



FREIGHT ADVISORY COMMITTEE MEETING

February 4, 2020



ANNOUNCEMENT

Due to issues with background noise on previous conference calls, participation through phone calls will have limited functionality (no speaking option, only online Q&A and chat).

Note: If you join using your computer audio, you will have speaking opportunities during the meeting.

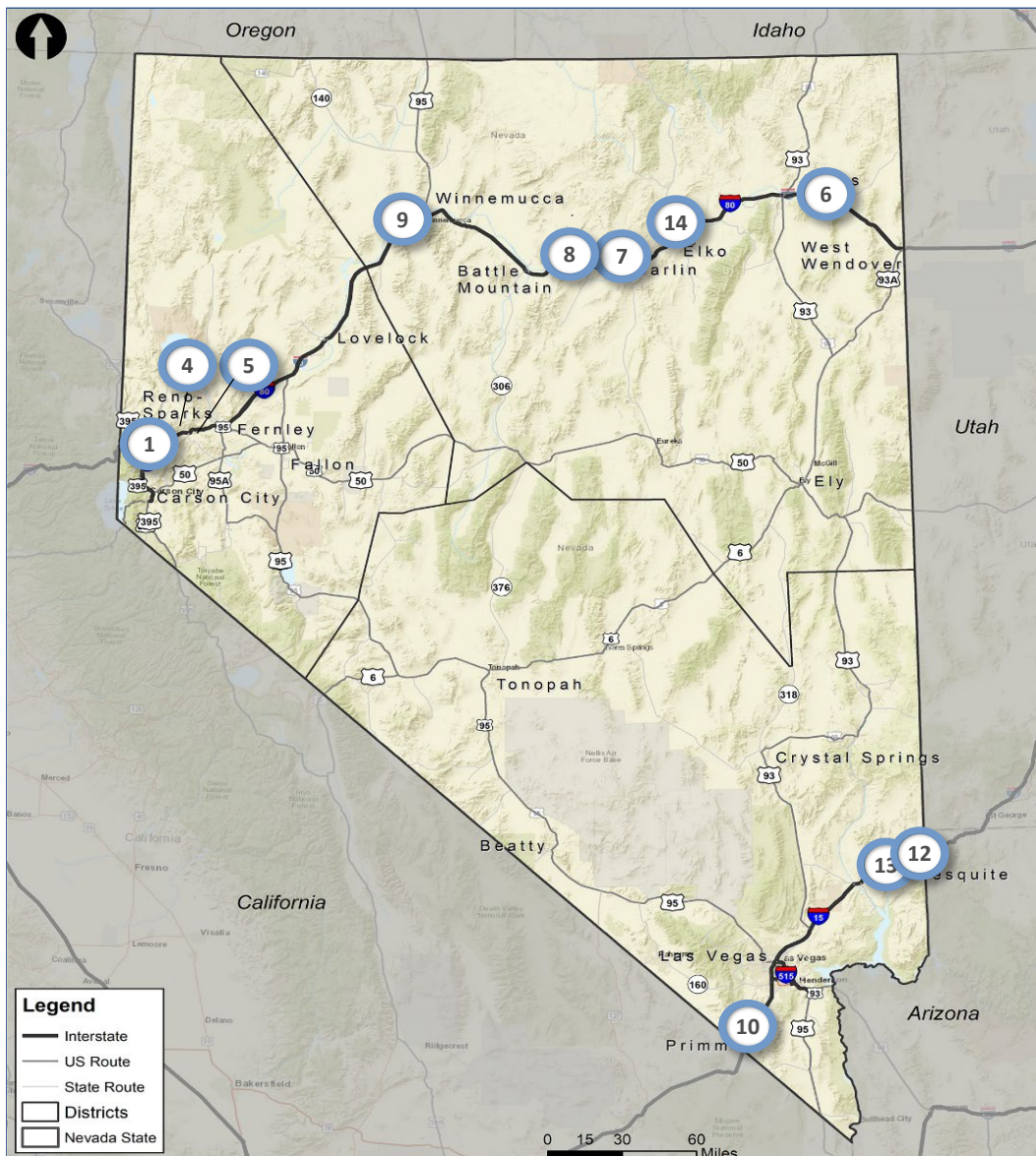
If you HAVE to call in from a phone line, and wish to speak during the meeting, please contact Michael Baker mbaker@parametrix.com.



AGENDA

TIME	TOPIC	FACILITATOR(S)
9:00	Welcome and Introductions	Bill Thompson, NDOT
9:10	Project Funding Updates	Bill Thompson, NDOT
9:20	Status Update from FAC on Freight Implementation Strategies/Actions/Projects (Table 1-4)	Bill Thompson, NDOT Various FAC Member Updates
9:40	Truck Parking Availability System (TPAS) Project Update	Dan Andersen and Adam Danczyk, Cambridge Systematics
9:55	Freight Program Implementation Project Update	Vern Keeslar, Parametrix Dike Ahanotu and Alex Marach, CPCS Transcom
10:05	National Economic Partnership Grant - I-15 Freight Mobility Enhancement Plan	Vern Keeslar, Parametrix
10:15	I-15 North – Phase III Speedway to Garnet Project Update	Dwayne Wilkinson, NDOT
10:30	Next Steps/Questions/Open Discussion	Bill Thompson, NDOT

