

**OPERATIONAL CHARACTERISTICS OF SELECTED FREEWAY/EXPRESSWAY HOV FACILITIES  
JANUARY 2002**

HOV Facility	Number of Lanes	Project Length km (miles)	HOV Operation Period <sup>1</sup>	General Eligibility Requirements	Changes in Rules Since Opening
<b>Busway</b>					
Miami, FL (US 1, southwest corridor)	1 each direction	5 (3)	24 hours	Buses only	Feeds Metro rail line
Ottawa, Ontario, Canada 32.2 km (19.3 miles)					
Southeast Transitway	1 each direction	10 (6)	24 hours	Buses only	No
West Transitway	1 each direction	8.5 (5.1)	24 hours	Buses only	No
Southwest Transitway	1 each direction	3.6 (2.2)	24 hours	Buses only	No
East Transitway	1 each direction	6.6 (4)	24 hours	Buses only	No
Central Transitway	1 each direction	3.5 (2.1)	24 hours	Buses only	No
Pittsburgh, PA					
East Patway	1 each direction	9.9 (6.2)	24 hours	Buses only	No
South Patway	1 each direction	6.6 (4.1)	24 hours	Buses only	No
Airport Busway	1 each direction	8 (5)	24 hours	Buses only	No
Wabash reversible HOV/busway	1 reversible	1.6 (1)	Peak periods	2+ HOVs	No
Minneapolis, MN					
Univ. of Minnesota Intercampus Busway	1 each direction	5 (3.1)	24 hours	Buses only	No
Dallas, TX					
Southwest Texas Medical Center busway	1 each direction	1 (0.6)	24 hours	Buses only	No
Seattle, WA					
E-3 Busway/downtown bus tunnel	1 each direction	3.5 (2.1)	24 hours	Buses only	No
<b>Barrier-Separated (concrete): Two-Way</b>					
Los Angeles, CA					
I-10 (El Monte) San Bernardino Fwy.	1 each direction	6.4 (4)	24 hours	3+ HOVs	Changed to 3+ peak hours, 2+ off peak
I-105/I-110 fwy/fwy connectors	1 each direction	1.6 (1)	24 hours	2+ HOVs	No
Orange County, CA I-5	1-2 each direction	7.2 (4.5)	24 hours	2+ HOVs	No
Houston, TX I-610/US 290 elevated, opposing flow not separated	1 each direction	2.4 (1.5)	5 am to 12 noon, 2-9 pm	2+ HOVs	No
Seattle, WA					
Seattle, WA I-90	1 each direction	2.4 (1.5)	24 hours	2+ HOVs	No
Seattle, WA I-5/I-90 ramps to bus tunnel	1 each direction	1 (0.7)	24 hours	2+ HOVs peak buses only reverse peak	No
<b>Barrier-Separated: Reversible-Flow</b>					
Denver, CO I-25	2 lanes reversible	11.1 (6.6)	5-10 am SB, M-F, 12 pm-3 am M-F & Sat-Sun	2+ HOVs	Extended thru US 36 intchg. or 3/01
Northern Virginia I-95/I-395 (Shirley Hwy.)	2 lanes reversible	48 (30)	6-9 am NB, 3:30-6 pm SB	3+ HOVs	Yes, from 4+ to 3+ currently, mixed use on weekends
Dallas, TX I-35E RL Thornton/Marvin D. Love Fwy.	1 lane reversible, downtown ramps	18.5 (11.1)	Peak periods	2+ HOVs	Opened 2000 & 2001
Houston, TX					
I-10 (Katy Freeway) HOV/toll facility (priced for 2-occupant buy-in during 3+ only operation periods)	1 reversible	25.8 (16)	5 am-12 noon EB, 5 am-5 pm WB; Sat. WB, Sun EB 5 am-9 pm.	3+ peak hours, 2+ other times, 2-occ. priced in peaks	Yes, started for authorized vehicles, then 3+, then 2+ prior to current operation
I-45 (Gulf Freeway)	1 reversible	21 (13.1)	5 am to 12 noon, 1-9 pm	2+ HOVs	Peak periods expanded 12/99
US 290 (Northwest Freeway)	1 reversible	21.6 (13.5)	same as I-10 above	same as I-10 above	same as I-10 above, 2-occ priced
I-45 (North Freeway)	1 reversible	31.6 (19.7)	5 am to 12 noon, 1-9 pm	2+ HOVs	Peak periods expanded 12/99
US 59 (Eastex Freeway)	1 reversible	8 (5)	5 am to 12 noon, 1-9 pm	buses only	Peak periods expanded 12/99
