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Transportation Plans

1. Fallon Urban Area 2020 Transportation Plan - 2000

- Purpose – analyze Fallon area transportation system, identify needs, develop plan
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - US 95 from Front Street to St Clair Road operate under less than desirable conditions of congestion

2. US 395 Washoe County Study – 2002

- Purpose - Freeway Improvements Needed in Reno/Sparks Metro Area between now and 2030. Focus is on I-80, US 395/ I-580
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4
 - Recommends improvements to B4 alignment to accommodate capacity needs.
 - Recommends improvements to I-80/ US-395/I-580 Spaghetti Bowl
 - Recommends adding a lane EB and WB on I-80 east of US 395 as well as ramp improvements
 - Recommends adding 1-2 lanes NB and SB on US 395/ I-580 from Stead to I-80

3. Western Nevada Transportation Study - 2002

- Purpose – inventory existing transportation and socio-economic trends, and to forecast these trends over 20 years
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Mentioned Carson City Freeway that is now complete
 - Mention of ITS implementation for I-80 and US 395 corridors
 - Turn lane channelization and lighting improvements along Alternate 95 and Alternate US 50 in Lyon County
 - Truck Climbing Lanes and passing lanes along Alternate 50, SR 208, and SR 95

4. Landscape and Aesthetics Plan (Central US 95, West US 6, and Central US 50) - 2006

- Purpose – Establish vision for landscape and aesthetics for each highway based on the Landscape and Aesthetics Master Plan from 2002
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - US 95 on west side of Hawthorne is a Scenic Byway
 - Shows Bighorn Sheep and Antelope Corridors along existing US 95
 - Provides landscape themes for rural and urban approaches to freeways

5. US 395 Southern Sierra Corridor Study - 2007

- Purpose – Proposed improvements on US 396 from Carson City to CA state line at Topaz Lake
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4
 - Recommends improvements to B4 alignment to accommodate capacity needs

- Recommends Carson Freeway direct connectors, frontage roads with bike lanes and sidewalks, Reconstruct Freeway,
 - US 50 to Jacks Valley Road – develop 4 lane freeway with frontage roads, 2 lane direct connector ramps to connect new freeway with Carson freeway, Grade Separate Old Clear Creek Road, Topsy Lane, and Jacks Valley Road. This is the highest priority package - \$164 million.
 - Jacks Valley Road to South of Plymouth Drive/ South Sunridge Drive – four lane freeway with one lane, one way frontage roads on each side, overpass at Mica Drive and an interchange at South Sunridge Drive/ Plymouth Drive
 - South of Plymouth Drive/ South Sunridge Drive to South of Johnson Lane – four lane freeway with one lane, one way frontage roads – overpass at Stephanie Way and interchange at Johnson Lane
 - South of Johnson Lane to Muller Lane - four lane freeway with one lane, one way frontage roads, interchange at Airport Road/ Genoa Lane, Muller Lane
 - Muller Lane to Junction of SR 88- freeway would terminate at Muller Lane and become a 6-lane arterial and merge with frontage roads
 - Junction of SR 88 to Pinenut Road – US 395 would remain a 4 lane arterial through Minden and Gardnerville with coordinated traffic signals added
 - Pinenut Road to South of Palomino Lane – Widen to four lanes with a center left turn lane and potential acceleration and deceleration lanes
 - Double Springs Area – existing SB truck climbing lane would be extended
 - West Side Bypass – West of Ironwood subdivision (Stage 1), or SR 88 widening to four lanes
 - West Side Bypass - Dressler Lane Extension from SR 88 to US 395 (Stage 2)
 - East Side Bypass – east of Carson Valley and Minden and Gardnerville, connect to a future interchange on Carson Freeway
- Recommends near term safety improvement projects
- Other Relevant Information
 - Some of the priority projects have been built.

