FEDERAL HIGHWAY ADMINISTRATION

BCA.NET HIGHWAY BENEFIT-COST ANALYSIS SYSTEM - STRATEGY REPORT

User: Ann_Dussom Dataset: Initial

STRATEGY IDENTIFIERS AND TARGET VALUES

Item	Value
Strategy ID	9
Name	Do Nothing - or As-Is Strategy
Description	Do Nothing - or As-Is Strategy
Target Value: Freeflow speed	35
Target Value: Maximum flow rate (veh/hr/lane)	600
Target Value: Number of lanes	2
Target Value: Of lanes, number reversible	0
Target Value: PSI	3.8
Target Value: Pavement Deterioration Rate (annual change in PSI)	0.01
Target Value: Percent Grade	0
Target Value: Crash Rate: Accidents per Million VMT	1.5
Target Value: Facility Type	Rural/Suburban Arterial
Target Value: Change in Facility Length (new construction only)	0
Last Modified	9/6/2009 12:46:14 PM

COST SCHEDULE (THOUSANDS BASE YEAR $)

UNITS: Cost / facility-mile

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Recurring Annual O&M
Right-of-Way	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Construction	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**Other Lifecycle**
Disruption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FEDERAL HIGHWAY ADMINISTRATION

HIGHWAY BENEFIT-COST ANALYSIS - RESULTS

User: Ann_Dussom
Dataset: Initial

Results file:	US-88 Design Alt. 1	**Number of Trials:**	200
Project:	Georgetown Intermodal Project	**Random Seed:**	1
Scenario:	Base, no ranges	**Date/Time of Simulation:**	10-Sep-2009 7:58 pm