US 59 (Southwest Freeway)	1 reversible	20 (12.5)	5 am to 12 noon, 1-9 pm	2+ HOVs	Peak periods expanded 12/99

(Continued)

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<b><u>Barrier-Separated: Reversible-Flow (Continued)</u></b>					
San Diego, CA I-15 <sup>5</sup> HOV/toll facility	2 reversible	16.3 (9.8)	6-9 am SB, 3-6:30 pm NB	2+ HOVs/ toll SOVs	HOV/tolling demo in effect since 1996
Minneapolis, MN I-394	2 reversible	4.3 (2.7)	6-1 pm, 2-12 am weekends vary	2+ HOVs	No
Pittsburgh, PA I-279/579	1-2 reversible	6.6 (4.1)	5-9 am, noon-8 pm	2+ HOVs, all traffic NB after 8 pm during sports games	Changed from 3+
Norfolk, VA I-64/I-564	2 reversible	12.8 (8)	Peak hours only	2+ HOVs	Peak hours reduced in 1999
Seattle, WA I-5 North (Express Lanes)	2-4 reversible	SB 6.9 (4.3), NB 3.1 (1.9)	5-11 am SB, noon-11 pm NB	GP in 3-4 lane section, 2+ HOVs on ramps and 2- lane portion	Changed from 3+ NB
I-90	2 reversible	9.9 (6.2)	5-11 am, noon -11 pm	GP to Mercer Island, 2+ HOVs beyond	No
<b><u>Concurrent-flow: Buffer-Separated and Non-Separated</u></b>					
Phoenix, AZ (all buffer separation)					
I-10 W	1 each direction	33.6 (21)	6-9 am, 4-7 pm	2+ HOVs	Changed from 3+
I-10 E (91 <sup>st</sup> to Chandler Rd.)	1 each direction	8 (5)	6-9 am, 4-7 pm	2+ HOVs	No
SR 202	1 each direction	14.4 (9)	6-9 am, 4-7 pm	2+ HOVs	Changed hours
I-17	1 each direction	11.2 (7)	6-9 am, 4-7 pm	2+ HOVs	Changed hours
Vancouver, BC, Canada H-99	1 each direction	SB 6.4 (4), NB 1.6 (1)	24 hours	3+ HOVs	Changed from buses only
Los Angeles County, CA (all buffer separation)					
I-10 (El Monte) San Bernardino Fwy.-(wide buffer separation)	1 each direction	12.8 (8)	24 hours	3+ HOVs	Changed from buses only in 1978
I-105	1 each direction	25.6 (16)	24 hours	2+ HOVs	No
I-110	2 each direction	17.8 (10.7)	24 hours	2+ HOVs	No
I-210	1 each direction	35.8 (21.5)	24 hours	2+ HOVs	No
I-405	1 each direction	75.6 (44.6)	24 hours	2+ HOVs	No
I-405 (San Fernando Valley)	1 each direction	5 (8)	24 hours	2+ HOVs	Opened Jan. 7, 2002
I-605	1 each direction	29 (17)	24 hours	2+ HOVs	No
SR-14 <sup>5</sup>	1 each direction	10.8 (6.4)	5-9 am SB 3-7 NB	3+ peaks, 2+ HOVs off-pk	Now 3+ during peaks, 2+ off peak as of 1/01 <sup>5</sup>
SR-30	1 each direction	10 (6)	24 hours	2+ HOVs	No, ext. opened '01
SR 57	1 each direction	7.6 (4.5)	24 hours	2+ HOVs	No
SR 60	1 each direction	12 (7)	24 hours	2+ HOVs	No
SR 91	1 each direction	22.9 (14.3)	24 hours	2+ HOVs	from peak periods only
SR 118	1 each direction	18.2 (11.4)	24 hours	2+ HOVs	No
SR 134	1 each direction	22.1 (13.3)	24 hours	2+ HOVs	No
SR 170	1 each direction	9.8 (6.1)	24 hours	2+ HOVs	No
Orange County, CA (all buffer separation)					
I-5	1-2 each direction	58 (34.3)	24 hours	2+ HOVs	exi. opened to SR 91
I-405	1 each direction	38.4 (24)	24 hours	2+ HOVs	No
SR 55	1 each direction	19.7 (12.3)	24 hours	2+ HOVs	No
SR 57	1 each direction	19.2 (12)	24 hours	2+ HOVs	No
SR 91	1 each direction	15.7 (9.3)	24 hours	2+ HOVs	No
SR 91 toll lanes <sup>2</sup>	2 each direction	16.2 (10.1)	24 hours	Toll SOVs w/ low HOV toll	On 12/97 tolls were placed on 3+ HOVs,

**(Continued)**  
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<b>Concurrent-flow (Continued)</b>					
Riverside County, CA					
SR 91 (buffer sep.)	1 each direction	27.2 (17)	24 hours	2+ HOVs	No
San Bernardino County, CA (buffer sep.)					