FREIGHT PROGRAM FUNDED PROJECTS



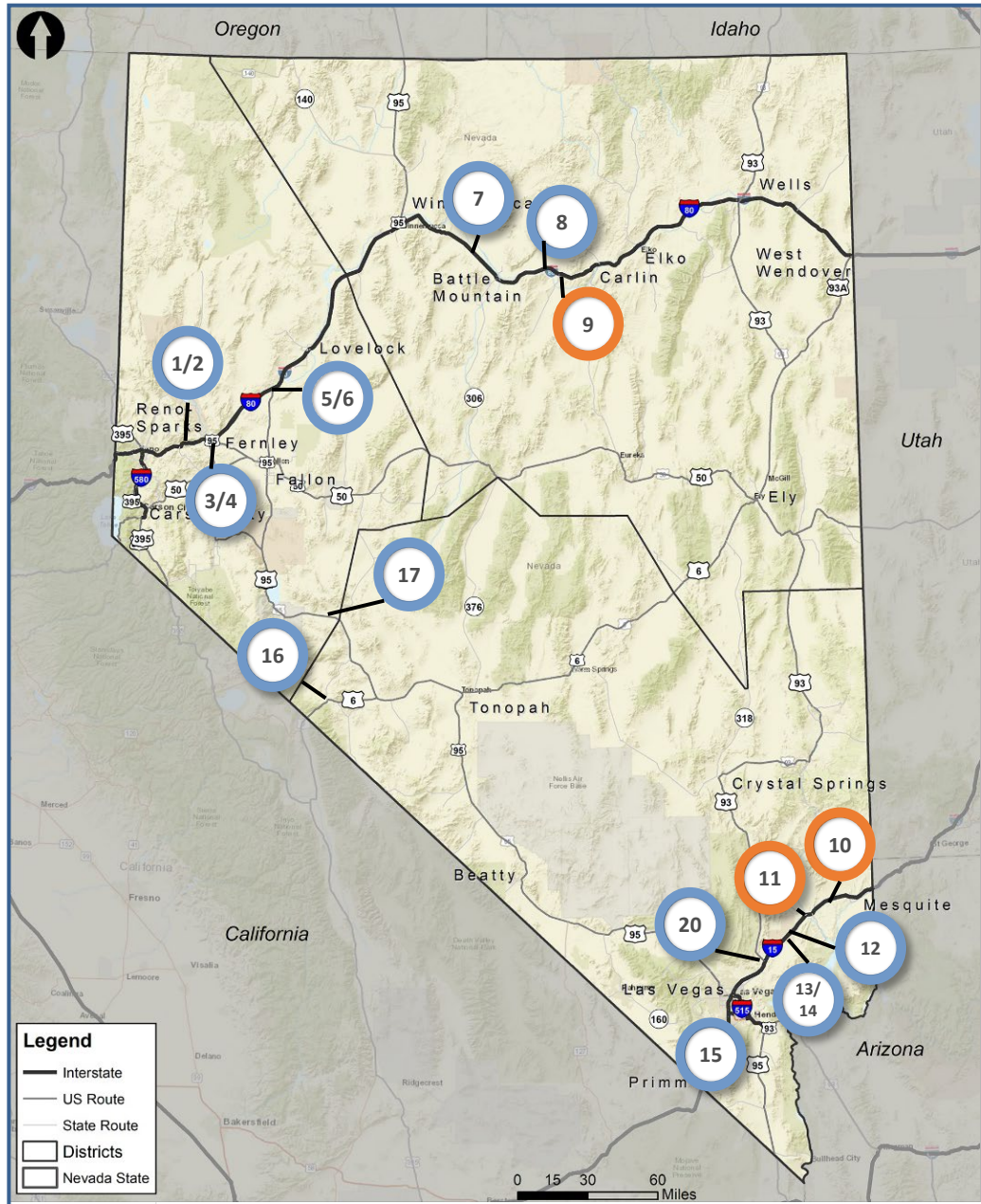
Obligated Freight Funds (\$29.15 M)

- 1 \$12.9 million – NEPA Study Reno Spaghetti Bowl (2016)
- 2 \$0.75 million – **Statewide** Truck Parking Study (2018)
- 3 \$0.3 million – **Statewide** HazMat Study (2018)
- 4 \$0.7 million – I-80 Freight Corridor Study (2018)
- 5 \$6.9 million – I-80 USA Parkway Interchange Improvements (2018)
- 6 \$7.6 million – I-80 Truck Climbing Lanes @ Pequop Summit (2019)

Non-Obligated Freight Funds (\$35.5M)

- 7 \$11.0 million – I-80 Truck Climbing Lanes, Bridge Replacement @ Emigrant Pass (2020)
- 8 \$2.7 million – I-80 SR 306 Ramp Improvements (2021)
- 9 \$3.5 million – I-80 Exit 173 Ramp Improvements (2020)
- 10 \$1 million – I-15 Construct Weigh in Motion Station (2020)
- 11 \$7.1 million – Construct Truck Parking **Statewide** (2020)
- 12 \$5.9 million – I-15 MP122 – MP124 Construct Truck Climbing Lanes (2021)
- 13 \$3.5 million – I-15 Exit 100 NB, Exit 111 SB Ramp Geometric Improvements, Additional Truck Parking, and Ramp Gore Lighting (2021)
- 14 \$0.8 million – I-80 Construct Weigh in Motion Station (2020)