Result No.: **Result Variable Description**

Percentile Summary | **Summary Statistics**

1 Travel time savings, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

2 Vehicle operating cost savings, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

3 Safety benefits, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

4 Environmental benefits, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

5 Project residual value, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

6 Disbenefit of traffic disruption from construction, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

7 Total benefits, thous. PV$

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	0		

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
8	Of this, benefits to new users, thous. PV$											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	0	0	0	0	0	0	0			0	0	
9	Total costs, thous. PV$											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	0	0	0	0	0	0	0			0	0	
10	Net benefits, thous. PV$											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	0	0	0	0	0	0	0			0	0	
11	Benefit-cost ratio											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		NaN	NaN	NaN	NaN	NaN	NaN		NaN	NaN	NaN	NaN
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	NaN	NaN	NaN	NaN	NaN	NaN	NaN			NaN	NaN	
12	Rate of return, percent											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		102.5	102.5	102.5	102.5	102.5	102.5		102.5	0		
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	102.5	102.5	102.5	102.5	102.5	102.5	102.5			102.5	102.5	
13	Base Case - Travel time cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		46019.8	46747.1	47801.8	49904.4	52143	54598		58022.5	8030.73	0.254915	-1.12183
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	57160	60035.8	62972.6	66323.6	69781.6	71692.7	73145.3			45791.1	73642	
14	Alt Case - Travel time cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		46019.8	46747.1	47801.8	49904.4	52143	54598		58022.5	8030.73	0.254915	-1.12183
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	57160	60035.8	62972.6	66323.6	69781.6	71692.7	73145.3			45791.1	73642	
15	Net benefit - Travel time cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
	50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
	0	0	0	0	0	0	0			0	0	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
16	Base Case - Fuel cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8256.27	8386.72	8575.88	8953.02	9354.54	9794.87		10409.1	1440.41	0.254911	-1.12183
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
10254.4	10770.2	11297	11898	12518.2	12861	13121.5			8215.24		13210.6	
17	Alt Case - Fuel cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8256.27	8386.72	8575.88	8953.02	9354.54	9794.87		10409.1	1440.41	0.254911	-1.12183
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
10254.4	10770.2	11297	11898	12518.2	12861	13121.5			8215.24		13210.6	
18	Net Benefit - Fuel cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
0	0	0	0	0	0	0			0		0	
19	Base Case - Oil cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		653.43	663.865	679.001	709.187	741.339	776.616		825.927	115.502	0.256523	-1.12092
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
813.448	854.81	897.067	945.308	995.111	1022.65	1043.58			650.148		1050.74	
20	Alt Case - Oil cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		653.43	663.865	679.001	709.187	741.339	776.616		825.927	115.502	0.256523	-1.12092
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
813.448	854.81	897.067	945.308	995.111	1022.65	1043.58			650.148		1050.74	
21	Net Benefit - Oil cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
0	0	0	0	0	0	0			0		0	
22	Base Case - Tire wear cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		54.8166	55.6976	56.9756	59.5251	62.2413	65.2224		69.3948	9.766	0.257513	-1.12035
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
68.3358	71.8331	75.4071	79.4883	83.7029	86.0335	87.8055			54.5395		88.4116	
23	Alt Case - Tire wear cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		54.8166	55.6976	56.9756	59.5251	62.2413	65.2224		69.3948	9.766	0.257513	-1.12035
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
68.3358	71.8331	75.4071	79.4883	83.7029	86.0335	87.8055			54.5395		88.4116	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
24	Net Benefit - Tire wear cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		0	0	0	0	0	0		0	0		
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
0	0	0	0	0	0	0			0		0	
25	Base Case - Maint. & repair cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		890.107	904.374	925.068	966.346	1010.32	1058.57		1126.07	158.04	0.257084	-1.1206
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
1108.96	1165.56	1223.39	1289.41	1357.59	1395.29	1423.95			885.621		1433.75	
26	Alt Case - Maint. & repair cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		890.107	904.374	925.068	966.346	1010.32	1058.57		1126.07	158.04	0.257084	-1.1206
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
1108.96	1165.56	1223.39	1289.41	1357.59	1395.29	1423.95			885.621		1433.75	
27	Net Benefit - Maint. & repair cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		0	0	0	0	0	0		0	0		
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
0	0	0	0	0	0	0			0		0	
28	Base Case - Depreciation cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		1738.98	1766.5	1806.41	1885.98	1970.69	2063.61		2193.26	303.979	0.255152	-1.12169
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
2160.58	2269.44	2380.61	2507.46	2638.38	2710.74	2765.74			1730.33		2784.55	
29	Alt Case - Depreciation cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		1738.98	1766.5	1806.41	1885.98	1970.69	2063.61		2193.26	303.979	0.255152	-1.12169
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
2160.58	2269.44	2380.61	2507.46	2638.38	2710.74	2765.74			1730.33		2784.55	
30	Net Benefit - Depreciation cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		0	0	0	0	0	0		0	0		
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
0	0	0	0	0	0	0			0		0	
31	Base Case - Safety cost, segment 1, thous. PV$, 2 - US 7											
		1%	*5%*	*10%*	*20%*	*30%*	*40%*		**Mean**	**Std Dev**	**Skewness**	**Kurtosis**
		5158.17	5239.65	5357.81	5593.38	5844.17	6119.22		6502.88	899.715	0.254908	-1.12183
50%	*60%*	*70%*	*80%*	*90%*	*95%*	*99%*			**Minimum**		**Maximum**	
6406.25	6728.45	7057.46	7432.88	7820.29	8034.4	8197.14			5132.54		8252.79	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
32	Alt Case - Safety cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5158.17	5239.65	5357.81	5593.38	5844.17	6119.22		6502.88	899.715	0.254908	-1.12183
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
6406.25	6728.45	7057.46	7432.88	7820.29	8034.4	8197.14			5132.54		8252.79	
33	Net Benefit - Safety cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
0	0	0	0	0	0	0			0		0	
34	Base Case - Environmental cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2319.72	2356.36	2409.5	2515.43	2628.21	2751.9		2924.43	404.596	0.254907	-1.12183
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
2880.98	3025.86	3173.82	3342.65	3516.86	3613.15	3686.33			2308.2		3711.35	
35	Alt Case - Environmental cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2319.72	2356.36	2409.5	2515.43	2628.21	2751.9		2924.43	404.596	0.254907	-1.12183
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
2880.98	3025.86	3173.82	3342.65	3516.86	3613.15	3686.33			2308.2		3711.35	
36	Net Benefit - Environmental cost, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
0	0	0	0	0	0	0			0		0	
37	Base Case - Project costs, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		175.98	178.881	183.088	191.478	200.412	210.212		223.894	32.069	0.25558	-1.12148
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
220.441	231.926	243.655	257.042	270.858	278.495	284.3			175.067		286.285	
38	Alt Case - Project costs, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		175.98	178.881	183.088	191.478	200.412	210.212		223.894	32.069	0.25558	-1.12148
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
220.441	231.926	243.655	257.042	270.858	278.495	284.3			175.067		286.285	
39	Net Cost - Project costs, segment 1, thous. PV$, 2 - US 7											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	0		
50%	60%	70%	80%	90%	95%	99%			Minimum		Maximum	
0	0	0	0	0	0	0			0		0	