I-10	1 each direction	17(10)	24 hours	2+ HOVs	opened 09/00
SR 30	1 each direction	NA	24 hours	2+ HOVs	first segment open '01
SR 60	1 each direction	17 (10)	24 hours	2+ HOVs	No
SR 71	1 each direction	14.2 (8.4)	24 hours	2+ HOVs	No
Santa Clara/San Mateo Counties, CA					
US 101	1 each direction	51.6 (31)	5-9 am, 3-7 pm	2+ HOVs	No
SR 237	1 each direction	9.6 (6)	5-9 am, 3-7 pm	2+ HOVs	No
SR 85	1 each direction	38 (24)	5-9 am, 3-7 pm	2+ HOVs	No
I-280	1 each direction	17.6 (11)	5-9 am, 3-7 pm	2+ HOVs	No
Capitol Expy. (shoulders)	1 each direction	8.3 (5)	5-9 am, 3-7 pm	2+ HOVs	No
Lawrence Expy. (shoulders)	1 each direction	17 (10)	5-9 am, 3-7 pm	2+ HOVs	No
Montague Expy. (shoulders)	1 each direction	9.6 (6)	5-9 am, 3-7 pm	2+ HOVs	No
San Tomas Expy.(shoulders)	1 each direction	12.8 (8)	6-9 am, 3-7 pm	2+ HOVs	No
Alameda County, CA					
I-880	1 each direction	34 (20)	5-9 am, 3-7 pm	2+ HOVs	No
I-680	1 each direction	20.8 (12.3)	6-9 am , 3-6 pm	2+ HOVs	No
I-580	1 each direction	9.8 (6.1)	7-8 am EB, 5-6 pm WB	2+ HOVs	No
Contra Costa County, CA					
I-80	1 each direction	7.1 (4.2)	5-10 am WB, 3-7 pm EB	3+ HOVs	No
Marin County, CA US 101 (2 projects)	1 each direction	16.7 (10)	6:30-8:30 am SB, 4:30-7 pm NB	2+ HOVs	Changed from 3+
Sacramento, CA					
I-80	1 each direction	6.7 (4)	6-10 am, 4-7 pm	2+ HOVs	No
SR 99	1 each direction	6.2 (3.9)	6-10 am, 4-7 pm	2+ HOVs	Reduced hours
San Diego County, CA					
I-5	1 each direction	5 (3)	3-7 pm NB	2+ HOVs	No
SR 54	1 each direction	5.4 (3.2)	6-9 am WB, 3-7 pm EB	2+ HOVs	No
SR 163	1 ent. ramp	0.7 (0.4)	24 hours	2+ HOVs	No
Denver, CO, US 36 (buffer separated)	1 each direction	3.4 (2)	24 hours	2+ HOVs	Opened 3/01
Hartford, CT					
I-84 (wide buffer separation)	1 each direction	18.4(11.5)	24 hours	2+ HOVs	Extension opened '01
I-91 (wide buffer separation)	1 each direction	14.4 (9)	24 hours	2+ HOVs	No
Ft. Lauderdale, FL I-95 (buffer separated)	1 each direction	43.2 (27)	7-9 am, 4-6 pm	2+ HOVs	No
Miami, FL					
I-95	1 each direction	52 (32)	7-9 am SB, 4-6 pm NB	2+ HOVs	No
I-95 freeway/freeway ramp	2-way	5 (3)	7-9 am SB, 4-6 pm NB	2+ HOVs	No
Orlando, FL I-4	1 each direction	48 (30)	7-9 am SB, 4-6 pm NB	2+ HOVs	No
Atlanta, GA (buffer separated)					
I-20	1 each direction	14 (8.5)	WB 6:30-9:30 am, EB 4:30-7 pm	2+ HOVs	No
I-75/I-85 central section	1 each direction	12.5 (7.5)	24 hours	2+ HOVs	No
I-75	1 each direction	19.3 (11.6)	24 hours	2+ HOVs	No
I-85	1 each direction	41 (23.9)	24 hours	2+ HOVs	No

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<b>Concurrent-flow (Continued)</b>					