6. Statewide Transportation Plan – Moving Nevada Through 2028 - 2008

- Purpose – In conjunction with MPO’s (Clark County, Washoe County, Carson City, and Lake Tahoe) – provide a statewide strategy for the next 20 years
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Major military construction projects for FY 2007 – Creech Air Force Base, upgrades at NAS Fallon, Airfield Rescue Fire Station at Nellis
 - Amtrak operations intercity rail via the California Zephyr – between Oakland, CA and Chicago, IL with stops in Reno, Sparks, Winnemucca, and Elko.

7. Statewide Integrated Transportation Reliability Program - 2009

- Purpose – Identify regional and statewide strategies to improve the reliability of travel within Nevada.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 – none – more statewide strategies to improve existing corridors for communication and technology

8. Churchill County Master Plan - 2010

- Purpose – Provide guidance for transportation improvements in Churchill County through 2020 – driven by Fallon Urban Area 2020 Plan
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
- Other Considerations
 - Recommend commuter rail between Fallon and Reno
 - Churchill Area Regional Transit (CART) – working with Fallon Paiute-Shoshone Tribe on combined service program

9. Nye County Comprehensive Master Plan - 2011

- Purpose – how best to collaborate with federal and state land management agencies
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 – none
- Other Considerations
 - Goal is to require fencing adjacent to federal or state highways in open range areas to prevent roadway accidents.
 - Mention of rail lines utilized by private sector for commercial activity in Nye County located to maximize utilization
 - Train emergency responders, fire, safety along transportation routes to deal with hazardous waste accidents.
 - RTC Bonds identified as a funding source for street construction and flood control projects. Debt would be repaid with gas taxes. Also, NDOT reimbursements for safety and maintenance. And Room Tax that is used for transportation projects was identified.

10. Nevada Statewide Rail Plan - 2012

- Purpose – The Nevada State Freight Plan identifies multiuse corridor planning for I-11 as a recommended strategy to help reach the state's freight goals.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Fallon Transload Facility Relocation recommended in the 6-20-year timeline

11. Connecting Nevada: Planning Our Transportation Future - 2013

- Purpose – 50 year look ahead for transportation goals based on 5 key priority areas – Safety, Economic Development, Partnership Development, Improved Multimodal Access, Environmental Issues
- Mention of I-11 –
 - New Corridor identified in the list of projects
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Priority Planned Projects
 - #6 (or #12?) – US 95 Northwest Corridor Improvement Project: Widen from Las Vegas (Ann Road) to Indian Springs (Kyle Canyon Rd) - Phase 2, 3 GP and 1 HOV Lane US 95/ CC 215 Northern Beltway System interchange - Phase 3, Service Interchange at Kyle Canyon – Phase 5, \$157 - \$173 M
 - #7,8,9 - US 395 Improvements - North of I-80

- #12 (or 10?) – US 395 Carson City Freeway: Phase 2B construct 3 miles of 4 lane access controlled freeway, complete snyder bridge, construct interchanges at Fairview Dr and South Carson St, improve drainage - \$137 - \$190 M
 - Phase 2B-4 is South Carson St Interchange and Final Freeway Connection to US 50 – expected last 2020’s
 - Future Needs
 - #15 - Carson City East Side Bypass – new road south of Pinenut Rd to the Carson City Freeway (20 miles of new 4 lane road) - \$268 M
 - #21 – US 395 Improvements – build 4 lane freeway from Muller Lane to Plymouth Dr., 6 lane arterial from SR 88 Woodfords Rd to Muller Ln., Truck climbing lane from Mica Dr. to N Sunridge Dr. - \$273 M (2012- 2021)
 - #22 – US 295 Improvements – US 395 widening within Washoe limit, ultimate number of lanes vary from 6-10 lanes – beyond 2040
 - Stakeholder Concepts