Truck Parking Implementation Projects

- 1 \$1.4 million - Mustang Check Station – Regular Parking
- 2 \$1.5 million - Mustang Check Station – Emergency Parking
- 3 \$645. thousand - Wadsworth Rest Area Expansion – Regular Parking
- 4 \$581. thousand - Wadsworth Rest Area Expansion – Emergency Parking
- 5 \$765. thousand - Trinity/Fallon Rest Area Expansion – Regular Parking
- 6 \$1.8 million - Trinity/Fallon Rest Area Expansion – Emergency Parking
- 7 \$1.6 million - Golconda Summit Expansion – Regular Parking
- 8 \$1.2 million - Beowawe Rest Area Expansion – Regular Parking
- 9 \$414 thousand - SR 306 @ I-80 New Parking – Regular Parking
- 10 \$1.6 million - I-15 MP 110 (Mormon Mesa) Expansion – Regular Parking
- 11 \$2.7 million - I-15 MP 96 Expansion – Regular Parking
- 12 \$1.1 million - I-15 MP 88 Expansion – Regular Parking
- 13 14 \$1.3 million - I-15 MP 84 New Parking – Regular Parking (paved or gravel)
- 15 \$1.0 million - I-15 South Check Station – 26 TP spaces
- 16 \$226. thousand - SR 360 @ US 6 Expansion – Regular Parking
- 17 Done in house - Luning Rest Area Expansion – Regular Parking
- 18 19 \$4.5 million - TPAS Phase I and Phase II - **Statewide**
- 20 City of North Las Vegas - Las Vegas Blvd. Relocation & New Parking @ Loves – 116 TP Spaces



STATUS UPDATE FROM FAC ON FREIGHT IMPLEMENTATION STRATEGIES / ACTIONS / PROJECTS (TABLE 1-4)

Presented by: Bill Thompson, NDOT



Immediate-Term Actions



2019 Freight Program
Implementation Project



UPDATED Nevada State Freight Plan

Table 1-4. Freight Strategies and Implementation Actions - IMMEDIATE-TERM ACTIONS

Strategy		Actions	Timeframe to Initiate Action	Lead Agency/ Contact	Status	
1	Advance multi-use corridor planning for I-11.	1.1	Conduct an analysis of the regional freeway system in Southern Nevada, and determine how and where the I-11 corridor would most appropriately fit in the network.	2017-2019/ongoing	NDOT/David Bowers	Ongoing
		1.2	Perform a series of studies to assess the strategic extension of I-11 from Las Vegas to the Canadian border, comprising two levels of investigation: (1) detailed corridor planning to determine a single preferred I-11 corridor between the Las Vegas metropolitan area and Northern Nevada border, and (2) high-level visioning to assess the most logical connection to Canada, based on the greatest economic and trade-related opportunities.	2017-2019	NDOT/Kevin Verre	Completed/ Ongoing
2	Facilitate private development of intermodal facilities in Northern and/or Southern Nevada.	2.1	Identify and facilitate private development opportunities for intermodal facilities.	2017-2019/ongoing	GOED/Kristopher Sanchez (Deputy Director) NNDA Northern Nevada Development Authority , Rob Hooper	Ongoing
3	Deploy technologies that improve the fuel-efficiency of commercial vehicles, and provide better mode-choice and integration to encourage the most sustainable freight transportation options.	3.2	Work with the FAC to recommend a mode policy that encourages moving freight in the most sustainable manner.	2017-2019	Nevada Trucking Association / Paul Enos NDOT/ Lee Bonner	Planned
4	Preserve and renew Nevada’s freight highway network.	4.1	Update the State Highway Preservation Report every two years to keep an accurate assessment of current maintenance needs to renew funding allotments by the Nevada State Legislature.	2017-2019/ongoing	NDOT	Completed/ Ongoing
		4.2	Determine a reliable source of funding for implementation of needed preservation/maintenance requirements.	2017-2019	NDOT/Kevin Verre	Ongoing
5	Develop a preservation and expansion program for short-line freight rail infrastructure.	5.1	Establish a policy to strengthen NDOT’s role in rail planning and implementation, including funding. Establish a policy and criteria for state involvement in rail preservation. Based on criteria, identify investments on short-line rail infrastructure and service preservation.	2017-2019	NDOT/Lee Bonner FAC	Planned
		5.2	Develop a new rail spur to the Apex Industrial site in Southern Nevada to serve existing and near-term anticipated manufacturers.	2017-2019	RTCSNV/Beth Xie	Planned
7	Develop a method to track and integrate freight transportation, land use, and economic development planning along major freight corridors in Nevada.	7.1	Form land use advisory committees throughout the state to coordinate with NDOT on changes in land use strategies that may impact access along state- owned freight corridors, as well as new land developments that may impact the movement of freight vehicles.	2017-2019/ongoing	NV League of Cities & Municipalities NV Assoc. of Counties RTCS/MPOs FAC	Planned
8	Maintain organization of the FAC to advise on implementation of freight strategies statewide.	8.1	Establish a schedule and process for convening or engaging the FAC in freight-related planning issues and progress upon completion of the NSFP.	2017-2019/ongoing	NDOT/Bill Thompson	Completed