Honolulu, HI					
Moanaloa Fwy.	1 each direction	3.8 (2.4)	6-8 am, 3:30-6 pm	2+ HOVs	No
Kalaniana'ole Hwy. H-1	1 (WB only) 1 each direction	3.2 (2.0) 12.8 (8)	5-8:30 am 6-8 am, 3:30-6 pm	2+ HOVs 2+ HOVs	No No
H-2	1 each direction	13.1 (8.2)	6-8 am, 3:30-6 pm	2+ HOVs	No
Montgomery County, MD (buffer separated)					
US 29 (shoulders) I-270	1 each direction 1 each direction	4.8 (3) 25.8 (15.5)	Peak periods only SB 6-9 am, NB 3:30-6:30 pm	Buses only 2+ HOVs	No No
I-270 (western spur)	1 each direction	5 (3)	SB 6-9 am, NB 3:30-6:30 pm	2+ HOVs	No
Maryland: I-270 (eastern spur)	1 each direction	5 (3)	SB 6-9 am, NB 3:30-6:30 pm	2+ HOVs	No
Boston, MA I-93 North	1 (SB only)	1.8 (1.1)	6:30-9:30 am	2+ HOVs	Changed from 3+
Minneapolis, MN I-35W	1 each direction	NB 9.2 (5.7), SB 10.1 (6.3)	NB 6-9 am & 3-6 pm, SB 6-9 am & 3-6 pm	2+ HOVs	No
I-394	1 each direction	EB 12.4 (7.7), WB 9.8 (6.1)	EB 6-9 am, WB 3-6 pm	2+ HOVs	No
New Jersey Turnpike					
New York City, NY <sup>6</sup>					
Gowanus Expy	1 inbound only	2.2 (1.3)	6-10 am	2+ HOVs	No
Staten Island Expy	1 inbound only	1.6 (1)	6-10 am	Bus only	Opened in 2000
Suffolk and Nassau County, NY I-495 (buffer separated)	1 each direction	50 (30)	6-10 am, 3-8 pm	2+ HOVs	Yes, changed hours 10-mile ext. opened in 1999
Portland, OR, I-5	1 northbound	5 (3)	NB peak period only	2+ HOVs	Opened 10/98, partial lane conversion
Ottawa, Ontario, Canada					
Hwy. 417 Kenta (EB shoulder)	1 (EB only)	4.8 (3)	7-9 am	Buses only	No
Hwy. 17 Orleans (WB shoulder)	1 (WB only)	4.8 (3)	7-9 am	Buses only	No
Memphis, TN I-40	1 each direction	13 (8)	7-9 am WB, 4-6 PM EB	2 + HOVs	No
Nashville, TN					
I-65 (South)	1 each direction	11.5 (7.2)	7-9 am NB, 4-6 pm SB	2+ HOVs	No
I-40	1 each direction	8.3 (5)	7-9 am WB, 4-6 pm EB	2+ HOVs	No
Dallas, TX (buffer separated)					
US 67 Marvin D. Love Fwy.	1 each direction	6.4 (4.0)	24 hours	2+ HOVs	Opened Aug. 2000
I-35E (Stemmons Freeway)	1 each direction	SB 11.7 (7.3), NB 9.7 (6.0)	24 hours	2+ HOVs	No
I-635 (LBJ Freeway)	1 each direction	EB 11 (6.8), WB 9.8 (6.1)	24 hours	2+ HOVs	No
Houston, TX					
I-10 Katy (narrow buffer separated)	1 each direction	9.3 (5.5)	5 am-12 noon EB, 2-9 pm WB, Sat WB, Sun. EB.	3+ peak hours, 2+ other times	Opened March 2001

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<b><u>Concurrent-flow (Continued)</u></b>					
Salt Lake City, UT, I-15	1 each direction	10 (16)	Peak periods only	2+ HOVs	opened in summer '01
Northern Virginia (buffer separated) I-66 (outside Capital Beltway) <sup>4</sup>	1 each direction	30 (18.5)	EB 5:30-9:30 am WB 3-7 pm	2+ HOVs	Changed operating periods