12. Northern Nevada Future Connectivity Corridor Feasibility Assessment Report - 2014

- Purpose – Evaluate options from Las Vegas to Northern Nevada.
- Mention of I-11 – The focus of the report is on I-11
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Alternative DD – travels through western Nevada to make a northerly connection into CA and OR, diverting west near Reno. This alternative was not recommended for further analysis because of environmental constraints along US 395 requiring significant upgrades/ improvements, steep grades in portions not suitable for rail and difficult for trucks, not compatible with major land ownership as it traverses US Forest Service land. This alignment also traversed through CA.
 - Alternative EE – travels through western Nevada to make a northerly connection into Oregon through Washoe County. This alternative was not recommended for further analysis because it is not consistent with major land ownership patterns as it traverses forest service land and Pyramid Lake Paiute Tribal lands. This alignment also traversed through CA.
 - Alternative FF – loosely follows the US 95 corridor north from Las Vegas through the Fernley/ Fallon area, then on to Oregon and Idaho through Winnemucca. This was recommended for further analysis as it supports the major freight and economic activity centers, has the potential to accommodate multiple modes, and follows the Congressional high priority corridor.
 - Alternative SS – loosely follows the US 95 corridor north from Las Vegas to I-80 then west to US 395 in Reno, then makes a northerly connection to CA and OR. This was recommended for further analysis as it supports the major freight and economic activity centers, has the potential to accommodate multiple modes, and provides the most opportunities for intermodal connectivity.

13. I-80 Corridor Study - 2014

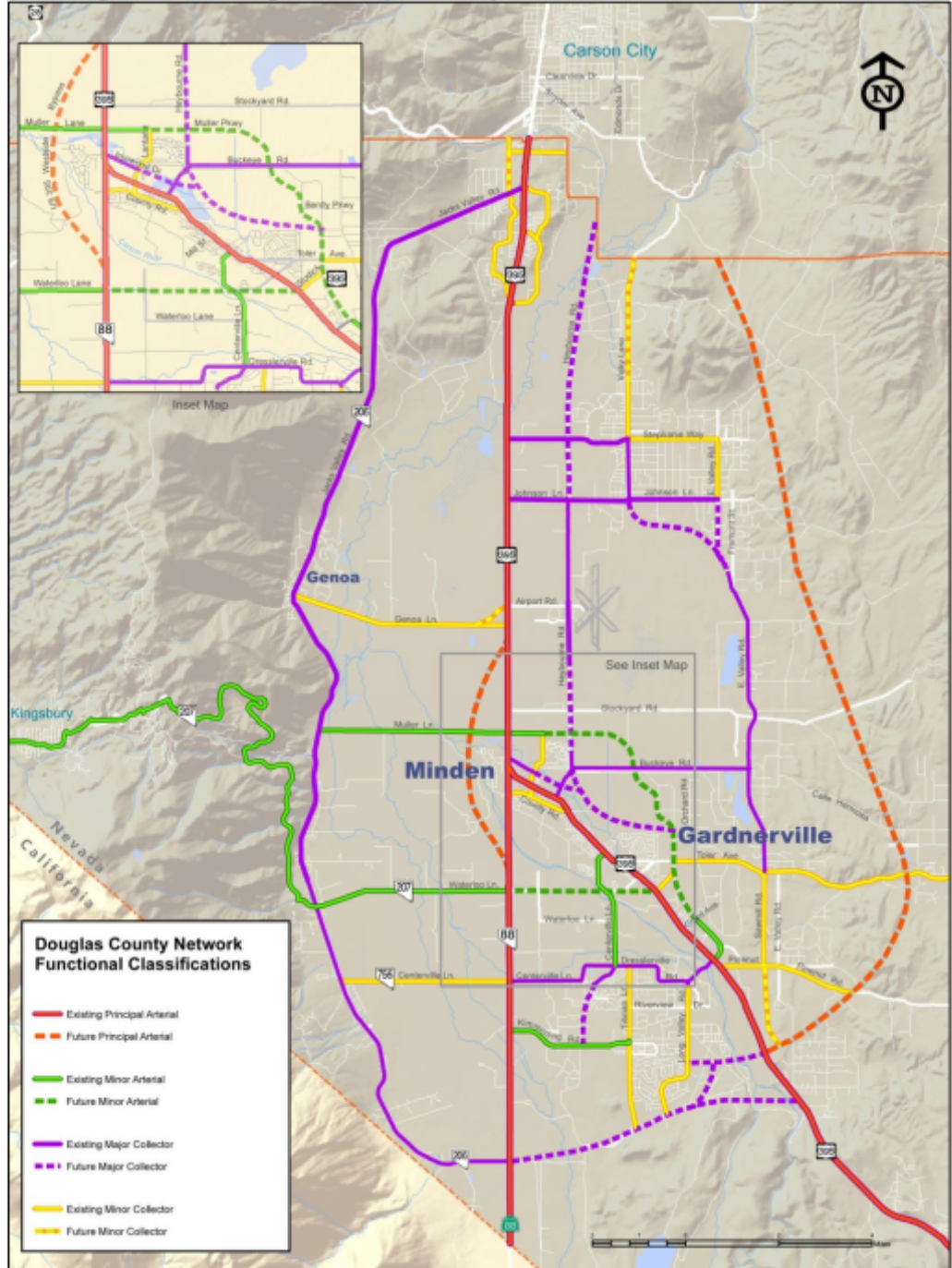
- Purpose – Generate a vision for the overall system around the I-80 corridor and identify strategies on how to achieve that vision.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –

- Strengths of I-80 in Reno – economic development strategy, proximity to western markets, low tax climate, affordable housing and office space, research capacity, natural beauty; Weaknesses of I-80 in Reno – high unemployment, under-developed clusters other than leisure and hospitality, lack of entrepreneur support system, reliance on customer spending for gov operations, limited venture capital availability, underperforming k-12 education; opportunities on I-80 in Reno – numerous entrepreneurs, commercializing research, downtown living, potential for an inland port, targeted growth sectors; Threats on I-80 in Reno – Strain on public resources and education, dependent on consumption industries, gaming vulnerable to outside competition, college graduates leaving, limited support for higher education
- Existing Initiatives Projects is under revision and not available online

14. Douglas County 2030 Transportation Plan - 2016

- Purpose – long-term regional plan to coordinate implementation of transportation infrastructure and programs.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - A significant transportation issues is traffic safety and capacity along the US 395 corridor through the towns of Gardnerville and Minden. There are a limited number of parallel roads that could absorb any through traffic, and the transition into historic Main Street where there is a push for more pedestrian-friendly downtown. There are currently LOS lower than D between Minden and Carson City. US 395 from US 50 to Mica Dr. is LOS F, and US 395 from Muller Lane to SR 88 is LOS E.
 - Goal 2 of the County’s Valley Vision Plan (2013) is to “Address noise, air quality, congestion, and traffic safety issues by diverting large truck traffic out of downtown areas.” The Town of Gardnerville supports the construction of Muller Parkway as a means of removing trucks from downtown, but there was some controversial board meeting approvals about this issue.
 - Want a pedestrian friendly US 395/ Main Street corridor through Minden and Gardnerville.
 - **Near term projects** include acceleration/ deceleration lanes, intersection/ roundabout improvements/ and studies.
 - **Medium term projects** (2016-2025) include US 395 freeway improvements (Segment 1 I-580 to Jacks Valley Road (\$256 M); Segment 2 Jacks Valley Road to South Sunridge/ Plymouth Dr (\$74 M); Segment 3 from Plymouth to Johnson Lane (\$87 M)
 - Interchanges at Jacks Valley Road, South Sunridge/ Plymouth Drive, Johnson Lane; frontage road on both sides of freeway
 - **Long term projects** (2026-2040) include widening freeway between Jacks Valley Road and Mica Drive to 6 lanes (\$6M); Segment 4 freeway from Johnson Lane to Muller Parkway (\$147 M) with interchange at Airport Road/ Genoa Lane and interchange or roundabout at Muller Parkway, Segment 5 widen from 4-6 lanes from Muller Parkway to SR 88 (\$12 M), Segment 7 widen from 4-6 lanes from Riverview Drive/ Muller Parkway to Rockbottom Road (\$35 M)
 - **Long Term Projects for Local/ Regional Access** (not LOS) include US 395 Extend southbound truck climbing lane 10 miles from Rockbottom Road to Double Springs (\$10 M), US 395 West Side Bypass from Genoa Lane to Mottsville Lane, US 395 Carson Valley Eastside Bypass from US 395 to I-580 Freeway (\$320 M)