Strategy		Actions	Timeframe to Initiate Action	Lead Agency/ Contact	Status	
9	Maintain organization and coordination of the WSFC to advise and support on regional freight issues, projects, and policies.	9.1	Establish the mission, organizational structure, process, and schedule for engaging the WSFC in freight-related planning issues upon completion of the NSFP.	2017-2019/ongoing	NDOT/Bill Thompson	Completed/ Ongoing
10	Encourage logistics and manufacturing- based companies and organizations to pursue workforce development training opportunities.	10.1	Advise on known educational/training opportunities at FAC meetings and encourage members to pursue educational opportunities	2017-2019/ongoing	FAC Nevada Trucking Association/Paul Enos	Planned
11	Pursue freight-related research through NDOT’s Research Section to improve the State’s readiness and adaptability to new freight movement and technology trends.	11.1	Develop freight related problem statements to submit to NDOT’s Research Section.	2017-2019/ongoing	NDOT/Bill Thompson	Ongoing
12	Incorporate autonomous system technologies into Nevada’s freight system.	12.1	Understand and develop strategies to respond to advances in autonomous/connected vehicle technology and their impact on the freight transportation system, including related “smart infrastructure” to support implementation.	2017-2019	Nevada Center for Advanced Mobility/GOED/Kris Sanchez NV2X/Kandee Worley	In Progress
		12.2	Understand and develop strategies to respond to drone or unmanned aerial vehicle technology as a potential supportive freight-delivery technique.	2017-2019	Nevada Institute for Autonomous Systems/GOED/Kris Sanchez	Planned
14	Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight network.	14.1	Identify locations for permanent truck inspection equipment, stations, and data system. Develop a scalable implementation plan with potential phased improvements (e.g., truck weigh stations, pre-screening lanes). Determine a method to sustainably fund improvements and operations, including full- time staffing and determine a fee schedule and appropriate use of fines (e.g., use truck fines to fund the inspection program). Change the Nevada Revised Statutes to allow permit fees to be charged in excess of administrative needs. The additional fees could be used for inspections or pavement preservation. Explore use of a consolidated online website or application to issue and store state-required permitting and credentials, allowing streamlined access for freight carriers and law enforcement compliance officers alike.	2017-2019	NDOT/Ben Craig NHP Northern Command/Don Plowman NHP Southern Command/ John Arias	In Progress
16	Update the NSFP at regular intervals to insure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.	16.1	Integrate recommendations from the NSFP into NDOT’s performance-based Long Range Transportation Plan (LRTP).	2017-2019	NDOT/Kevin Verre	In Progress
		16.5	Hire or allocate support staff to the NDOT Freight Program to implement these strategies.	2017-2019/ongoing	NDOT/Bill Thompson	Planned
18	Pursue an “all of the above” strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada’s freight transportation system.	18.1	Stay abreast of legislative changes that may result in grant opportunities.	2017-2019/ongoing	NDOT/Kevin Verre	Ongoing
		18.2	Strategize project opportunities for this five-year round of NSFHP grants; prepare necessary planning and environmental studies to meet grant requirements.	2017-2019	NDOT/Kevin Verre	Ongoing
		18.3	Maintain coordination with FAC and WSFC to collaborate on potential funding opportunities that are conducive to multi-state projects or partnerships.	2017-2019/ongoing	NDOT/Bill Thompson	Ongoing
		18.4	Communicate to the public and stakeholders the status quo outlook for the condition and performance of the State Highway System, and the need for additional and more sustainable transportation funding measures.	2017-2019/ongoing	NDOT/Kevin Verre FAC	Planned

Governor's Office of Economic Development UPDATE – Kristopher Sanchez

- Current Activities and Initiatives



Economies, Economic Development and Current Trends



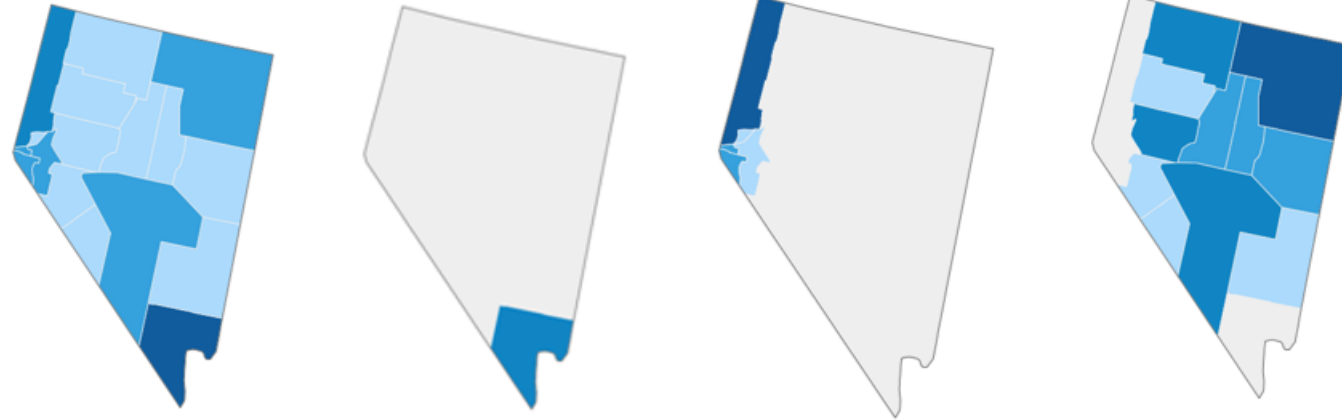
Nevada Governor's Office of
ECONOMIC DEVELOPMENT

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ECONOMIC DEVELOPMENT

Introduction

- Economic Overview
- Nine Years of Record Growth
- Economic Diversification and Structural Change
- In-Demand Occupation Analysis
- Demand for Work-based Learning Programs

Economy Overview



Population (2019)	3,081,795	2,271,656	636,753	173,386
Jobs (2019)	1,507,810	1,097,903	328,779	74,235
Average Earnings (2019)	\$59,903	\$58,509	\$61,659	\$68,286
Unemployment Rate (10/2019)	3.7%	4.0%	3.2%	3.3%
GRP (2018)	\$167,052,481,502	\$117,223,221,098	\$38,676,892,120	\$11,152,368,283
Exports (2018)	\$163,827,000,717	\$103,403,147,232	\$44,402,211,099	\$17,317,467,544
Imports (2018)	\$144,399,413,204	\$97,380,024,308	\$39,130,665,645	\$14,787,587,376