I-66 (inside Capital Beltway) Exclusive HOV during restricted period	2-3 each direction	15.4 (9.6)	EB 6:30-9 am, WB 4-6:30 pm	2+ HOVs	Changed operating periods and from 4+ No
SR 267 (Dulles Toll Road)	1 each direction	16 (10)	EB 6:30-9 am, WB 4-6:30 pm	2+ HOVs	
Norfolk/Virginia Beach, VA					
SR 44 <sup>4</sup>	1 each direction	8 (5)	Peak hours only	2+ HOVs	Hours reduced in '99
I-264	1 each direction	6.4 (4)	Peak hours only	2+ HOVs	Hours reduced in '99
Seattle, WA					
I-5 North	1 each direction	22.5 (13.3)	24 hours	2+ HOVs	North end changed from 3+ in 1993 No
I-5 South	1 each direction	32 (18.9)	24 hours	2+ HOVs	No
I-90	1 each direction	10.6 (6.3)	24 hours	2+ HOVs	No
I-405 (median only-used to be right side in some sections)	1 each direction	45 (26.5)	24 hours	2+ HOVs	Median conversion occurred in 1999 No
SR 167	1 each direction	16.1 (10)	24 hours	2+ HOVs	Opened Feb. '00
SR 520 (median east of I-405)	1 each direction	9 (5.4)	24 hours	2+ HOVs	Changed from bus only in AM peak period
SR 520 (shoulder)	1 WB only	3.7 (2.3)	24 hours	3+ HOVs	Opened Oct. 2001
Vancouver, WA, 1-5	1 each direction	6 (4)	24 hours	2+ HOVs	No
Vancouver, British Columbia, Canada Trans Canada Highway	1 each direction	12.8 (8)	NA	NA	No
<b><u>Contraflow</u></b>					
Honolulu, HI					
H-1 (moveable barrier)	1	EB 10 (6)	AM period only	3+ HOVs	Opened 8/98
Kalaniana'ole Hwy.	1	WB 7 (4.4), EB 1.6 (1)	5-8:30 am, 4-6:30 pm	2+ HOVs	Changed from 3+
Kahekihi Hwy.	1	1.8 (1.1)	5:30-8:30 am, 3:30-7 pm	2+ HOVs	No
New Jersey, Rte. 495 (to Lincoln Tunnel)	1 EB only	4 (2.5)	6-10 am	Buses only	No
New York City, NY I-495 Long Island Expy.	1	6.4 (4)	7-10 am	Buses, vanpools taxis	Moveable barrier pending
Gowanus Expressway/Brooklyn Battery Tunnel, (moveable barrier)	1 inbound only	10.4 (6.2)	6-10 am	2+ HOVs	Originally buses & taxis only No
Dallas, TX I-30, (East R.L. Thornton Fwy.) moveable barrier	1 each peak direction	8.3 (5.2)	6-9 am, 4-7 pm	2+ HOVs	No
Boston, MA I-93 Southeast Expy. (moveable barrier)	1 each peak direction	9.6 (6)	6-10 am, 3-7 pm	2+ HOVs	Additional hour added in AM period, lowered to 2+ HOVs on 6/99
Montreal, Quebec, Canada Rte. 10/15/20 Champlain Bridge	1	6.9 (4.3)	6:30-9:30 am NB, 3:30-7 pm SB	Buses only	Speed limit reduced
<b><u>Queue Bypasses</u></b>					
Bay Area, CA					
S.F./Oakland Bay Bridge toll plaza, I-80 and I-880	3	1.4 (0.9)	5-10 am, 3-7 pm	3+ HOVs	Number and location of lanes reoriented
Dumbarton Bridge toll plaza, SR 84	1	3.2 (2)	5-10 am, 3-6 pm	2+ HOVs	Changed from 3+