Figure ES.1: Douglas County Roadway Network Functional Classifications



15. Carson Area Metropolitan Plan Organization 2040 Regional Transportation Plan - 2016

- Purpose – Analyze regional transportation network and identify current and future needs to maintain a safe, efficient, and sustainable transportation system. CAMPO represents Carson City, northern Douglas County, and western Lyon County.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Fiscally Constrained Improvements 2017-2025
 - Rehab I-580 from William Street North to County Line
 - Fiscally Constrained Improvements 2026-2040
 - Construct full interchange at US 395/ US 50
 - Schulz Ranch Residential Subdivision – 423 units off of US 395 and Topsy Lane
 - Lompa Ranch North Specific Plan – 251 acres for mix of commercial and residential uses including 2,500 single family and multifamily units west of US 395 and South of US 50
 - Tahoe Reno Industrial Center is located near the USA Parkway (Infinity Highway) and the demand or growth is unknown at this time
 - Recommended Freight Studies:
 - US 395 Johnson Lane to US 50/ I-1580 Intersection
 - US 50 between I-580 to CAMPO boundary
 - I-580/ US 395 Interchange Improvement (Freeway Phase 2B-4)

16. Nevada State Freight Plan - 2017

- Purpose – Identify needs and opportunities for improved freight movement in Nevada.
- Mention of I-11 –
 - References I-11 as a facility of particular significance and freight importance for Nevada. U.S. continental corridor.
 - A West Coast corridor along I-5 in California would function as an arterial distributor while I-11 would become the continental superhighway connecting the three nations of North America.
 - Direct connections between and beyond Reno and Las Vegas would greatly improve the range in which freight could be collected and distributed as they could become crossroads with multi-directional access.
 - Recommends I-11 Study within Southern Nevada. Recommends detailed study from Vegas to Northern Nevada border to define single alignment, high level study to Canada.
 - Recommends update to Nevada Rail Plan for connection between Las Vegas and Reno metropolitan area.
 - I-11 would change Las Vegas and Reno from stopping points to major hubs.
 - Identified NEPA documentation for upgrading US 95 to a 4 lane divided highway from Kyle Canyon to Tonopah as critical freight project identified in the NSFP prioritized list improvements - \$200k
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Area of Critical Environmental Concern is at Timber Mountain Caldera along US 95 corridor in Nye County

