)	Buffer

Florida Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
108	Miami	I-95	Downtown to Golden Glades IC	In planning	In planning	In planning	In planning	NA	NA	NA	NA
109	Miami-WPD UZA	I-95	SR 112 to Gateway Blvd	2+	ILEVs	7-9 am & 4-6 pm, both directions	Continuous	3500; 2138; 21.7%	4120; 1865; 25.4%	14%	am = 7 minutes, pm = 15 minutes

Note – ID 109 (I-95): 10 mile extension opened in 2005.

Georgia (5 facilities)

Georgia Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
110	Atlanta	I-75	Akers Mill Road to N Hickory Grove Road	Georgia DOT	Under study	Under study	Under study	Under study	Separate roadway	Barrier
111	Atlanta	I-575	I-75 interchange to Sixes Road	Georgia DOT	Prelim engineering	Prelim engineering	Prelim engineering	Prelim engineering	Separate roadway	Barrier
112	Atlanta	I-75	South I-285 interchange to Akers Mill Road	Georgia DOT	1996	Open	NA / 1	7.5 / 7.5	Concurrent (median)	Buffer
113	Atlanta	I-20	Downtown to I-285	Georgia DOT	12/14/1994	Open	NA / 2	17.0 / 8.5	Concurrent (median)	Buffer
114	Atlanta	I-85	I-75 interchange to SR 316	Georgia DOT	1996	Open	NA / 2	47.8 / 23.9	Concurrent (median)	Buffer

Georgia Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
110	Atlanta	I-75	Akers Mill Road to N Hickory Grove Road	Under study	Under study	Under study	Yes	NA	NA	NA	NA
111	Atlanta	I-575	I-75 interchange to Sixes Road	Prelim engineering	Prelim engineering	Prelim engineering	Yes	NA	NA	NA	NA
112	Atlanta	I-75	South I-285 interchange to Akers Mill Road	2+	Yes	24/7	Yes	NA	NA	NA	NA
113	Atlanta	I-20	Downtown to I-285	2+	Yes	24/7	Yes	NA	NA	NA	NA
114	Atlanta	I-85	I-75 interchange to SR 316	2+	Yes	24/7	Yes	NA	NA	NA	NA

Note – ID 113 (I-20): Was originally part-time operation; is now 24/7.

Hawaii (11 facilities)

Hawaii Table 1: Geographic and Infrastructure Characteristics (NA or blank is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
115	Honolulu	Kalaniana'ole Highway	West Halemaumau St to Ainakoa Ave	Hawaii DOT	August 1973 (bus); Sept 1975 (HOV 3+)	Open	6 / 2	NA	Contraflow lane on 6 lane divided arterial	Cones
116	Honolulu	Kahekihi Hwy	NA	Hawaii DOT	NA	Open	0 / 1	1.1 / 1.1	Contra flow	
117	Honolulu	Kalaniana'ole Hwy WB	NA	Hawaii DOT	NA	Open	0 / 1	2.0 / 2.0	Concurrent (median)	
118	Honolulu	H-1	Managers Dr to Keehi interchange	Hawaii DOT	NA	Open	0 / 2	23.2 / 11.6	Concurrent (median)	Painted stripe
119	Honolulu	H-210/ Moanaloa Fwy	NA	Hawaii DOT	NA	Open	0 / 2	4.8 / 2.4	Concurrent (median)	
120	Honolulu	Kalaniana'ole Hwy WB	NA	Hawaii DOT	NA	Open	0 / 1	4.4 / 4.4	Contra flow	
121	Honolulu	H-1	Managers Dr to Pearl Harbor interchange	Hawaii DOT	8/18/1998	Open	0 / 1	9.1 / 9.1	Contra flow	Moveable barrier
122	Honolulu	H-2	Mililani interchange to Waiawa interchange	Hawaii DOT	2/1995	Open	0 / 2	16.4 / 8.2	Concurrent (median)	Painted stripe
123	Honolulu	Kalaniana'ole Hwy EB	NA	Hawaii DOT	NA	Open	0 / 1	1.0 / 1.0	Contra flow	
124	Honolulu	H-1, H-2 SB	NA	Hawaii DOT	NA	Open	0 / 1	0.8 / 0.8	Queue bypass	
125	Honolulu	Nimitz Highway	west of Sand Island Access Rd to east of Alakawa St	Hawaii DOT	November 2003	Open	6 / 2	2.0 / 2.0	Contraflow lane on 6-lane divided art'l; ext'n of H1 fwy movable barrier HOV lane	Cones/Pylons

Hawaii Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
115	Honolulu	Kalaniana'ole Highway	West Halemaumau St to Ainakoa Ave	2+	In discussion	5:30-8 am inbound; 3:30-6 pm outbound	None	3930; 990; NA	NA	9%	1.6
116	Honolulu	Kahekili Hwy	NA	2+	In discussion	5:30-8:30 am, 3:30-7 pm		NA	NA	NA	NA
117	Honolulu	Kalaniana'ole Hwy WB	NA	2+	In discussion	5-8:30 am		NA	NA	NA	NA
118	Honolulu	H-1	Managers Dr to Keehi interchange	2+	In discussion	6-8 am, 3:30-6 pm		NA	NA	NA	NA
119	Honolulu	H-210/Moanaloa Fwy	NA	2+	In discussion	6-8 am, 3:30-6 pm		NA	NA	NA	NA
120	Honolulu	Kalaniana'ole Hwy WB	NA	2+	In discussion	5:30-8:30 am, 4-6:30 pm		NA	NA	NA	NA
121	Honolulu	H-1	Managers Dr to Pearl Harbor interchange	3+	In discussion	5:30-8:30 am	Yes	NA	NA	NA	NA
122	Honolulu	H-2	Milliani interchange to Waiawa interchange	2+	In discussion	6-8 am, 3:30-6 pm		NA	NA	NA	NA
123	Honolulu	Kalaniana'ole Hwy EB	NA	2+	In discussion	5:30-8:30 am, 4-6:30 pm		NA	NA	NA	NA
124	Honolulu	H-1, H-2 SB	NA	2+	In discussion	6-8 am, 3:30-6 pm		NA	NA	NA	NA
125	Honolulu	Nimitz Highway	west of Sand Island Access Rd to east of Alakawa St	2+/3+	In discussion	M-F: 5:30 - 8:30 am	None	NA	NA	NA	10 to 20

Notes – ID 115 (Kalaniana'ole Highway): Was originally AM operation only. PM operation began in 1987. IDs 120 & 123 (Kalaniana'ole Highway): Changed from 3+ to 2+.

Illinois (1 facility)

Illinois Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
126	Chicago	I-90 East	Rosemont Transit Facility	PACE	NA	Open	0 / 1	NA	Bus ramp (right side)	Painted stripe

Illinois Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
126	Chicago	I-90 East	Rosemont Transit Facility	Buses only	No	24/7	No	NA	NA	NA	NA

Louisiana (1 facility)

Louisiana Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
127	New Orleans	US 90 Business E	New Orleans - Gretna	Louisiana DOT	1994?	Open	4 / 2	NA	Reversible	Barrier

Louisiana Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
127	New Orleans	US 90 Business E	New Orleans - Gretna	2+	NA	24/7	None	NA	NA	NA	NA

Maryland (4 facilities)

Maryland Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
128	Washington Metro	US 50	West of US 301 to I-495/I-95	Maryland State Highway Administration	10/22/02	Open	3 / 2	15.0 / 7.5	Concurrent (median)	Painted stripe
129	Washington Metro	I-270 eastern spur	West of MD 187	Maryland State Highway Administration	9/93 - 7/94	Open	2 / 2	6.0 / 3.0	Concurrent (median)	Painted stripe
130	Washington Metro	I-270 western spur	North of Democracy Blvd	Maryland State Highway Administration	9/93 - 7/94	Open	2 / 2	6.0 / 3.0	Concurrent (median)	Painted stripe
131	Washington Metro	I-270	I-495 to MD 121	Maryland State Highway Administration	9/93 - 7/94	Open	3 / 2	31.0 / 15.5	Concurrent (median)	Painted stripe

Maryland Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
128	Washington Metro	US 50	West of US 301 to I-495/I-95	2+	No	24/7	NA	2121; 1145; NA	NA; 909; NA	12%	5-7
129	Washington Metro	I-270 eastern spur	West of MD 187	2+	No	SB 6-9 am; NB 3:30-6:30 pm	NA	1949; 763; NA	1949; 763; NA	21%	NA
130	Washington Metro	I-270 western spur	North of Democracy Blvd	2+	No	SB 6-9 am; NB 3:30-6:30 pm	NA	1673; 638; NA	2263; 878; NA	25%	NA
131	Washington Metro	I-270	I-495 to MD 121	2+	No	SB 6-9 am; NB 3:30-6:30 pm	NA	3311; 1261; NA	2740; 957; NA	17%	11-14

Massachusetts (2 facilities)

Massachusetts Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
132	Boston	I-93	Quincy to Boston	Massachusetts Hwy Dept	11/15/1995	Open	4 / 1	5.2 / 5.2	Contra flow	Moveable barrier
133	Boston	I-93	Somerville to Boston	Massachusetts Hwy Dept	NA	Open	2 / 1	2.0 / 2.0	Concurrent (median)	Barrier

Massachusetts Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
132	Boston	I-93	Quincy to Boston	2+	No	6-10 am; 3-7 pm	No	3092; 1100; 38.6%	NA; 1100; 38.6%	9	5-10
133	Boston	I-93	Somerville to Boston	2+	No	6-10 am	No	2085; 750; 30.6%	NA	0	2-3

Michigan (1 facility)

Michigan Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
134	Detroit	I-75	M-102 to M-59	Michigan DOT	In planning & design	ROD received; engineering report 2006; design defer	3 / 1	72.0 / 36.0	Concurrent (median)	Painted stripe

Michigan Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
134	Detroit	I-75	M-102 to M-59	Yes	In discussion	Peak hours; tentatively 7-9 am, 4-6 pm	Yes	NA	NA	NA	NA

Minnesota (83 facilities)