FEDERAL HIGHWAY ADMINISTRATION

User: Ann_Dussom

SCENARIO DATA

Dataset: Initial

Scenario ID	0	First Year	2010
		Last Year Near Term	2013
Description	Base, no ranges	Last Year	2040

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Travel demand and traffic composition		
Traffic uncertainty factor, first year, percent		Value
	Fixed Value	0.00
Traffic uncertainty factor, last year near term, percent		Value
	Fixed Value	0.00
Traffic uncertainty factor, last year, percent		Value
	Fixed Value	0.00
Avg vehicle occupancy, auto		Value
	Fixed Value	1.10
Avg bus occupancy		Value
	Fixed Value	10.00
Percent of autos, small, percent		Value
	Fixed Value	65.00
Truck passenger car equivalent		Value
	Fixed Value	1.80
Bus passenger car equivalent		Value
	Fixed Value	2.70
Annualization factor		Value
	Fixed Value	280.00
Minimum speed in peak period, mph		Value
	Fixed Value	10.00
Effective elasticity of demand w.r.t cost		Value
	Fixed Value	-0.10

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type		
Social costs			
Discount rate		Minimum	Maximum
	Uniform	3.00	7.00
Rate of asset depreciation		Value	
	Fixed Value	4.00	
Value of time, auto passenger, $ / hr		Value	
	Fixed Value	11.20	
Value of time, truck, $ / hr		Value	
	Fixed Value	18.10	
Value of time, bus passenger, $ / hr		Value	
	Fixed Value	11.20	
Value of a fatal crash, thous. $		Value	
	Fixed Value	3900.00	
Value of an injury crash, thous. $		Value	
	Fixed Value	80.00	
Value of a PDO crash, thous. $		Value	
	Fixed Value	5.80	
Gasoline price in base year, $/gal.		Value	
	Fixed Value	2.20	
Diesel price in base year, $/gal.		Value	
	Fixed Value	1.90	
Oil price in base year, $/qt.		Value	
	Fixed Value	4.25	
Carbon monoxide emissions cost, $ / ton		Value	
	Fixed Value	30.00	
Nitrogen oxides emissions cost, $ / ton		Value	
	Fixed Value	4000.00	
Volatile organic compounds emissions cost, $ / ton		Value	
	Fixed Value	1700.00	

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Project cost factors		
Project scope factor		Value
	Fixed Value	1.00
Right-of-way acquisition factor		Value
	Fixed Value	1.00
Disruption from construction cost factor		Value
	Fixed Value	1.00
O&M cost factor		Value
	Fixed Value	1.00
Other lifecycle cost factor		Value
	Fixed Value	1.00

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Prices		
Oil price index, 2010, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2011, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2012, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2013, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2014, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2015, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2016, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2017, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2018, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2019, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2020, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2021, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2022, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2023, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2024, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2025, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2026, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2027, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2028, Base Year = 100		Value

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Prices		
	Fixed Value	100.00
Oil price index, 2029, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2030, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2031, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2032, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2033, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2034, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2035, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2036, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2037, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2038, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2039, Base Year = 100		Value
	Fixed Value	100.00
Oil price index, 2040, Base Year = 100		Value
	Fixed Value	100.00

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Policies		
Fuel tax in the base case, 2010, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2011, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2012, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2013, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2014, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2015, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2016, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2017, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2018, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2019, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2020, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2021, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2022, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2023, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2024, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2025, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2026, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2027, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2028, $/gal.		Value

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Policies		
	Fixed Value	0.50
Fuel tax in the base case, 2029, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2030, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2031, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2032, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2033, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2034, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2035, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2036, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2037, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2038, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2039, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the base case, 2040, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2010, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2011, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2012, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2013, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2014, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2015, $/gal.		Value
	Fixed Value	0.50

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Policies		
Fuel tax in the alternate case, 2016, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2017, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2018, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2019, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2020, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2021, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2022, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2023, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2024, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2025, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2026, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2027, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2028, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2029, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2030, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2031, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2032, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2033, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2034, $/gal.		Value
	Fixed Value	0.50

BASE, NO RANGES **SCENARIO DATA**

Variable Description	Prob. Distribution Type	
Policies		
Fuel tax in the alternate case, 2035, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2036, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2037, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2038, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2039, $/gal.		Value
	Fixed Value	0.50
Fuel tax in the alternate case, 2040, $/gal.		Value
	Fixed Value	0.50