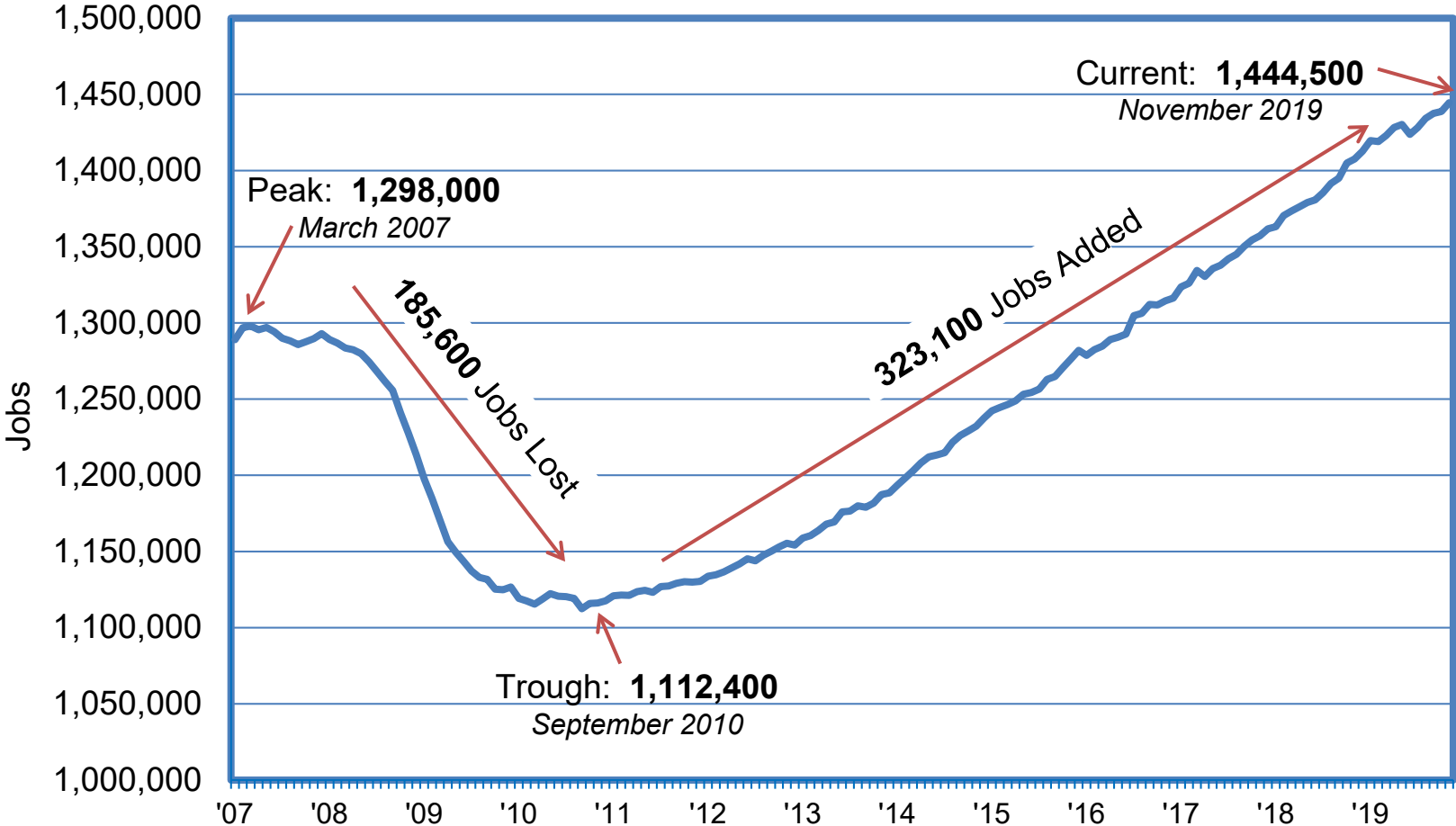
Diversification and Structural Changes in Nevada's Growing Economy