Minnesota Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
135	Twin Cities	I-35W NB	Burnsville Pkwy to 86th St	Minnesota DOT	NA	Open	2 / 1	5.7 / 5.7	Concurrent (median)	Painted stripe
136	Twin Cities	I-35W SB	66th St to Burnsville Pkwy	Minnesota DOT	NA	Open	2 / 1	7.5 / 7.5	Concurrent (median)	Painted stripe
137	Twin Cities	I-394 EB	C.R. 101 to TH 100	Minnesota DOT	1992	Open, Operational as HOT lane	2 / 1	7.0 / 7.0	HOT, Concurrent (median)	Buffer
138	Twin Cities	I-394 WB	TH 100 to C.R. 101	Minnesota DOT	1992	Open, Operational as HOT lane	2 / 1	7.0 / 7.0	HOT, Concurrent (median)	Buffer
139	Twin Cities	I-394 EB	TH 100 to I-94	Minnesota DOT	1992	Open, Operational as HOT lane	2 / 2	6.6 / 3.3	HOT, Reversible	Barrier
140	Twin Cities	I-394 WB	I-94 to TH 100	Minnesota DOT	1992	Open, Operational as HOT lane	2 / 2	6.6 / 3.3	HOT, Reversible	Barrier
141	Twin Cities	I-94 4th St exit	Plymouth Ave to 4th Ave N	MNDOT; Metro Transit	1992	Open	0 / 1	1.0 / 1.0	Bus-Only Shoulder	Traveled lane edge line, signage
142	Twin Cities	I-94 3rd St ramp	7th Ave N to 26th Ave N	MNDOT; Metro Transit	1992	Open	0 / 1	1.3 / 1.3	Bus-Only Shoulder	Traveled lane edge line, signage
143	Twin Cities	TH 100	Duluth St to 36th Ave N	MNDOT; Metro Transit	1994	Closed 2002	0 / 1	1.4 / 1.4	Bus-Only Shoulder	Traveled lane edge line, signage
144	Twin Cities	TH 100	Excelsior Blvd to TH 7	MNDOT; Metro Transit	1994	Open	0 / 1	0.5 / 0.5	Bus-Only Shoulder	Traveled lane edge line, signage
145	Twin Cities	I-394	W of Xenia to E of TH 100	MNDOT; Metro Transit	1994	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
146	Twin Cities	I-94	E of Snelling to W of Snelling	MNDOT; Metro Transit	1994	Open	0 / 1	0.5 / 0.5	Bus-Only Shoulder	Traveled lane edge line, signage
147	Twin Cities	I-694	Brooklyn Blvd to Weaver Lake Rd	MNDOT; Metro Transit	1995	Open	0 / 1	6.9 / 6.9	Bus-Only Shoulder	Traveled lane edge line, signage

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
148	Twin Cities	I-694	Hemlock Lane to Brooklyn Blvd	MNDOT; Metro Transit	1995	Open	0 / 1	4.2 / 4.2	Bus-Only Shoulder	Traveled lane edge line, signage
149	Twin Cities	I-35E	TH 110 to TH 13	MNDOT; Metro Transit	1995	Open	0 / 1	1.3 / 1.3	Bus-Only Shoulder	Traveled lane edge line, signage
150	Twin Cities	TH 5	Market Blvd to Fuller	MNDOT; Metro Transit	1995	Open	0 / 1	3.1 / 3.1	Bus-Only Shoulder	Traveled lane edge line, signage
151	Twin Cities	TH 5	Fuller to Market Blvd	MNDOT; Metro Transit	1995	Open	0 / 1	2.8 / 2.8	Bus-Only Shoulder	Traveled lane edge line, signage
152	Twin Cities	I-94	Hemlock bridge to Hemlock ramp	MNDOT; Metro Transit	1996	Open	0 / 1	0.3 / 0.3	Bus-Only Shoulder	Traveled lane edge line, signage
153	Twin Cities	TH 36	I-35E to I-35W	MNDOT; Metro Transit	1996	Open	0 / 1	4.1 / 4.1	Bus-Only Shoulder	Traveled lane edge line, signage
154	Twin Cities	TH 36	I-35W to I-35E	MNDOT; Metro Transit	1996	Open	0 / 1	4.4 / 4.4	Bus-Only Shoulder	Traveled lane edge line, signage
155	Twin Cities	I-35W	26th St to Lake St	MNDOT; Metro Transit	1996	Open	0 / 1	0.4 / 0.4	Bus-Only Shoulder	Traveled lane edge line, signage
156	Twin Cities	I-35W	35th St to 60th St	MNDOT; Metro Transit	1996	Open	0 / 1	3.3 / 3.3	Bus-Only Shoulder	Traveled lane edge line, signage
157	Twin Cities	I-35W	66th St to 76th St	MNDOT; Metro Transit	1996	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
158	Twin Cities	I-35W	57th St to 44th St	MNDOT; Metro Transit	1996	Open	0 / 1	1.4 / 1.4	Bus-Only Shoulder	Traveled lane edge line, signage
159	Twin Cities	I-35W	76th St to 66th St	MNDOT; Metro Transit	1996	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
160	Twin Cities	I-35E	TH 36 to Cayuga bridge	MNDOT; Metro Transit	1997	Open	0 / 1	2.0 / 2.0	Bus-Only Shoulder	Traveled lane edge line, signage
161	Twin Cities	I-35E	Cayuga bridge to TH 36	MNDOT; Metro Transit	1997	Open	0 / 1	2.0 / 2.0	Bus-Only Shoulder	Traveled lane edge line, signage
162	Twin Cities	I-35W	CR C to I-694	MNDOT; Metro Transit	1997	Open	0 / 1	3.2 / 3.2	Bus-Only Shoulder	Traveled lane edge line, signage
163	Twin Cities	I-35W	I-694 to CR C	MNDOT; Metro Transit	1997	Open	0 / 1	3.2 / 3.2	Bus-Only Shoulder	Traveled lane edge line, signage
164	Twin Cities	I-494	TH 169 to Bush Lake Rd	MNDOT; Metro Transit	1997	Open	0 / 1	1.6 / 1.6	Bus-Only Shoulder	Traveled lane edge line, signage
165	Twin Cities	I-494	Bush Lake Rd to TH 212	MNDOT; Metro Transit	1997	Open	0 / 1	3.2 / 3.2	Bus-Only Shoulder	Traveled lane edge line, signage
166	Twin Cities	I-94	under Shingle Creek Pkwy	MNDOT; Metro Transit	1997	Open	0 / 1	0.4 / 0.4	Bus-Only Shoulder	Traveled lane edge line, signage

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
167	Twin Cities	TH 36	Edgerton to I-35E	MNDOT; Metro Transit	1998	Open	0 / 1	0.6 / 0.6	Bus-Only Shoulder	Traveled lane edge line, signage
168	Twin Cities	I-35W	TH 280 to 8th St SE	MNDOT; Metro Transit	1998	Open	0 / 1	3.1 / 3.1	Bus-Only Shoulder	Traveled lane edge line, signage
169	Twin Cities	I-35W	8th St SE to Stinson Blvd	MNDOT; Metro Transit	1998	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
170	Twin Cities	US 169	TH 55 to 36th Ave N	MNDOT; Metro Transit	1998	Open	0 / 1	2.6 / 2.6	Bus-Only Shoulder	Traveled lane edge line, signage
171	Twin Cities	US 169	36th Ave to TH 55	MNDOT; Metro Transit	1998	Open	0 / 1	2.3 / 2.3	Bus-Only Shoulder	Traveled lane edge line, signage
172	Twin Cities	I-35W	CR I to I-694	MNDOT; Metro Transit	1999	Open	0 / 1	2.8 / 2.8	Bus-Only Shoulder	Traveled lane edge line, signage
173	Twin Cities	I-35W	I-694 to CR I	MNDOT; Metro Transit	1999	Open	0 / 1	3.1 / 3.1	Bus-Only Shoulder	Traveled lane edge line, signage
174	Twin Cities	I-94	Mounds Blvd to 6th St on ramp	MNDOT; Metro Transit	1999	Open	0 / 1	0.6 / 0.6	Bus-Only Shoulder	Traveled lane edge line, signage
175	Twin Cities	I-94	TH 61 to McKnight Rd	MNDOT; Metro Transit	1999	Open	0 / 1	2.1 / 2.1	Bus-Only Shoulder	Traveled lane edge line, signage
176	Twin Cities	I-94	McKnight Rd to TH 61	MNDOT; Metro Transit	1999	Open	0 / 1	2.8 / 2.8	Bus-Only Shoulder	Traveled lane edge line, signage
177	Twin Cities	I-94	Western Ave to Cedar Ave	MNDOT; Metro Transit	2000	Open	0 / 1	5.8 / 5.8	Bus-Only Shoulder	Traveled lane edge line, signage
178	Twin Cities	I-94	Cedar Ave to John Ireland Blvd	MNDOT; Metro Transit	2000	Open	0 / 1	7.2 / 7.2	Bus-Only Shoulder	Traveled lane edge line, signage
179	Twin Cities	TH 36	West of 35E to I-694	MNDOT; Metro Transit	2000	Open	0 / 1	6.9 / 6.9	Bus-Only Shoulder	Traveled lane edge line, signage
180	Twin Cities	TH 36	I-694 to West of I-35E	MNDOT; Metro Transit	2000	Open	0 / 1	6.4 / 6.4	Bus-Only Shoulder	Traveled lane edge line, signage
181	Twin Cities	TH 100	Minnehaha Creek to Excelsior Blvd	MNDOT; Metro Transit	2000	Open	0 / 1	1.3 / 1.3	Bus-Only Shoulder	Traveled lane edge line, signage
182	Twin Cities	TH 100	Benton Blvd to Minnehaha Creek	MNDOT; Metro Transit	2001	Open	0 / 1	1.3 / 1.3	Bus-Only Shoulder	Traveled lane edge line, signage
183	Twin Cities	I-35E	TH 36 to I-694	MNDOT; Metro Transit	2001	Open	0 / 1	1.4 / 1.4	Bus-Only Shoulder	Traveled lane edge line, signage
184	Twin Cities	I-35E	Little Canada Road to TH 36	MNDOT; Metro Transit	2001	Open	0 / 1	1.1 / 1.1	Bus-Only Shoulder	Traveled lane edge line, signage
185	Twin Cities	I-35E	West of Kellogg to Randolph	MNDOT; Metro Transit	2001	Open	0 / 1	2.2 / 2.2	Bus-Only Shoulder	Traveled lane edge line, signage