FHWA BCA.NET Highway Project Benefit Cost Model - Windows Internet Explorer

https://fhwaapps.fhwa.dot.gov/bcap/Default.aspx

File Edit View Favorites Tools Help

FHWA BCA.NET Highway Project Benefit-Cost Model

U.S. Department of Transportation
Federal Highway Administration

BCA.Net Highway Project Benefit-Cost Analysis System

Navigation Bar and Menu (Ctrl+1) ==> › Manage › Strategies Project › Parameters › Scenario › Simulation › Results Help Logout

Current Settings ==>	User: Ann_Dussom	Dataset: Initial	Project: Georgetown Intermodal Project	Scenario: Base, no ranges	Results: US-88 Design Alt. 1

Project: Georgetown Intermodal Project

Selected segment for viewing and editing: 2 - US 7 Go

Current View: Base Year Facility Characteristics

Facility Characteristics in the Base Year (2009)* Edit

Item	Value
Description	2 - US 7
Facility Type	Rural/Suburban Arterial
Number of lanes	2
Of these, number reversible	0
Freeflow speed	35
Maximum flow rate (veh/hr/lane)	1500
Length (miles)	25
PSI (Pavement Serviceability Index)	3.8
Pavement deterioration (Annual change in PSI)	0.01
Percent grade	0
Crash Rate: Accidents per Million VMT	1.5
Cost units	Total cost
Operating & Maint. cost (thous. $)	1
Other lifecycle cost (thous. $)	0

*The base year is the year before the start of the analysis (i.e., the Base Case and Alternate Case conditions are identical in the base year). Set the base year on the Manage page with scenario view.

Done Internet 100%

FHWA BCA.NET Highway Project Benefit-Cost Model - Windows Internet Explorer

https://fhwaapps.fhwa.dot.gov/bcap/Default.aspx

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FHWA BCA.NET Highway Project Benefit-Cost Model

U.S. Department of Transportation
Federal Highway Administration

BCA.Net Highway Project Benefit-Cost Analysis System

Navigation Bar and Menu (Ctrl+1) ==> > Manage > Strategies Project > Parameters > Scenario > Simulation > Results Help Logout

Current Settings ==>	User: Ann_Dussom	Dataset: Initial	Project: Georgetown Intermodal Project	Scenario: Base, no ranges	Results: US-88 Design Alt. 1

Project: Georgetown Intermodal Project

Selected segment for viewing and editing: 2 - US 7 Go

Current View: Segment Traffic

Annual traffic data for selected years

Edit

	2010	2013	2040
Average Annual Daily Traffic	1000	1500	1500
Average Annual Rate of Growth		14.47	0.00

Selected years are the start year, last year of near term and the end year of the analysis.
Set the years on the Settings page with scenario set as the element to view.
Adding and deleting traffic profiles, and editing their descriptions, is only possible when the start year is selected.

Selected year for viewing and editing: 2010 Go

Traffic profile for the selected segment and year

Add New Delete checked Edit

Description	Duration Peak Period (Hours)	Duration Peak Shoulder (Hours)	Percent of Year	Percent of Annual Traffic	Percent Auto / Auto Distribution	Percent Truck / Truck Distribution	Percent Bus / Bus Distribution	
TempProfile1	3.0	6.0	100	100	100.0 Uniform	0.0 Uniform	0.0 Uniform	☐

The traffic profile for the segment is composed of weighted, representative days that distribute AADT in the year.
Specify the percent of days the profile represents and the percent of annual traffic on these days. Percentages must sum to 100.
To delete a day from the profile, first edit so that its annual percent is 0 and the percents of the remaining days sum to 100. Repeat in the other two years. Off-peak duration in hours is 24 minus the duration in hours of the peak period and the peak shoulder.

Done Internet 100%

Summary of BCA Analysis for Georgetown Intermodel Station

Summary of Benefits

Description	Value (Thousands)	
Travel Time	$ 5,802.25	(use 10% of computed time savings)
Fuel Cost	$ 10,409.10	transit save 10% time of car trip
Oil Consumption	$ 825.90	
Tire Wear	$ 69.40	
Maintenance/Repairs	$ 1,126.10	
Depreciation	$ 2,193.30	
Safety	$ 6,502.90	
Environmental	$ 2,924.40	
Road Maintenance	$ 223.90	
Total Benefits	$ 30,077.25	

Assumptions:

Approximately 85% of parking garage full at opening - equivalent to 1000 trips per day (500 am and 500 pm

Traffic growth to 1500 vpd as a result of assumed walk up development (ie residential move in that avoids a

Average trip for vehicle avoided (ie moved to transit) equal to 25 miles.

Average trip at 35 mph.