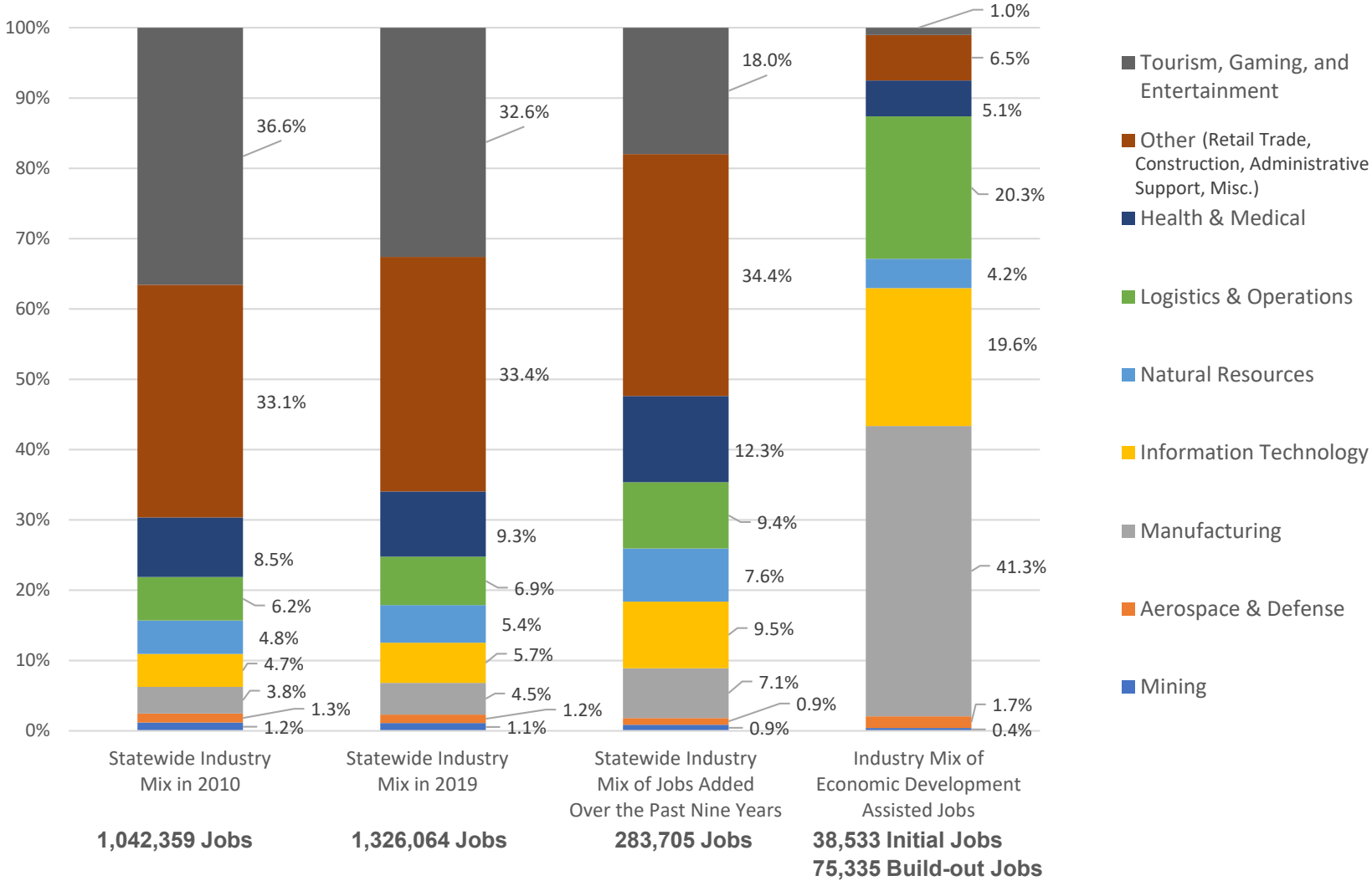
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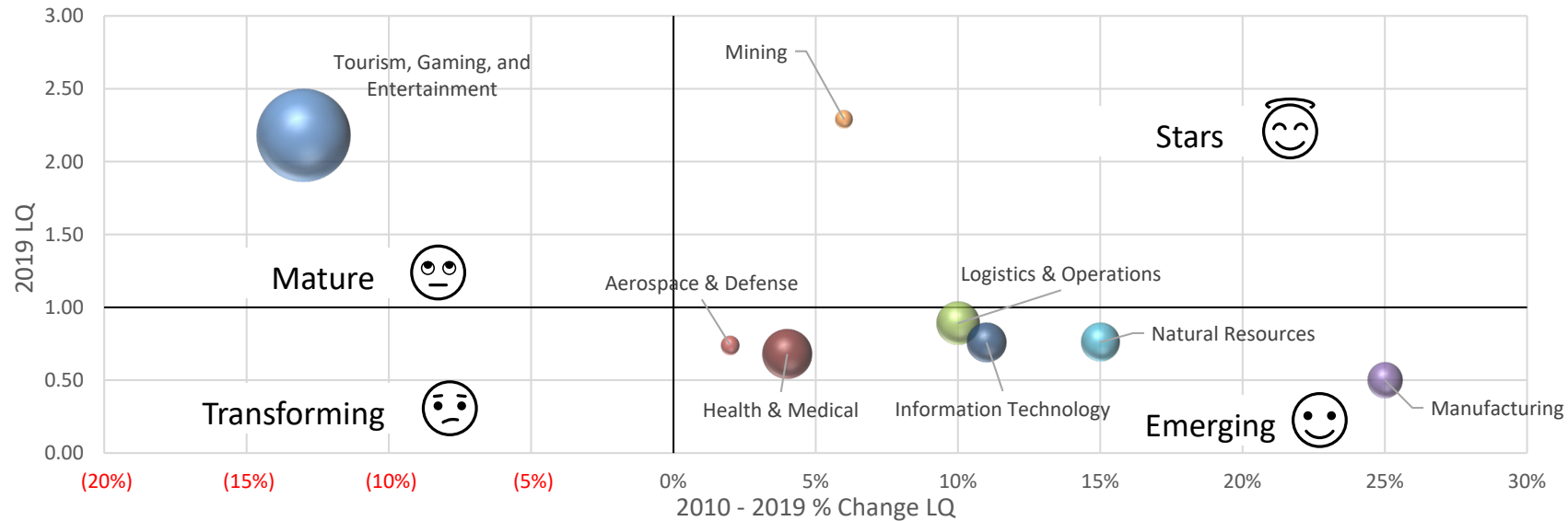
Nevada Job Trends