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
186	Twin Cities	I-35E	south of Randolph to Grand	MNDOT; Metro Transit	2001	Open	0 / 1	2.4 / 2.4	Bus-Only Shoulder	Traveled lane edge line, signage
187	Twin Cities	I-35W	Franklin Ave to 26th St	MNDOT; Metro Transit	2001	Open	0 / 1	0.5 / 0.5	Bus-Only Shoulder	Traveled lane edge line, signage
188	Twin Cities	US 10	south of Foley Blvd to Thurston Ave	MNDOT; Metro Transit	2001	Open	0 / 1	8.5 / 8.5	Bus-Only Shoulder	Traveled lane edge line, signage
189	Twin Cities	US 10	Thurston Ave to south of Foley Blvd	MNDOT; Metro Transit	2001	Open	0 / 1	8.4 / 8.4	Bus-Only Shoulder	Traveled lane edge line, signage
190	Twin Cities	I-394	Linden Ave to HOV lane entrance	MNDOT; Metro Transit	2002	Open	0 / 1	0.3 / 0.3	Bus-Only Shoulder	Traveled lane edge line, signage
191	Twin Cities	I-694	Main St to Mississippi River	MNDOT; Metro Transit	2002	Open	0 / 1	0.5 / 0.5	Bus-Only Shoulder	Traveled lane edge line, signage
192	Twin Cities	I-35W	Co Road I to 95th Ave	MNDOT; Metro Transit	2002	Open	0 / 1	2.5 / 2.5	Bus-Only Shoulder	Traveled lane edge line, signage
193	Twin Cities	I-35W	95th Ave to CO Road I	MNDOT; Metro Transit	2002	Open	0 / 1	2.2 / 2.2	Bus-Only Shoulder	Traveled lane edge line, signage
194	Twin Cities	US 169	I-494 to TH 55	MNDOT; Metro Transit	2002	Open	0 / 1	8.0 / 8.0	Bus-Only Shoulder	Traveled lane edge line, signage
195	Twin Cities	US 169	36th Ave N to between 63rd & I-694	MNDOT; Metro Transit	2002	Open	0 / 1	3.5 / 3.5	Bus-Only Shoulder	Traveled lane edge line, signage
196	Twin Cities	US 169	between 63rd & I-694 to 36th Ave N	MNDOT; Metro Transit	2002	Open	0 / 1	3.9 / 3.9	Bus-Only Shoulder	Traveled lane edge line, signage
197	Twin Cities	US 169	TH 55 to I-494	MNDOT; Metro Transit	2002	Open	0 / 1	8.1 / 8.1	Bus-Only Shoulder	Traveled lane edge line, signage
198	Twin Cities	I-94	John Ireland Blvd to Western Ave	MNDOT; Metro Transit	2002	Open	0 / 1	0.5 / 0.5	Bus-Only Shoulder	Traveled lane edge line, signage
199	Twin Cities	I-94	Co Road 30 to Weaver Lake Road	MNDOT; Metro Transit	2003	Open	0 / 1	1.4 / 1.4	Bus-Only Shoulder	Traveled lane edge line, signage
200	Twin Cities	I-94	Weaver Lake Road to Co Road 30	MNDOT; Metro Transit	2003	Open	0 / 1	1.7 / 1.7	Bus-Only Shoulder	Traveled lane edge line, signage
201	Twin Cities	I-94	Dowling Ave to I-694	MNDOT; Metro Transit	2003	Open	0 / 1	3.4 / 3.4	Bus-Only Shoulder	Traveled lane edge line, signage
202	Twin Cities	I-35W	Stinson Blvd to Cleveland Ave	MNDOT; Metro Transit	2004	Open	0 / 1	2.1 / 2.1	Bus-Only Shoulder	Traveled lane edge line, signage
203	Twin Cities	I-35E	I-694 to Hwy 96	MNDOT; Metro Transit	2004	Open	0 / 1	1.8 / 1.8	Bus-Only Shoulder	Traveled lane edge line, signage
204	Twin Cities	I-35E	Hwy 96 to I-694	MNDOT; Metro Transit	2004	Open	0 / 1	1.8 / 1.8	Bus-Only Shoulder	Traveled lane edge line, signage

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
205	Twin Cities	I-94	Hwy 52 to Mounds Blvd	MNDOT; Metro Transit	2004	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
206	Twin Cities	US 10	Thurston Ave to Armstrong	MNDOT; Metro Transit	2005	Open	0 / 1	3.1 / 3.1	Bus-Only Shoulder	Traveled lane edge line, signage
207	Twin Cities	US 10	Armstrong to Thurston Ave	MNDOT; Metro Transit	2005	Open	0 / 1	2.9 / 2.9	Bus-Only Shoulder	Traveled lane edge line, signage
208	Twin Cities	TH 10	Thurston to Armstrong	MNDOT; Metro Transit	2005	Open	0 / 1	3.1 / 3.1	Bus-Only Shoulder	Traveled lane edge line, signage
209	Twin Cities	TH 10	Armstrong to Thurston	MNDOT; Metro Transit	2005	Open	0 / 1	2.9 / 2.9	Bus-Only Shoulder	Traveled lane edge line, signage
210	Twin Cities	TH 62	Hwy 77 to Portland	MNDOT; Metro Transit	2005	Open	0 / 1	1.0 / 1.0	Bus-Only Shoulder	Traveled lane edge line, signage
211	Twin Cities	TH 62	Portland to Hwy 77	MNDOT; Metro Transit	2005	Open	0 / 1	1.0 / 1.0	Bus-Only Shoulder	Traveled lane edge line, signage
212	Twin Cities	I-94	Shingle Creek Pkwy to 7th St exit	MNDOT; Metro Transit	2005	Open	0 / 1	6.0 / 6.0	Bus-Only Shoulder	Traveled lane edge line, signage
213	Twin Cities	TH 62	Penn to Hwy 212	MNDOT; Metro Transit	2005	Open	0 / 1	4.8 / 4.8	Bus-Only Shoulder	Traveled lane edge line, signage
214	Twin Cities	TH 62	Hwy 212 to Penn	MNDOT; Metro Transit	2005	Open	0 / 1	4.7 / 4.7	Bus-Only Shoulder	Traveled lane edge line, signage
215	Twin Cities	I-494	Hwy 5 to Hwy 169	MNDOT; Metro Transit	2005	Open	0 / 1	2.0 / 2.0	Bus-Only Shoulder	Traveled lane edge line, signage
216	Twin Cities	I-94	McKnight Road to Century Ave	MNDOT; Metro Transit	2005	Open	0 / 1	0.9 / 0.9	Bus-Only Shoulder	Traveled lane edge line, signage
217	Twin Cities	I-94	Century Ave to McKnight Road	MNDOT; Metro Transit	2006	Open	0 / 1	1.3 / 1.3	Bus-Only Shoulder	Traveled lane edge line, signage