17. Southern Nevada Regional Transportation Plan - 2017

- Purpose – Access 2040 was results from a Vision Survey, priorities by RTC’s Board and Committees. It identifies transportation infrastructure projects that will improve quality of life for residents and visitors to Southern Nevada.
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives A1 –
 - High Priority Investment Program
 - US 95 Northwest Corridor Phase 3D – Centennial/ Sky Pointe/ Oso Blanca Interchange (\$5 M)
 - US 95 North Package 2B – Durango Drive to Kyle Canyon Road – widen US 95 from 5 lanes to 6 lanes (\$55.6 M)
 - US 95 North Phase 3B Gas Line – relocate 36” gas line (\$14.2 M)
 - Direct Connect Ramps at Elkhorn Interchange to US 95 HOV Lanes (Package 2B) (\$4.5 M)
 - US 95 Kyle Canyon Shoulder Widening and Slope Flattening – from Kyle Canyon Road to Lee Canyon Road (\$6.1 M)
 - Congestion Management
 - CC-215/ US-95 Local Access (\$65.8 M) Construct interchange (Package 2: City portion): Widen CC-215 to 6 lanes & construct service interchange at Sky Pointe Drive & provide local access to Centennial Skypointe & Oso Blanca within the CC-215 / US 95 Interchange
 - US 95 North West Package 3C (\$121.5 M) – Construct NB 95 to WB CC-215 flyover ramp, SB 95 to EB CC-215 flyover ramp, WB CC-215 to NB 95 ramp
 - US 95 North West Package 3D (\$68.2 M) – Connect Sky Pointe between West Azure and West Centennial, construct Sky Pointe tight diamond interchange at CC-215, Realign and widen Oso Blanca to 4 lanes, Construct Connection to Centennial Center, Construct EB CC-215
 - US 95 North West Package 3E – Complete CC-215 (\$33.1 M) Reconstruct and re-profile Westbound CC 215 with bridge over Oso Blanca from US 95 to CC 215

18. Washoe County Regional Transportation Plan – May 2017

- Purpose – identifies long term transportation investments that will be made in the urbanized area of Reno, Sparks, and Washoe County (Truckee Meadows)
- Mention of I-11 - none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Southeast Connector – potentially part of B4
 - I-80/ I-580/ US 395 Interchange (Spaghetti Bowl) – part of B4
- Other Considerations
 - ADA, Ped/ Bike, ITS, Pavement Preservation – Programmatic Investments
 - Transit Investment (short range plan over 5 years and unfunded vision)
 - Complete Streets Investment
 - Regional Connectivity

19. RTC Washoe County 2040 Regional Transportation Plan - 2017

- Purpose – identify long term transportation investments that will be made in the urbanized area of Reno, Sparks, and Washoe County Nevada

- Mention of I-11 – none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Southeast Connector new 6 lane road
 - Spaghetti Bowl Interchange reconstruction and expansion
 - US 395 North – widening from Parr Blvd. to Golden Valley Rd.
 - I-80 widening – additional lanes, ramp and freeway improvements, ITS

20. RTC Washoe County Multimodal Transportation study of the North Valleys Region - Ongoing

- Purpose – develop a program of short and long term improvements for regional roads that support quality of life
- Mention of I-11 – none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - TBD