Nevada's Diversifying Economy



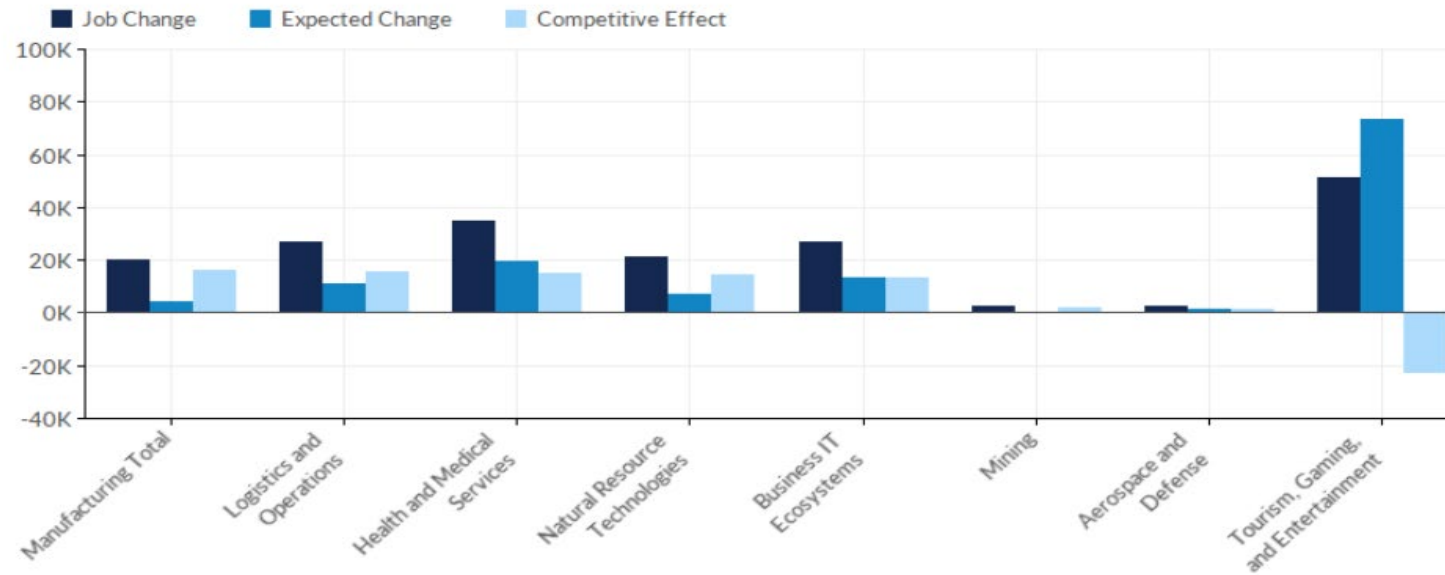
Nevada's Diversifying Economy



Bubble size represents 2019 jobs in each sector

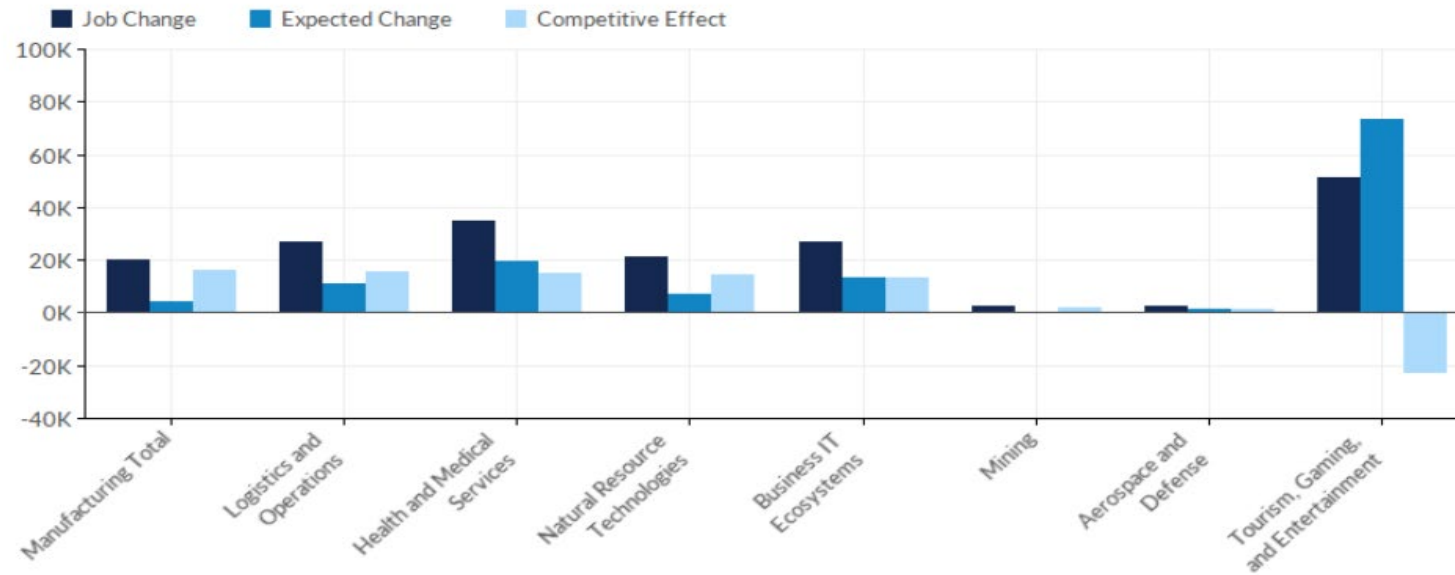
Sector	2019 Jobs	2010 LQ	2019 LQ	Percent Change LQ
Manufacturing	59,633	0.40	0.50	25%
Natural Resources	71,107	0.66	0.76	15%
Information Technology	75,753	0.68	0.76	11%
Logistics & Operations	91,254	0.81	0.89	10%
Mining	14,805	2.17	2.29	6%
Health & Medical	123,087	0.65	0.68	4%
Aerospace & Defense	15,956	0.73	0.74	2%
Tourism, Gaming, and Entertainment	432,109	2.51	2.18	(13%)