Minnesota Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
135	Twin Cities	I-35W NB	Burnsville Pkwy to 86th St	2+	No	6-9 am; 3-6 pm	Continuous	4910; 1979; 14.3%	NA	15%	
136	Twin Cities	I-35W SB	66th St to Burnsville Pkwy	2+	No	6-9 am; 3-6 pm	Continuous	NA	6568; 3220; 21.8%	37%	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
137	Twin Cities	I-394 EB	C.R. 101 to TH 100	2+; SOVs with toll	No	M-F: 2-7 pm	Yes	6582; 2323; 13.5%	NA	8%	
138	Twin Cities	I-394 WB	TH 100 to C.R. 101	2+; SOVs with toll	No	M-F: 6-10 am	Yes	NA	6429; 2463; 13.6%	9%	
139	Twin Cities	I-394 EB	TH 100 to I-94	2+; SOVs with toll	No	6 am - 1 pm	Yes	10480; 3756; 25.9%	NA	6%	
140	Twin Cities	I-394 WB	I-94 to TH 100	2+; SOVs with toll	No	2 pm - 5 pm	Yes	NA	10534; 3939; 24.2%	4%	
141	Twin Cities	I-94 4th St exit	Plymouth Ave to 4th Ave N	No	No	24/7	Yes	NA	NA	NA	
142	Twin Cities	I-94 3rd St ramp	7th Ave N to 26th Ave N	No	No	24/7	Yes	NA	NA	NA	
143	Twin Cities	TH 100	Duluth St to 36th Ave N	No	No	24/7	Yes	NA	NA	NA	
144	Twin Cities	TH 100	Excelsior Blvd to TH 7	No	No	24/7	Yes	NA	NA	NA	
145	Twin Cities	I-394	W of Xenia to E of TH 100	No	No	24/7	Yes	NA	NA	NA	
146	Twin Cities	I-94	E of Snelling to W of Snelling	No	No	24/7	Yes	NA	NA	NA	
147	Twin Cities	I-694	Brooklyn Blvd to Weaver Lake Rd	No	No	24/7	Yes	NA	NA	NA	
148	Twin Cities	I-694	Hemlock Lane to Brooklyn Blvd	No	No	24/7	Yes	NA	NA	NA	
149	Twin Cities	I-35E	TH 110 to TH 13	No	No	24/7	Yes	NA	NA	NA	
150	Twin Cities	TH 5	Market Blvd to Fuller	No	No	24/7	Yes	NA	NA	NA	
151	Twin Cities	TH 5	Fuller to Market Blvd	No	No	24/7	Yes	NA	NA	NA	
152	Twin Cities	I-94	Hemlock bridge to Hemlock ramp	No	No	24/7	Yes	NA	NA	NA	
153	Twin Cities	TH 36	I-35E to I-35W	No	No	24/7	Yes	NA	NA	NA	
154	Twin Cities	TH 36	I-35W to I-35E	No	No	24/7	Yes	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
155	Twin Cities	I-35W	26th St to Lake St	No	No	24/7	Yes	NA	NA	NA	
156	Twin Cities	I-35W	35th St to 60th St	No	No	24/7	Yes	NA	NA	NA	
157	Twin Cities	I-35W	66th St to 76th St	No	No	24/7	Yes	NA	NA	NA	
158	Twin Cities	I-35W	57th St to 44th St	No	No	24/7	Yes	NA	NA	NA	
159	Twin Cities	I-35W	76th St to 66th St	No	No	24/7	Yes	NA	NA	NA	
160	Twin Cities	I-35E	TH 36 to Cayuga bridge	No	No	24/7	Yes	NA	NA	NA	
161	Twin Cities	I-35E	Cayuga bridge to TH 36	No	No	24/7	Yes	NA	NA	NA	
162	Twin Cities	I-35W	CR C to I-694	No	No	24/7	Yes	NA	NA	NA	
163	Twin Cities	I-35W	I-694 to CR C	No	No	24/7	Yes	NA	NA	NA	
164	Twin Cities	I-494	TH 169 to Bush Lake Rd	No	No	24/7	Yes	NA	NA	NA	
165	Twin Cities	I-494	Bush Lake Rd to TH 212	No	No	24/7	Yes	NA	NA	NA	
166	Twin Cities	I-94	under Shingle Creek Pkwy	No	No	24/7	Yes	NA	NA	NA	
167	Twin Cities	TH 36	Edgerton to I-35E	No	No	24/7	Yes	NA	NA	NA	
168	Twin Cities	I-35W	TH 280 to 8th St SE	No	No	24/7	Yes	NA	NA	NA	
169	Twin Cities	I-35W	8th St SE to Stinson Blvd	No	No	24/7	Yes	NA	NA	NA	
170	Twin Cities	US 169	TH 55 to 36th Ave N	No	No	24/7	Yes	NA	NA	NA	
171	Twin Cities	US 169	36th Ave to TH 55	No	No	24/7	Yes	NA	NA	NA	
172	Twin Cities	I-35W	CR I to I-694	No	No	24/7	Yes	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
173	Twin Cities	I-35W	I-694 to CR I	No	No	24/7	Yes	NA	NA	NA	
174	Twin Cities	I-94	Mounds Blvd to 6th St on ramp	No	No	24/7	Yes	NA	NA	NA	
175	Twin Cities	I-94	TH 61 to McKnight Rd	No	No	24/7	Yes	NA	NA	NA	
176	Twin Cities	I-94	McKnight Rd to TH 61	No	No	24/7	Yes	NA	NA	NA	
177	Twin Cities	I-94	Western Ave to Cedar Ave	No	No	24/7	Yes	NA	NA	NA	
178	Twin Cities	I-94	Cedar Ave to John Ireland Blvd	No	No	24/7	Yes	NA	NA	NA	
179	Twin Cities	TH 36	West of 35E to I-694	No	No	24/7	Yes	NA	NA	NA	
180	Twin Cities	TH 36	I-694 to West of I-35E	No	No	24/7	Yes	NA	NA	NA	
181	Twin Cities	TH 100	Minnehaha Creek to Excelsior Blvd	No	No	24/7	Yes	NA	NA	NA	
182	Twin Cities	TH 100	Benton Blvd to Minnehaha Creek	No	No	24/7	Yes	NA	NA	NA	
183	Twin Cities	I-35E	TH 36 to I-694	No	No	24/7	Yes	NA	NA	NA	
184	Twin Cities	I-35E	Little Canada Road to TH 36	No	No	24/7	Yes	NA	NA	NA	
185	Twin Cities	I-35E	West of Kellogg to Randolph	No	No	24/7	Yes	NA	NA	NA	
186	Twin Cities	I-35E	south of Randolph to Grand	No	No	24/7	Yes	NA	NA	NA	
187	Twin Cities	I-35W	Franklin Ave to 26th St	No	No	24/7	Yes	NA	NA	NA	
188	Twin Cities	US 10	south of Foley Blvd to Thurston Ave	No	No	24/7	Yes	NA	NA	NA	
189	Twin Cities	US 10	Thurston Ave to south of Foley Blvd	No	No	24/7	Yes	NA	NA	NA	
190	Twin Cities	I-394	Linden Ave to HOV lane entrance	No	No	24/7	Yes	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
191	Twin Cities	I-694	Main St to Mississippi River	No	No	24/7	Yes	NA	NA	NA	
192	Twin Cities	I-35W	Co Road I to 95th Ave	No	No	24/7	Yes	NA	NA	NA	
193	Twin Cities	I-35W	95th Ave to CO Road I	No	No	24/7	Yes	NA	NA	NA	
194	Twin Cities	US 169	I-494 to TH 55	No	No	24/7	Yes	NA	NA	NA	
195	Twin Cities	US 169	36th Ave N to between 63rd & I-694	No	No	24/7	Yes	NA	NA	NA	
196	Twin Cities	US 169	between 63rd & I-694 to 36th Ave N	No	No	24/7	Yes	NA	NA	NA	
197	Twin Cities	US 169	TH 55 to I-494	No	No	24/7	Yes	NA	NA	NA	
198	Twin Cities	I-94	John Ireland Blvd to Western Ave	No	No	24/7	Yes	NA	NA	NA	
199	Twin Cities	I-94	Co Road 30 to Weaver Lake Road	No	No	24/7	Yes	NA	NA	NA	
200	Twin Cities	I-94	Weaver Lake Road to Co Road 30	No	No	24/7	Yes	NA	NA	NA	
201	Twin Cities	I-94	Dowling Ave to I-694	No	No	24/7	Yes	NA	NA	NA	
202	Twin Cities	I-35W	Stinson Blvd to Cleveland Ave	No	No	24/7	Yes	NA	NA	NA	
203	Twin Cities	I-35E	I-694 to Hwy 96	No	No	24/7	Yes	NA	NA	NA	
204	Twin Cities	I-35E	Hwy 96 to I-694	No	No	24/7	Yes	NA	NA	NA	
205	Twin Cities	I-94	Hwy 52 to Mounds Blvd	No	No	24/7	Yes	NA	NA	NA	
206	Twin Cities	US 10	Thurston Ave to Armstrong	No	No	24/7	Yes	NA	NA	NA	
207	Twin Cities	US 10	Armstrong to Thurston Ave	No	No	24/7	Yes	NA	NA	NA	
208	Twin Cities	TH 10	Thurston to Armstrong	No	No	24/7	Yes	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
209	Twin Cities	TH 10	Armstrong to Thurston	No	No	24/7	Yes	NA	NA	NA	
210	Twin Cities	TH 62	Hwy 77 to Portland	No	No	24/7	Yes	NA	NA	NA	
211	Twin Cities	TH 62	Portland to Hwy 77	No	No	24/7	Yes	NA	NA	NA	
212	Twin Cities	I-94	Shingle Creek Pkwy to 7th St exit	No	No	24/7	Yes	NA	NA	NA	
213	Twin Cities	TH 62	Penn to Hwy 212	No	No	24/7	Yes	NA	NA	NA	
214	Twin Cities	TH 62	Hwy 212 to Penn	No	No	24/7	Yes	NA	NA	NA	
215	Twin Cities	I-494	Hwy 5 to Hwy 169	No	No	24/7	Yes	NA	NA	NA	
216	Twin Cities	I-94	McKnight Road to Century Ave	No	No	24/7	Yes	NA	NA	NA	
217	Twin Cities	I-94	Century Ave to McKnight Road	No	No	24/7	Yes	NA	NA	NA	

Notes – IDs 137, 138, 139, & 140 (I-394 EB, I-394 WB): HOT lane opened in June 2005. IDs 141 to 217: Since the facilities originally opened, diamond striping was eliminated and speed limits were created.

Nevada (1 facility)

Nevada Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
218	Las Vegas	US 95	Craig Road to MLK	Nevada DOT	1/2008	Construction	4 / 1	8.0 / 8.0	Concurrent (median)	Painted stripe

Nevada Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
218	Las Vegas	US 95	Craig Road to MLK	2+	No	24/7	Yes	NA	NA	NA	NA

New Jersey (5 facilities)

New Jersey Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
219	Ft. Lee	I-95	I-95 approach to George Washington Bridge toll plaza	Port Authority of New York & New Jersey	1986	Open	8 / 1	1.0 / 1.0	Concurrent (right side)	Painted stripe
220	Jersey City	12th St.	12th St. approach to Holland Tunnel	Port Authority of New York & New Jersey	NA	Open	5 / 1	0.3 / 0.3	Concurrent	Painted stripe & cones
221	Union City Weehawken	Route 495	Route 495; Lincoln Tunnel Bus Lane	Port Authority of New York & New Jersey	12/1970	Open	6 / 1	2.5 / 2.5	Contra flow	Pylons
222	Weehawken	Turn Pike	local approach ramp to LT toll plaza	Port Authority of New York & New Jersey	NA	Open	6 / 2	0.3 / 0.3	Concurrent	Traffic cones
223	NA	I-95	Interchange 11 to 14	New Jersey Turnpike Authority	12/1996	Open	6 / 2	13.0 / 13.0	Concurrent	Painted stripe

New Jersey Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
219	Ft. Lee	I-95	I-95 approach to George Washington Bridge toll plaza	3+ & buses	No	M-F: 7-9 am	Yes	1650; 175; 4.5%	NA	NA	5-10
220	Jersey City	12th St.	12th St. approach to Holland Tunnel	3+ & buses	No	M-F: 6-9 am	Yes	1550; 165; 5.3%	NA	NA	5-10
221	Union City Weehawken	Route 495	Route 495; Lincoln Tunnel Bus Lane	Buses only	No	M-F: 6:15-10 am	No	23500; 630; 15.3%	NA	NA	15-25
222	Weehawken	Turn Pike	local approach ramp to LT toll plaza	3+ & buses	No	M-F: 6-9:30 am	Yes	9950; 470; 11.8%	NA	NA	5-10
223	NA	I-95	Interchange 11 to 14	3+	No	NB 6-9 am; SB 4-7pm	Yes	NA	NA	NA	NA

New York (5 facilities)

New York Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
224	Long Island	I-495	exit 33 to exit 64	New York DOT	1994	Open	6 / 2	80.0 / 40.0	Concurrent (median)	Buffer
225	New York	West Drive (Central Park)	Lenox Ave to 7th Ave	New York City Departments of Transportation and Parks & Recreation	January 3, 2005	Open	0 / 4	14.0 / 3.5	Separate roadway	NA
226	New York/New Jersey	I-278	Verr. Br. - Battery Tunnel	New York DOT	1995	Open	3 / 1	4.0 / 4.0	Bus/HOV	Moveable and fixed concrete barrier
227	New York/New Jersey	I-495	Maurice Ave to QM Tunnel	New York DOT	mid-late 1990's	Open	3 / 1	2.6 / 2.6	Contra flow	Moveable barrier
228	New York/New Jersey	I-278	Slosson Ave to VN Bridge	New York DOT	late 1990's	Open	6 / 2	5.2 / 2.6	Concurrent (median), bus only	Buffer

New York Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
224	Long Island	I-495	exit 33 to exit 64	2+	CPV Program	6-10 am, 3-8 pm	Ramps	NA	NA	7%	NA
225	New York	West Drive (Central Park)	Lenox Ave to 7th Ave	2+	NA	M-F: 7-10 am	NA	NA	NA	NA	NA

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
226	New York/New Jersey	I-278	Verr. Br. - Battery Tunnel	3+ & buses	No	6-10 am	92nd St; Prospect Expwy	NA	NA	NA	15
227	New York/New Jersey	I-495	Maurice Ave to QM Tunnel	3+	No	6-10 am	None	NA	NA	NA	5
228	New York/New Jersey	I-278	Slosson Ave to VN Bridge	Buses only	No	24/7	None	3000; 70; 1.3%	2800; 60; 1.1%	NA	5

Notes – ID 224 (I-495): Four segments were built between 1994 and 2005, after the initial segment began operation. ID 225 (West Drive): Open to 2+ HOVs M-F 7-10 am. Open to general traffic M-F 3-7 pm. No traffic allowed during other times. ID 226 (I-278): Converted from 2+ to 3+ in September 2001. ID 227 (I-495): Originally for buses only, then 3+ HOVs were allowed. ID 228 (I-278): Originally operated from 6-10 am, then converted to 24/7. Facility was extended after the initial segment began operation.