21. Southern Nevada Traffic Study - Ongoing

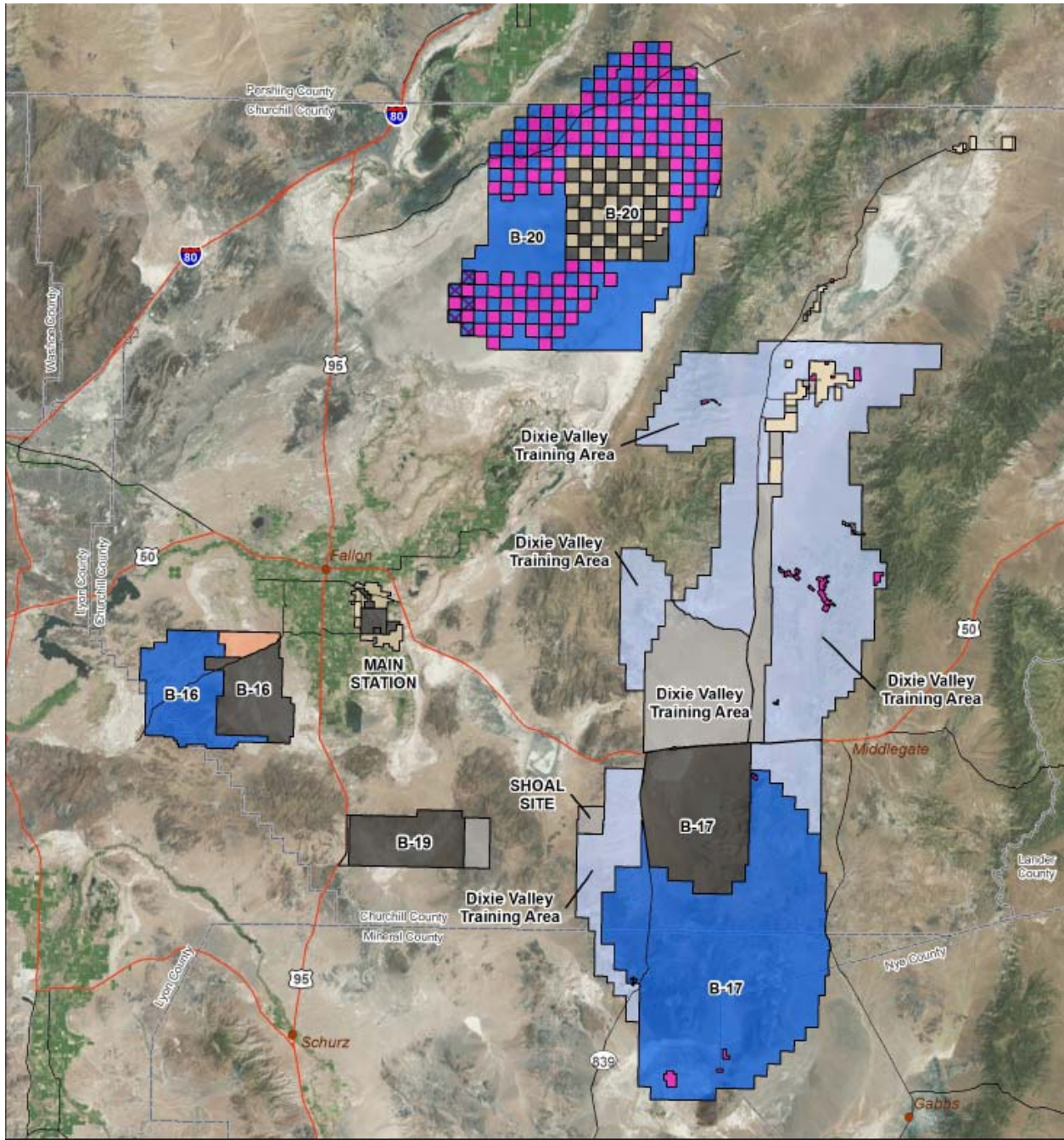
- Purpose – Region wide traffic forecasting, analysis, alternatives evaluation and BCA of all urban southern Nevada freeways in coordination with ongoing projects and studies
- Mention of I-11 – I-515 with eastern link will provide valuable data for I-11 in LV Valley
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - TBD

22. Reno Sparks Freeway Traffic Study - Ongoing

- Purpose – Identify improvements to I-80, I-580, and US 395
- Mention of I-11 – TBD
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Short term concepts for Reno Spaghetti Bowl improvements

23. Fallon Range Training Complex Modernization Proposed Action - Ongoing

- Purpose – Modernize the Fallon Range Training Complex. Modernization would include land range expansion through additional public land withdrawal and land acquisition, airspace modifications, and public land withdrawal renewal.
- Mention of I-11 – TBD
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - Improvements to the B-19 area are adjacent to US 95 approaching Fallon from the South. (B2)
 - Improvements to the B-16 area is near the proposed B2 alignment.
 - Improvements to the B-17 area is near the proposed SR 361 Option and the proposed SR 839 option.