San Mateo Bridge toll plaza, SR 92	1	3.2 (2)	5-10 am, 3-6 pm	2+ HOVs	Changed from 3+
SR 4	1	0.8 (0.5)	Peak periods	3+ HOVs	No
SR 160 Antioch Bridge	1	NA	5-10 am, 3-6 pm	3+ HOVs	No
SR 80 Carquinez Bridge	1	0.1	5-10 am, 3-7 pm	3+ HOVs	No
SR 680 Benicia/Martinez Bridge	1	0.1	5-10 am, 3-7 pm	3+ HOVs	No
Various freeway entrance ramps	1	0.2 (0.1)	When demand warrants	2+ HOVs	No

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<b>Queue Bypasses (Continued)</b>					
Los Angeles and Orange Counties, CA Over 250 freeway entrance ramps	1	0.2 (0.1)	When demand warrants	2+ HOVs	No
San Diego, CA Various entrance ramps					
Coronado Bridge toll plaza	1 (WB only)	0.2 (.1)	As warranted 24 hours	2+ HOVs	No
A Street entrance ramp to I-5 freeway	1	0.6 (0.4)	24 hours	Buses only	No
I-5/Mexico port of entry	4 gates	0.2 (0.1)	24 hours M-F	4+ HOVs	No
Honolulu, HI, H-2	1 (SB only)	1.3 (0.8)	6-8 am, 3:30-6 pm	2+ HOVs	No
Illinois, Chicago, I-90 toll plaza	1 (EB only)	0.8 (0.5)	Peak periods	Buses only	No
Minneapolis, MN, Various entrance ramps	75 entrance ramps	varies	Peak periods	2+ HOVs	No
New Jersey Ft. Lee, I-95 (to George Washington Br.)	1 (EB only)	1.6 (1)	7-9 am	3+ HOVs	No
Dallas, TX, I-35E Stemmons reversible lane	1 (NB and SB)	1.0 (0.7)	6-9 am, 4-7 pm	2+ HOVs	No
Union, Rte. 495 (Lincoln Tunnel toll plaza)	1 (WB only)	0.5 (0.3)	6-10 am	Buses only	No
Seattle, WA SR 509 shoulder	1 (NB only)	1.3 (0.8)	24 hours	2+ HOVs	Changed from 3+
SR 526	1	0.8 (0.5)	24 hours	Buses only	No
Freeway entrance ramps (69) <sup>3</sup>	1	0.2 (0.1)	24 hours	2+ HOVs	No
Ferry terminal docks, downtown and other locations	2	0.2 (0.1)	Peak hours	Registered car/ vanpools only	No

Footnotes

- <sup>1</sup> Part-time periods are 5-day week, typically in peak directions as noted.
- <sup>2</sup> This project is a privatized toll road with congestion pricing. Registered 3+ HOVs can travel free.
- <sup>3</sup> Included are 39 metered ramps and 30 non-metered ramps.
- <sup>4</sup> Portions of HOV lane are converted from left side general purpose lane, while outside shoulder becomes a general purpose lane.
- <sup>5</sup> Due to AB 1871 legislation, the SR 14 HOV lanes are undergoing an 18-month demonstration project of part-time hours. The demonstration started January 2001. The southbound hours are 5-9 am and the northbound hours are 3-7 pm.
- <sup>6</sup> A number of HOV lanes were operated temporarily over various New York City bridge and tunnel crossings following the 9-11 terrorist attack. Most of these lane treatments had been suspended by the end of 2001 and are not reported in this inventory.