North Carolina (2 facilities)

North Carolina Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
229	Charlotte	I-77	I-277 to proposed I-485	NC DOT	2004	Open	6 / 2	20.0 / 10.0	Concurrent (median)	Painted stripe
230	Raleigh	I-40	Durham to Raleigh	NC DOT	Planned	Planned	NA	NA	Separate roadway	Separate roadway

North Carolina Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
229	Charlotte	I-77	I-277 to proposed I-485	2+	No	24 hours	Yes	836; 296; 5.8%	864; 332; 8.0%	4%	5
230	Raleigh	I-40	Durham to Raleigh	3+; SOVs with toll	No	NA	No	NA	NA	NA	NA

Oregon (1 facility)

Oregon Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
231	Portland	I-5 NB	Going Street to Marine Drive	Oregon DOT	10/1998	Open	2 / 1	3.5 / 3.5	Concurrent (median)	Painted stripe

Oregon Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
231	Portland	I-5 NB	Going Street to Marine Drive	2+	No	3-6 pm	Yes	NA	2523; 1020; 24.6%	12%	7

Pennsylvania (3 facilities)

Pennsylvania Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
232	Pittsburgh	Wabash Tunnel	Woodruff St to West Carson St	Port Authority of Allegheny County	2004	Open	NA / 1	1.0 / 1.0	Reversible, Converted railway tunnel	Signal / gate controlled access to tunnel
233	Pittsburgh	I-579	I-279 to Mellon Arena	Penn DOT	1988	Open	NA / 2	6.0 / 3.0	Concurrent (median)	Barrier
234	Pittsburgh	I-279	Pnc Park to Perrysville Park-n-Ride	Penn DOT	1988	Open	NA / 2	12.0 / 6.0	Concurrent (median)	Barrier

Pennsylvania Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
232	Pittsburgh	Wabash Tunnel	Woodruff St to West Carson St	2+	No	M-F: 6-10, 3-7	No	NA	NA	NA	NA
233	Pittsburgh	I-579	I-279 to Mellon Arena	2+	No	M-F: 6-9, 4-7	No	NA	NA	NA	NA
234	Pittsburgh	I-279	Pnc Park to Perrysville Park-n-Ride	2+	No	M-F: 6-9, 4-7	No	NA	NA	NA	NA

Note – IDs 233 & 234 (I-579, I-279): Since opening, the Advanced Traveler Management System (ATMS) Software and Interlock System was implemented for these facilities.

Tennessee (10 facilities)

Tennessee Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
235	Memphis	I-40	US 64 to Sycamore View Rd	Tennessee DOT	5/23/2002	Open	6 / 2	17.4 / 8.7	Concurrent (median)	Painted stripe
236	Memphis	I-40	Collierville-Arlington Rd to US 64	Tennessee DOT	NA	Design	6 / 2	16.0 / 8.0	Concurrent (median)	Painted stripe
237	Memphis	I-55	Mississippi State Line to Winchester Rd	Tennessee DOT	NA	Under construction	0 / 2	7.6 / 3.8	Concurrent (median)	Painted stripe
238	Memphis	I-55	Winchester Rd to I-240	Tennessee DOT	7/2007	Open	6 / 2	4.2 / 2.1	Concurrent (median)	Painted stripe
239	Nashville	I-40	Briley Parkway to Donelson Pike	Tennessee DOT	NA	Under construction	8 / 2	NA	Concurrent (median)	Painted stripe
240	Nashville	I-24	SR 840 to Harding Place	Tennessee DOT	5/1999	Open	6 / 2	NA	Concurrent (median)	Painted stripe
241	Nashville	I-40	Old Hickory Blvd to Mt. Juliet Rd	Tennessee DOT	1996	Open	6 / 2	16.0 / 8.0	Concurrent (median)	Painted stripe
242	Nashville	I-40	Donelson Pike to Old Hickory Blvd	Tennessee DOT	5/14/2002	Open	6 / 2	NA	Concurrent (median)	Painted stripe
243	Nashville	I-65	SR 96 to Amory Drive	Tennessee DOT	9/93 to 7/05	Open	6 / 2	30.0 / 15.0	Concurrent (median)	Painted stripe
244	Nashville	I-65	SR 840 to SR 96	Tennessee DOT	NA	Design	6 / 2	12.0 / 6.0	Concurrent (median)	Painted stripe

Tennessee Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
235	Memphis	I-40	US 64 to Sycamore View Rd	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
236	Memphis	I-40	Collierville-Arlington Rd to US 64	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
237	Memphis	I-55	Mississippi State Line to Winchester Rd	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
238	Memphis	I-55	Winchester Rd to I-240	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
239	Nashville	I-40	Briley Parkway to Donelson Pike	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
240	Nashville	I-24	SR 840 to Harding Place	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
241	Nashville	I-40	Old Hickory Blvd to Mt. Juliet Rd	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
242	Nashville	I-40	Donelson Pike to Old Hickory Blvd	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
243	Nashville	I-65	SR 96 to Amory Drive	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA
244	Nashville	I-65	SR 840 to SR 96	2+	No	7-9 am, 4-6 pm	Yes	NA	NA	NA	NA

Texas (35 facilities)

Texas Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
245	Austin	State Loop 1	Town Lake Blvd. to Parmer Lane	Texas DOT	NA	Environmental review	0 / 1	6.5 / 6.5	HOT, Concurrent (median)	Buffer
246	Dallas	elevated busway	SW Texas Medical Center	DART	NA	Open	0 / 2	1.2 / 0.6	Busway	NA
247	Dallas	I-30 (ERLT)	Jim Miller Rd to S Central Expy	DART	9/1991	Open	8 / 1	10.4 / 5.2	Contra flow	Moveable barrier
248	Dallas	I-35E (Stemmons Fwy)	Frankfort to I-635	DART	9/1996	Open	6 / 2	14.6 / 7.3	Concurrent (median)	Painted stripe
249	Dallas	I-35E (Stemmons)	I-635 to Royal Ln	DART	9/1996	Open	6 / 1	0.7 / 0.7	Reversible, queue bypass	Barrier
250	Dallas	I-635 EB (LBJ)	Luna Rd to Hillcrest Rd	DART	3/1997	Open	8 / 1	6.8 / 6.8	Concurrent	Painted stripe
251	Dallas	I-635 WB (LBJ)	Luna Rd to Hillcrest Rd	DART	3/1997	Open	8 / 1	6.8 / 6.8	Concurrent	Painted stripe
252	Dallas	US 67	Camp Wisdom Rd to I-35E (S RL Thornton)	DART	3/2000	Open	4 / 2	5.0 / 2.5	Concurrent	Painted stripe
253	Dallas	I-35E (SRLT)	US-67 to I-30	DART	3/2002	Open	8 / 1	13.0 / 6.5	Reversible	Barrier
254	Dallas	I-30 (Tom Landry Hwy)	I-35E to Collins	DART	11/2007	Under construction	6 / 2	56.0 / 11.4	HOT, Reversible	Barrier
255	Dallas	I-635	I-30 (ERLT) to US-75	DART	11/2007	Under construction	8 / 2	21.8 / 10.9	Concurrent (median)	Pylon/barrier
256	Dallas	I-30 (ERLT)	Jim Miller Rd to Belt Line	DART	11/2007	Under construction	6 / 1	13.4 / 6.7	Contra flow	Moveable barrier
257	Dallas	US 75 Central	Bethany to I-635	DART	11/2007	Under construction	8 / 2	45.5 / 28.2	Concurrent (median)	Pylon/barrier
258	Dallas	SR 183	I-35W to Loop 12	DART	NA	Planning	0 / 4	NA	Concurrent (median)	Buffer
259	Houston	Hempstead Hwy	SH 99 to I-610	Metropolitan Transit Authority	NA	Planning	0 / 4	68.0 / 17.0	Separate roadway (HOT)	Barrier, elevated

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
260	Houston	SR 288	SH 518 to US 59	Metropolitan Transit Authority	NA	Planning	0 / 4	54.4 / 13.6	Concurrent (median)	Buffer or barrier
261	Houston	St. Joseph Parkway	Jackson St - Brazos St	Metropolitan Transit Authority	September 2003	Open	0 / 1	0.7 / 0.7	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
262	Houston	Lamar Street	LaBranch St - Bagby St	Metropolitan Transit Authority	May 2005	Open	0 / 1	0.7 / 0.7	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
263	Houston	Congress Street	Jackson St - Louisiana St	Metropolitan Transit Authority	July 2004	Open	0 / 1	0.6 / 0.6	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
264	Houston	Fannin Street	Commerce St - Pierce St	Metropolitan Transit Authority	December 2002	Open	3+ 1 bus lane / 1	2.6 / 2.6	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
265	Houston	Franklin Street	Chenevert St - Louisiana St	Metropolitan Transit Authority	July 2002	Open	0 / 1	0.7 / 0.7	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
266	Houston	Jefferson Street	Brazos St - Travis St	Metropolitan Transit Authority	May 2005	Open	0 / 1	0.3 / 0.3	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
267	Houston	Louisiana Street	Pierce St - Congress St	Metropolitan Transit Authority	July 2001	Open	3+ 1 bus lane / 1	2.1 / 2.1	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
268	Houston	McKinney Street	Bagby St - Austin St	Metropolitan Transit Authority	February 2001	Open	0 / 1	0.6 / 0.6	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
269	Houston	Pierce Street	Brazos St - Jackson St	Metropolitan Transit Authority	September 2003	Open	0 / 1	0.7 / 0.7	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
270	Houston	San Jacinto Street	Pierce St - Commerce St	Metropolitan Transit Authority	May 2001	Open	3+ 1 bus lane / 1	2.7 / 2.7	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
271	Houston	Smith Street	Congress St - Gray St	Metropolitan Transit Authority	May 2005	Open	3+ 1 bus lane / 1	2.0 / 2.0	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
272	Houston	Travis Street	Pierce St - Commerce St	Metropolitan Transit Authority	September 2005	Open	3+ 1 bus lane / 1	2.4 / 2.4	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
273	Houston	Milam Street	Commerce St - Pierce St	Metropolitan Transit Authority	January 2004	Open	3+ 1 bus lane / 1	2.3 / 2.3	Concurrent, second lane on one-way urban arterial (bus lane at curb)	Dash line + "broken diamond" pavement marking
274	Houston	I-45 NB	CBD to FM 1960	Metropolitan Transit Authority	1979-1999	Open	NA	0 / 19.9	Reversible	Barrier
275	Houston	I-45 SB	CBD to Choate Rd (Clear Lake City)	Metropolitan Transit Authority	1985-1999	Open	NA	NA	Reversible	Barrier
276	Houston	US 290	I-10 to SH 6	Metropolitan Transit Authority	1988-1999	Open	NA	0 / 13.5	HOT, Reversible, Concurrent	Barrier
277	Houston	US 59 SB	CBD to SH 6 (Sugarland)	Metropolitan Transit Authority	1987-2006	Open	NA	0	Reversible, concurrent (median)	Barrier & buffer
278	Houston	US 59 NB	CBD to FM 1960	Metropolitan Transit Authority	1985-2005	Open	NA	0 / 20.2	Reversible	Barrier
279	Houston	I-10 WB	SH 99 to I-610, Studemont to CBD	Metropolitan Transit Authority	1984-86, 2006-08	Open	NA	0	HOT, Reversible, Concurrent (median)	Barrier & buffer