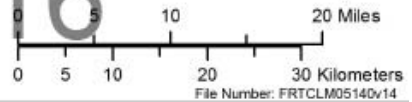


Legend

- Cities
- Highway
- Major Road
- County Boundary
- Existing Withdrawal from BLM (Closed to the Public)
- Existing Withdrawal from BLM (Open to the Public)
- Existing Withdrawal from BLM (Open to the Public - Proposed Closed to the Public)
- Proposed Withdrawal from BLM (Proposed Closed to the Public)
- Proposed Withdrawal from BLM (Proposed Open to the Public)
- Non-Federal Land (Proposed Closed to the Public)
- Non-Federal Land (Proposed Open to the Public)
- Navy Owned Land
- Parcels Managed by United States Fish and Wildlife Service (Stillwater National Wildlife Refuge Complex)

Proposed FRTC Modernization Overview

August 2016



File Number: FRTCLM05140v14

24. Carson Area Metropolitan Planning Organization TIP – 2018-2021

- Purpose – Prioritized list of transportation improvements covering a four year period that is developed and formally adopted by CAMPO
- Mention of I-11 – none
- Improvement to or Mention of Roads on Alternatives B1-B4 –
 - I-580 Roadway Rehab - \$5M
- Other:
 - Hawthorne Boulevard Improvement Project – Phase 1 is out to bid, a previous paving project that was \$13 M was completed in 2014.

25. Recently Completed Planning/ Construction Projects:

- US 95 Northwest Corridor – second phase of improvements (\$78 M) includes widening to add a new general purpose lane and auxiliary lane in each direction between Durango Drive and Kyle Canyon Road and a new interchange at Kyle Canyon Road. This is anticipated to be complete in mid-2019.
 - Future phases of the Northwest Corridor program of improvements have undergone the environmental review and right of way processes. These improvements include the remaining system to system ramps at the US 95/ CC-215 interchange as well as service ramps and upgrading CC-215 to a divided six lane freeway through the interchange. These improvements total over \$200 M in construction.

26. NDOT eSTIP:

https://estip.nevadadot.com/map2/estormap_report_kml_V3?view_type=

- A
 - US 95 Shoulder Widening and Slope Flattening from Kyle Canyon Road to Lee Canyon Road - \$6.1M in 2020
 - US 95 South of Beatty – Mill and Surface - \$19M in 2021 (\$150k engineering in 2018)
 - US 95 North of Beatty – Mill and Surface - \$17M in 2019
 - US 6 Complete Streets and Road Bed Modification - \$12M in 2019
- B2
 - US 95 Mill and Overlay South of Fallon (2.8 miles north of Schurz, ~5 miles north of Coaldale, 8 miles south of Fallon) - \$15 M in 2021
 - US 50 Downtown Fallon Mill and Fill - \$3.7M in 2021
 - Replace Tedford Structure over Truckee Canal - \$1.64M in 2020
- B3
 - I-80 # Bridge Rehab in Lyon County (Main St in Fernley) - \$3M in 2020
 - AC Power and Solar at RR-Xing - \$550k in 2018
 - US 95A Chip Seal with Fog North of Yerington- \$600k in 2018 (not on alignment but near)
- B4
 - US 395 Gardnerville Rehab and Reconstruction - \$6.28M in 2021
 - US 395 Crosswalk Improvements - \$460k, 2018
 - US 395 Martin Slough Triple RCB - \$2.8M in 2018
 - I-580 Resigning - \$835k in 2019
 - I-580 Carson City Road Rehabilitation (3.24 mi)- \$5M in 2019
 - I-580 North of Damonte to Moana (Reno Pkg 1) - \$4.02M in 2019
 - I-580 ITS Package 1 – College Parkway to Mt Rose Int. - \$12.84M in 2019
 - I-580 ITS Washoe County Package 2 – Fairview to College Pkwy - \$7.49M in 2020
 - I-80 Freight Corridor Project Prioritization Study - \$830k in 2018
- B5
 - SR 839 Chip Seal - \$910k in 2018
 - US 50 Slope Repair Sand Mountain - \$390k in 2018
 - US 50 Downtown Fallon Mill and Fill - \$3.7 M in 2021
 - Replace Tedford Structure over Truckee Canal - \$1.64M in 2020
- Option j – Replace structure B-425 on SR 361 - \$500k in 2018

2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