Texas Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
245	Austin	State Loop 1	Town Lake Blvd. to Parmer Lane	Buses & vanpools; SOVs with toll	No	NA	Yes, 14 access points	NA	NA	NA	NA
246	Dallas	elevated busway	SW Texas Medical Center	Buses only	No	24/7	NA	NA	NA	NA	NA
247	Dallas	I-30 (ERLT)	Jim Miller Rd to S Central Expy	2+	No	WB 6-9 am, EB 3:30-7 pm	Yes	4037; 1427; NA	3667; 1249; NA	2%	5
248	Dallas	I-35E (Stemmons Fwy)	Frankfort to I-635	2+	No	SB 6-9 am, NB 3:30-7 pm	Yes	2009; 851; NA	2012; 841; NA	6%	6
249	Dallas	I-35E (Stemmons)	I-635 to Royal Ln	2+	No	24/7	Yes	NA	NA	NA	NA
250	Dallas	I-635 EB (LBJ)	Luna Rd to Hillcrest Rd	2+	No	24/7	Yes	1482; 703; NA	2571; 1155; NA	4%	3
251	Dallas	I-635 WB (LBJ)	Luna Rd to Hillcrest Rd	2+	No	24/7	Yes	1906; 875; NA	2285; 1059; NA	5%	5
252	Dallas	US 67	Camp Wisdom Rd to I-35E (S RL Thornton)	2+	No	24/7	Yes	NA	NA	NA	
253	Dallas	I-35E (SRLT)	US-67 to I-30	2+	No	NB 6-10 am, SB 2:30-7 pm	No	2937; 1221; NA	2391; 920; NA	4%	5
254	Dallas	I-30 (Tom Landry Hwy)	I-35E to Collins	NA	No	NA	Yes	NA	NA	NA	
255	Dallas	I-635	I-30 (ERLT) to US-75	NA	No	NA	Yes	NA	NA	NA	
256	Dallas	I-30 (ERLT)	Jim Miller Rd to Belt Line	NA	No	NA	No	NA	NA	NA	
257	Dallas	US 75 Central	Bethany to I-635	Will be 2+ or 3+ with SOV toll	No	NA	Yes	NA	NA	NA	
258	Dallas	SR 183	I-35W to Loop 12	Will be 3+, SOVs with toll	No	NA	NA	NA	NA	NA	
259	Houston	Hempstead Hwy	SH 99 to I-610	Will be 2+, SOVs with toll	No	NA	NA	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
260	Houston	SR 288	SH 518 to US 59	2+	No	NA	NA	NA	NA	NA	
261	Houston	St. Joseph Parkway	Jackson St - Brazos St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
262	Houston	Lamar Street	LaBranch St - Bagby St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
263	Houston	Congress Street	Jackson St - Louisiana St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
264	Houston	Fannin Street	Commerce St - Pierce St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
265	Houston	Franklin Street	Chenevert St - Louisiana St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
266	Houston	Jefferson Street	Brazos St - Travis St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
267	Houston	Louisana Street	Pierce St - Congress St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
268	Houston	McKinney Street	Bagby St - Austin St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
269	Houston	Pierce Street	Brazos St - Jackson St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
270	Houston	San Jacinto Street	Pierce St - Commerce St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
271	Houston	Smith Street	Congress St - Gray St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
272	Houston	Travis Street	Pierce St - Commerce St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
273	Houston	Milam Street	Commerce St - Pierce St	2+	No	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	Wide-spread violation observed	Minimal observed
274	Houston	I-45 NB	CBD to FM 1960	2+	No	M-F: 5-11 am & 2-8 pm	Yes, 7 locations	5414; 1492; NA	5748; 1366; NA	NA	
275	Houston	I-45 SB	CBD to Choate Rd (Clear Lake City)	2+	No	M-F: 5-11 am & 2-8 pm	Yes, 14 access points	4184; 1471; NA	3317; 1163; NA	NA	
276	Houston	US 290	I-10 to SH 6	2+;3+ certain times & locations; SOV with toll	No	M-F: 5-11 am & 2-8 pm	Yes, 14 access points	3839; 1329; NA	4561; 1568; NA	NA	
277	Houston	US 59 SB	CBD to SH 6 (Sugarland)	2+	No	M-F: 5-11 am & 2-8 pm	Yes, 7 locations	4575; 1212; NA	4279; 1001; NA	NA	
278	Houston	US 59 NB	CBD to FM 1960	2+	No	M-F: 5-11 am & 2-8 pm, Sat WB, Sun E/B	Yes, 14 access points	2220; 580; NA	2223; 571; NA	NA	
279	Houston	I-10 WB	SH 99 to I-610, Studemont to CBD	2+;3+ certain times & locations; SOV with toll	No	Varies by segment	Yes, 14 access points	3594; 1114; NA	4712; 1375; NA	NA	

Notes – ID 247 (I-30): Since opening, the facility was extended from Dolphin to Jim Miller. IDs 250 & 251 (I-635 EB; I-635 WB): Originally operated with no intermediate access allowed; was then converted to allow intermediate access. ID 253 (I-35E): Since opening, operating hours were extended.

Utah (4 facilities)

Utah Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
280	Salt Lake City	I-15	Provo to I-215	Utah DOT	NA	Planning	0 / 4	128.0 / 32.0	HOT, Concurrent (median)	NA
281	Salt Lake City	I-15	600 North to University Parkway in Orem	Utah DOT	9/2006	Open	3 / 1	38.0 / 38.0	HOT, Concurrent (median)	Buffer
282	Salt Lake City	I-15	600 North - 14600 South	Utah DOT	6/2001	Open	4 / 1	21.0 / 21.0	HOT, Concurrent (median)	Painted stripe
283	Salt Lake City	I-15	14600 South - University Parkway in Orem	Utah DOT	5/19/2006	Open	3 / 1	17.0 / 17.0	HOT, Concurrent (median)	Painted stripe

Utah Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Inter-mediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
280	Salt Lake City	I-15	Provo to I-215	Will be 2+, SOVs with toll	Yes	24/7	Yes	NA	NA	NA	NA
281	Salt Lake City	I-15	600 North to University Parkway in Orem	2+; SOVs with toll	Yes	24/7	Yes, 14 access points	NA	NA	NA	13 minutes projected
282	Salt Lake City	I-15	600 North - 14600 South	2+; SOVs with toll	Yes	24/7	Yes	NA; 900; NA	NA; 900; NA	13%	13
283	Salt Lake City	I-15	14600 South - University Parkway in Orem	2+; SOVs with toll	Yes	24/7	Yes	NA	NA	NA	NA

Virginia (21 facilities)

Virginia Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
284	Newport News/ Hampton	I-64 WB Peninsula	Jefferson Ave to I-664 Ramp B	Virginia DOT	12/17/ 2001	Open	3 / 1	9.5 / 9.5	Concurrent (median)	Painted stripe
285	Newport News/ Hampton	I-64 EB Peninsula	Jefferson Ave to Mercury Blvd	Virginia DOT	12/17/ 2001	Open	3 / 1	9.0 / 9.0	Concurrent (median), reversible	Painted stripe, barrier
286	Norfolk/ Virginia Beach	I-64 EB Southside	Battlefield Blvd to I-264	Virginia DOT	4/1993	Open	3 / 1	5.0 / 5.0	concurrent (median)	Painted stripe
287	Norfolk/ Virginia Beach	I-64 WB Southside	Battlefield Blvd to I-264	Virginia DOT	4/1993	Open	3 / 1	5.0 / 5.0	Concurrent (median)	Painted stripe
288	Norfolk/ Virginia Beach	I-64 reversible	I-264 -I-564	Virginia DOT	9/14/1992	Open	0 / 2	18.0 / 9.0	Reversible	Barrier
289	Norfolk/ Virginia Beach	I-264 EB	Brambleton Ave to Rosemont Road	Virginia DOT	9/14/1992	Open	3 / 1	9.0 / 9.0	concurrent (median)	Painted stripe
290	Norfolk/ Virginia Beach	I-264 WB	Brambleton Ave to Rosemont Road	Virginia DOT	9/14/1992	Open	3 / 1	9.0 / 9.0	Concurrent (median)	Painted stripe
291	Washington Metro	N. Washington Street	Green St to First St	City of Alexandria	1984	Open	4 / 2	3.0 / 3.0	Curb lane on six-lane CBD arterial	Standard dash line
292	Washington Metro	US 1 (Patrick St NB/ Henry S SB)	Duke St - Fayette St	City of Alexandria	1984	Open	2 / 1	1.0 / 1.0	One-way pair (3 thru lanes + parking); HOV right thru lane NB, in left lane SB	Standard dash line
293	Washington Metro	Dulles Toll WB	29 Sully Road to Main Toll Plaza	Virginia DOT	12/1998	Open	3 / 1	12.0 / 12.0	Concurrent (median)	Painted stripe
294	Washington Metro	Dulles Toll EB	28 Sully Road to Main Toll Plaza	Virginia DOT	12/1998	Open	3 / 1	12.0 / 12.0	Concurrent (median)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/ HOV)	Length (Lane-Miles/ Route-Miles)		
295	Washington Metro	I-495 Capital Beltway	between I-95/I-395/I-495 interchange and the American Legion Bridge	Virginia DOT	NA	Design & construction	0 / 4	64.0 / 16.0	Concurrent	Buffer
296	Washington Metro	I-395 NB	Capital Beltway to Washington DC	Virginia DOT	1969	Open	4 / 2	18.0 / 9.0	Reversible	Barrier
297	Washington Metro	I-95 NB	Rt 234 to Capital Beltway, I-495	Virginia DOT	1995	Open	4 / 2	36.0 / 18.0	Reversible	Barrier
298	Washington Metro	I-95 SB	Rt 234 to Capital Beltway, I-495	Virginia DOT	1995	Open	4 / 2	36.0 / 18.0	Reversible	Barrier
299	Washington Metro	I-395 SB	Capital Beltway to Washington DC	Virginia DOT	1969	Open	4 / 2	18.0 / 9.0	Reversible	Barrier
300	Washington Metro	I-66 WB	Washington DC to I-495	Virginia DOT	1982	Open	0 / 2	20.0 / 10.0	Concurrent (median)	Limited access highway
301	Washington Metro	I-66 EB	I-495 to Washington DC	Virginia DOT	1982	Open	0 / 2	20.0 / 10.0	Concurrent (median)	Limited access highway
302	Washington Metro	I-66 EB (outside)	Rt 234 to Capital Beltway, I-495	Virginia DOT	1982	Open	4 / 1	18.0 / 18.0	Concurrent (median)	Painted stripe
303	Washington Metro	I-66 WB	Rt 234 to Capital Beltway, I-495	Virginia DOT	1982	Open	4 / 1	18.0 / 18.0	Concurrent (median)	Painted stripe
304	Washington Metro	I-95 / I-395	Fredericksburg to Arlington	Virginia DOT	NA	In design	0 / 4	224.0 / 56.0	Reversible	Barrier

Virginia Table 2: Policy and Utilization Characteristics (NA is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
284	Newport News/ Hampton	I-64 WB Peninsula	Jefferson Ave to I-664 Ramp B	2+	Yes	4-6 pm	Yes	1090; 609; 26.3%	880; 550; 24.7%	NA	14
285	Newport News/ Hampton	I-64 EB Peninsula	Jefferson Ave to Mercury Blvd	2+	Yes	6-8 am	Yes	NA; 1003; 36.6%	NA; 920; 37.1%	NA	11

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
286	Norfolk/Virginia Beach	I-64 EB Southside	Battlefield Blvd to I-264	2+	Yes	4-6 pm	Yes	NA	1123; 728; 30.3%	NA	
287	Norfolk/Virginia Beach	I-64 WB Southside	Battlefield Blvd to I-264	2+	Yes	6-8 am	Yes	1114; 799; 33.4%	NA	NA	
288	Norfolk/Virginia Beach	I-64 reversible	I-264 -I-564	2+	Yes	4-6 pm	Yes, slip ramps	567; 331; 11.8%	NA	NA	17
289	Norfolk/Virginia Beach	I-264 EB	Brambleton Ave to Rosemont Road	2+	Yes	4-6 pm	Yes	NA	1055; 668; 22.1%	NA	11
290	Norfolk/Virginia Beach	I-264 WB	Brambleton Ave to Rosemont Road	2+	Yes	6-8 am	Yes	1004; 613; 24.5%	NA	NA	10
291	Washington Metro	N. Washington Street	Green St to First St	2+	Yes	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	NA	
292	Washington Metro	US 1 (Patrick Street NB/ Henry Street SB)	Duke St - Fayette St	2+	Yes	M-F: 7-9 am; 4-6 pm	Continuous	NA	NA	NA	
293	Washington Metro	Dulles Toll WB	29 Sully Road to Main Toll Plaza	2+	Yes	4-6:30 pm	Yes	NA	NA; 1385; 22.8%	NA	8
294	Washington Metro	Dulles Toll EB	28 Sully Road to Main Toll Plaza	2+	Yes	6:30 - 9 am	Yes	3165; 1665; NA	NA	28%	.42
295	Washington Metro	I-495 Capital Beltway	between I-95/I-395/I-495 interchange and the American Legion Bridge	3+, SOVs with toll	In discussion	In discussion	In discussion	NA	NA	NA	
296	Washington Metro	I-395 NB	Capital Beltway to Washington DC	3+	Yes	6-9 am	Yes, slip ramps	9087; 3365; 32.5%	NA	9%	15
297	Washington Metro	I-95 NB	Rt 234 to Capital Beltway, I-495	3+	Yes	6-9 am	Yes, slip ramps	9561; 3706; 39.0%	NA	15%	35
298	Washington Metro	I-95 SB	Rt 234 to Capital Beltway, I-495	3+	Yes	3:30-6 pm	Yes, slip ramps	NA	8203; 3283; 43.4%	14%	8

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
299	Washington Metro	I-395 SB	Capital Beltway to Washington DC	3+	Yes	3:30-6 pm	Yes, slip ramps	NA	9699; 3945; 36.4%	18%	24
300	Washington Metro	I-66 WB	Washington DC to I-495	2+	Yes	3-7 pm	Grade separated interchanges	NA	7082; 3356; NA	1%	18
301	Washington Metro	I-66 EB	I-495 to Washington DC	2+	Yes	5:30-9:30 am	Grade separated interchanges	6434; 3698; NA	NA	27%	21
302	Washington Metro	I-66 EB (outside)	Rt 234 to Capital Beltway, I-495	2+	Yes	6:30 - 9 am	Yes	3019; 1518; 22.6%	NA	NA	10
303	Washington Metro	I-66 WB	Rt 234 to Capital Beltway, I-495	2+	Yes	4-6:30 pm	Yes	NA	2530; 1405; 19.5%	20%	13
304	Washington Metro	I-95 / I-395	Fredericksburg to Arlington	3+; SOVs with toll	In discussion	In discussion	In discussion	NA	NA	NA	

Note – ID 292 (US 1): Since opening, hours of operation were reduced.

Washington State (41 facilities)

Washington State Table 1: Geographic and Infrastructure Characteristics (NA is not available)

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/HOV)	Length (Lane-Miles/Route-Miles)		
305	Portland-Vancouver	I-5 SB only	MP 1.19 to 5.52 NE 99th St. to Mill Plain Blvd.	WSDOT Regional Transportation Council (local MPO)	10/29/2001	Converted to GP	2 / 1	4.3 / 4.3	Concurrent (median)	Painted stripe
306	Puget Sound	S. 348th Street	Being planned	Being planned	Planned	Planned	4 / 2	NA	NA	NA
307	Puget Sound	S. 320th Street	Being planned	Being planned	Planned	Planned	4 / 2	NA	NA	NA
308	Puget Sound	I-5 SB	S Everett to Northgate	Washington DOT	1983-1998	Open	3 / 1	16.6 / 16.6	Concurrent (median)	Painted stripe
309	Puget Sound	I-5 NB	Northgate to S Everett	Washington DOT	1983-1999	Open	4 / 1	16.6 / 16.6	Concurrent (median)	Painted stripe
310	Puget Sound	I-405 SB	Swamp Creek to I-90	Washington DOT	1994-2002	Open	3 / 1	16.0 / 16.0	Concurrent (median)	Painted stripe
311	Puget Sound	I-405 NB	I-90 to Swamp Creek	Washington DOT	1994-2002	Open	3 / 1	19.7 / 19.7	Concurrent (median)	Painted stripe
312	Puget Sound	I-5 SB reversible	Roanoke to Cherry (CBD)	Washington DOT	1970-1985	Open	2 / 1	2.6 / 2.6	Reversible	Barrier
313	Puget Sound	I-5 SB	Mercer to S 320th St	Washington DOT	1990-2003	Open	4 / 1	23.2 / 23.2	Concurrent (median)	Painted stripe
314	Puget Sound	I-5 NB	S 320th St to I-90	Washington DOT	1991-2003	Open	4 / 1	21.1 / 21.1	Concurrent (median)	Painted stripe
315	Puget Sound	I-5 NB reversible	SR 522 to Northgate	Washington DOT	1987	Open	3 / 1	1.8 / 1.8	Reversible	Barrier
316	Puget Sound	I-405 SB	I-90 to Southcenter	Washington DOT	1986-1995	Open	3 / 1	10.3 / 10.3	Concurrent (median)	Painted stripe
317	Puget Sound	I-405 NB	Southcenter to I-90	Washington DOT	1986-1995	Open	3 / 1	10.5 / 10.5	Concurrent (median)	Painted stripe
318	Puget Sound	SR 520 EB	I-405 to Redmond	Washington DOT	1999	Open	2 / 1	5.8 / 5.8	Concurrent (right side)	Painted stripe
319	Puget Sound	SR 520 WB	Redmond to I-405	Washington DOT	1999	Open	3 / 1	5.8 / 5.8	Concurrent (right side)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/HOV)	Length (Lane-Miles/Route-Miles)		
320	Puget Sound	SR 520 WB	I-405 to Evergreen Point Floating Bridge	Washington DOT	1973	Open	2 / 1	2.2 / 2.2	Concurrent (right side)	Painted stripe
321	Puget Sound	I-90 EB reversible	Seattle CBD to Rainier Ave S	Washington DOT	1992	Open	4 / 2	1.5 / 1.5	Reversible	Barrier
322	Puget Sound	I-90 EB reversible	Rainier Ave S to Bellevue	Washington DOT	1992	Open	3 / 2	5.5 / 5.5	Concurrent (median)	Barrier
323	Puget Sound	I-90 EB	Mercer Island to Issaquah	Washington DOT	1994	Open	4 / 1	6.0 / 6.0	Concurrent (median)	Painted stripe
324	Puget Sound	I-90 WB	Issaquah to Mercer Island	Washington DOT	1993	Open	4 / 1	6.3 / 6.3	Concurrent (median)	Painted stripe
325	Puget Sound	I-90 WB reversible	Bellevue to Rainier Ave S	Washington DOT	1992	Open	4 / 2	5.5 / 5.5	Reversible	Barrier
326	Puget Sound	I-90 WB reversible	Rainier Ave S to Seattle CBD	Washington DOT	1992	Open	4 / 2	1.5 / 1.5	Transit only HOV	Barrier
327	Puget Sound	SR 167 SB	Renton to Auburn	Washington DOT	1994	Open	2 / 1	10.0 / 10.0	Concurrent (median)	Painted stripe
328	Puget Sound	SR 167 NB	Auburn to Renton	Washington DOT	1994-1999	Open	2 / 1	9.7 / 9.7	Concurrent (median)	Painted stripe
329	Puget Sound	SR 16	Tacoma Narrows Bridge, Jackson Avenue to 36th Street Interchange	Washington DOT	3/1/2007	Under construction	4 / 2	28.8 / 4.8	Concurrent (median)	Painted stripe
330	Puget Sound	SR 16	Sprague Avenue Interchange to Snake Lake	Washington DOT	NA	Construction completed	4 / 2	10.2 / 1.7	Concurrent (median)	Painted stripe
331	Puget Sound	I-5	South 38th Street Interchange	Washington DOT	NA	Construction completed	6 / 2	NA	Concurrent (median)	Painted stripe
332	Puget Sound	SR 16	Pearl Street to Jackson Avenue	Washington DOT	3/1/2007	Construction completed	4 / 2	13.8 / 2.3	Concurrent (median)	Painted stripe
333	Puget Sound	SR 16	36th Street Interchange to Olympic Drive	Washington DOT	3/1/2007	Under construction	4 / 2	13.2 / 2.2	Concurrent (median)	Painted stripe
334	Puget Sound	SR 16	Union Avenue to Jackson Avenue	Washington DOT	3/1/2007	Under construction	4 / 2	45.6 / 7.6	Concurrent (median)	Painted stripe
335	Puget Sound	I-5	South 48th Street to Pacific Avenue	Washington DOT	4/1/2008	Under construction	6 / 2	NA	Concurrent (median)	Painted stripe

ID	Location			Agency	History		Scale		Type	Separation
	Urban Area	Road	Segment		Year Opened	Current Status	# of Lanes (GP/HOV)	Length (Lane-Miles/Route-Miles)		
336	Puget Sound	SR 16	I-5 / SR16 Nalley Valley Interchange Replacement	Washington DOT	9/30/2015	Design	6 / 2	22.4 / 2.8	Concurrent (median)	Painted stripe
337	Puget Sound	I-5	Port of Tacoma Road Interchange	Washington DOT	6/30/2011	Design	6 / 2	17.6 / 2.2	Concurrent (median)	Painted stripe
338	Puget Sound	I-5	Port of Tacoma Road Interchange to King County Line - HOV Lanes	Washington DOT	6/20/2012	Design	6 / 2	32.2 / 16.1	Concurrent (median)	Painted stripe
339	Puget Sound	I-5	Puyallup River Bridges, East and Westbound - HOV Lanes	Washington DOT	6/30/2011	Design	6 / 2	4.8 / 0.6	Concurrent (median)	Painted stripe
340	Puget Sound	I-5	Portland Avenue and SR167 Interchanges, and L Street Bridge	Washington DOT	6/25/2012	Design	6 / 2	NA	Concurrent (median)	Painted stripe
341	Puget Sound	I-5	I-5 / I-705 to Port of Tacoma Rd Interchange	Washington DOT	6/30/2011	Design	6 / 2	27.2 / 3.4	Concurrent (median)	Painted stripe
342	Puget Sound	SR 16	Tacoma Narrows Bridge	Washington DOT	2007	Under construction	0 / 2	6.0 / 3.0	Concurrent, separate roadway	Painted stripe
343	Puget Sound	State Route 900	Approach to I-405 at Hauser Way	City of Renton	1995	Open	0 / 2	1 Block	NA	NA
344	Puget Sound	Airport Rd	NA	NA	NA	Open	0 / 2	3.4 / 3.4	NA	NA
345	Puget Sound	Pacific Highway South (State Route 99)	S. 356th St. - S. 116th St.	Washington State DoT and Cities of SeaTac, Des Moines, Kent, Federal Way, and Tukwila	1996 - 2008	Open	4 / 2	28.0 / 14.0	Curb lanes on six lane major arterial	Standard dash line

Washington State Table 2: Policy and Utilization Characteristics (NA or blank is not available)

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
305	Portland-Vancouver	I-5 SB only	MP 1.19 to 5.52 NE 99th St. to Mill Plain Blvd.	2+	No	6-8 am	Yes	13480; 4120; 20.3%	NA	9%	4.6 minutes/person
306	Puget Sound	S. 348th Street	Being planned	Being planned	No	Being planned	Being planned	NA	NA; 5280; 18.4%	NA	
307	Puget Sound	S. 320th Street	Being planned	Being planned	No	Being planned	Being planned	NA	NA	NA	
308	Puget Sound	I-5 SB	S Everett to Northgate	2+	No	24/7	Continuous	NA	NA	6%	6
309	Puget Sound	I-5 NB	Northgate to S Everett	2+	No	24/7	Continuous	NA	NA	1%	5
310	Puget Sound	I-405 SB	Swamp Creek to I-90	2+	No	5 am - 7 pm	Continuous	NA	13400; 4440; 13.5%	NA	
311	Puget Sound	I-405 NB	I-90 to Swamp Creek	2+	No	5 am - 7 pm	Continuous	10330; 3280; 12.8%	NA	NA	
312	Puget Sound	I-5 SB reversible	Roanoke to Cherry (CBD)	2+	No	M-F 5:30 - 11 am	Continuous	NA	NA	1%	
313	Puget Sound	I-5 SB	Mercer to S 320th St	2+	No	24/7	Continuous	NA	NA	NA	1
314	Puget Sound	I-5 NB	S 320th St to I-90	2+	No	24/7	Continuous	NA	NA	2%	4
315	Puget Sound	I-5 NB reversible	SR 522 to Northgate	2+	No	M-F noon - 4:30 pm; 24/7 weekends & holidays	Continuous	NA	NA	NA	
316	Puget Sound	I-405 SB	I-90 to Southcenter	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
317	Puget Sound	I-405 NB	Southcenter to I-90	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
318	Puget Sound	SR 520 EB	I-405 to Redmond	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
319	Puget Sound	SR 520 WB	Redmond to I-405	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
320	Puget Sound	SR 520 WB	I-405 to Evergreen Point Floating Bridge	3+	No	24/7	Continuous	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
321	Puget Sound	I-90 EB reversible	Seattle CBD to Rainier Ave S	Buses only	No	M-F: noon - 4:30 pm; 24/7 weekends & holidays	No	NA	NA	NA	
322	Puget Sound	I-90 EB reversible	Rainier Ave S to Bellevue	2+	No	M-F noon - 4:30 pm; 24/7 weekends & holidays	Limited	NA	NA	NA	
323	Puget Sound	I-90 EB	Mercer Island to Issaquah	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
324	Puget Sound	I-90 WB	Issaquah to Mercer Island	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
325	Puget Sound	I-90 WB reversible	Bellevue to Rainier Ave S	2+	No	M-F 5:30 - 11 am	Limited	NA	NA	NA	
326	Puget Sound	I-90 WB reversible	Rainier Ave S to Seattle CBD	Buses only	No	M-F 5:30 - 11 am	No	NA	NA	NA	
327	Puget Sound	SR 167 SB	Renton to Auburn	2+	No	5 am - 7 pm	Continuous	NA	NA	NA	
328	Puget Sound	SR 167 NB	Auburn to Renton	2+	No	5 am - 7 pm	Continuous	NA	1470; 1040; 34.8%	NA	
329	Puget Sound	SR 16	Tacoma Narrows Bridge, Jackson Avenue to 36th Street Interchange	2+	No	Under construction	Yes	NA	NA	NA	
330	Puget Sound	SR 16	Sprague Avenue Interchange to Snake Lake	2+	No	Construction completed; HOV lanes not open to public	Yes	NA	NA	NA	
331	Puget Sound	I-5	South 38th Street Interchange	2+	No	Construction completed; HOV lanes not open to public	Yes	NA	NA	NA	
332	Puget Sound	SR 16	Pearl Street to Jackson Avenue	2+	No	Construction completed; HOV lanes not open to public	Yes	NA	NA	NA	

ID	Location			Eligibility		Days/Hours of Operation	Intermediate Access Allowed	Utilization		Peak Hour Violation Estimate	Peak Hour Travel Time Savings (minutes)
	Urban Area	Road	Segment	HOV Eligibility	Special Fuel Eligibility			AM Peak Hour Utilization (persons, vehicles, % of total vehicles)	PM Peak Hour Utilization (persons, vehicles, % of total vehicles)		
333	Puget Sound	SR 16	36th Street Interchange to Olympic Drive	2+	No	Under construction	Yes	NA	NA	NA	
334	Puget Sound	SR 16	Union Avenue to Jackson Avenue	2+	No	Under construction	Yes	NA	NA	NA	
335	Puget Sound	I-5	South 48th Street to Pacific Avenue	2+	No	Under construction	Yes	NA	NA	NA	
336	Puget Sound	SR 16	I-5 / SR16 Nalley Valley Interchange Replacement	2+	No	Design	Yes	NA	NA	NA	
337	Puget Sound	I-5	Port of Tacoma Road Interchange	2+	No	Design	Yes	NA	NA	NA	
338	Puget Sound	I-5	Port of Tacoma Road Interchange to King County Line - HOV Lanes	2+	No	Design	Yes	NA	NA	NA	
339	Puget Sound	I-5	Puyallup River Bridges, East and Westbound - HOV Lanes	2+	No	Design	Yes	NA	NA	NA	
340	Puget Sound	I-5	Portland Avenue and SR167 Interchanges, and L Street Bridge	2+	No	Design	Yes	NA	NA	NA	
341	Puget Sound	I-5	I-5 / I-705 to Port of Tacoma Rd Interchange	2+	No	Design	Yes	NA	NA	NA	
342	Puget Sound	SR 16	Tacoma Narrows Bridge	3+	No	24/7	NA	NA	NA	NA	
343	Puget Sound	State Route 900	Approach to I-405 at Hauser Way	NA	No	NA	NA	NA	NA	NA	
344	Puget Sound	Airport Rd	NA	NA	No	NA	NA	NA	NA	NA	3.5
345	Puget Sound	State Route 99	S. 356th St. - S. 116th St.	2+	No	24/7	Continuous	NA	NA	NA	

Notes – ID 305 (I-5 SB): Since opening, the NB portion of this segment was converted from 2+ to general purpose. ID 308 (I-5 SB): Converted from 3+ to 2+ in 1991. The northernmost segment of the HOV lane originally operated as the outside lane, was later moved to the inside lane. ID 309 (I-5 NB): Converted from 3+ to 2+ in 1991. IDs 310, 311, 316, & 317 (I-405 SB, I-405 NB): Most of these HOV facilities originally operated as the outside lane, was later moved to the inside lane. IDs 312 & 315 (I-5 SB, I-5 NB): Converted from 3+ to 2+ in 1991. IDs 313 & 314 (I-5 SB, I-5 NB): Portions operated as 3+ until 1991-92, then were converted to 2+. IDs 318, 319, & 320 (SR 520 EB, SR 520 WB): The HOV lanes will be moved from the outside lane to the inside lane to match the rest of the system once the SR 520 bridge is replaced. ID 320 (SR 520 WB): This segment originally was open to transit vehicles only, then opened to 3+ HOV. IDs 323 & 324 (I-90 EB, I-90 WB): HOV facilities were shortened by about 1 mile after original operations.

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