Nevada's Diversifying Economy



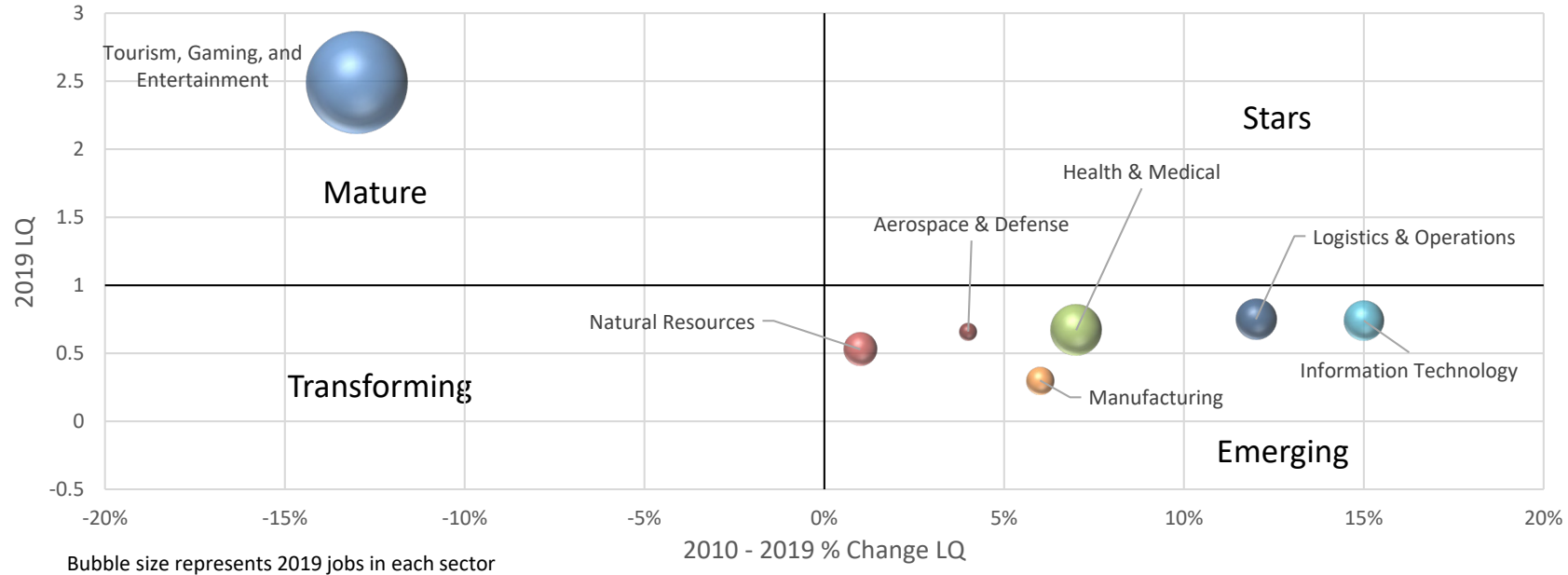
Sector	Job Change 2010 - 2019	Expected Growth Explained by National Growth and National Industry Growth	Nevada's Competitive Effect Over the Last Nine Years
Logistics and Operations	20,104	4,166	15,938
Manufacturing	26,742	11,109	15,633
Natural Resource Technologies	34,791	19,681	15,110
Health and Medical Services	21,423	6,984	14,439
Information Technology	26,901	13,386	13,515
Mining	2,473	470	2,003
Aerospace and Defense	2,681	1,093	1,588
Tourism, Gaming, and Entertainment	50,988	73,173	(22,185)

Nevada's Diversifying Economy



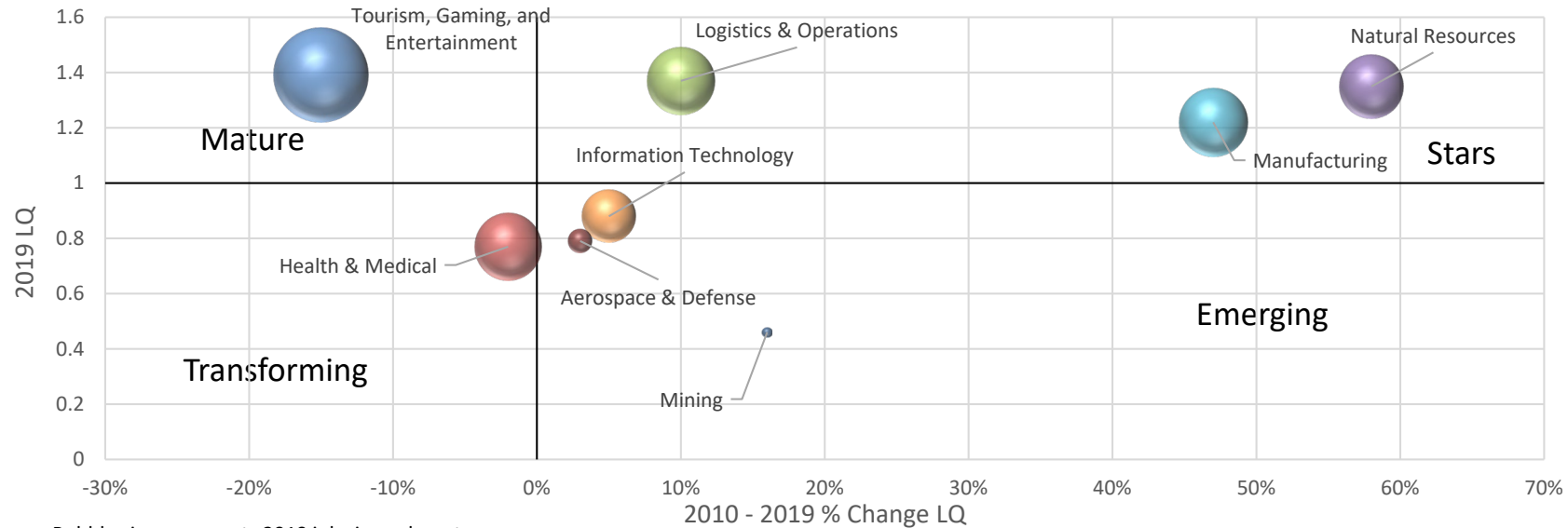
Sector	Job Change 2010 - 2019	Expected Growth Explained by National Growth and National Industry Growth	Nevada's Competitive Effect Over the Last Nine Years	Earnings Per Worker
Logistics and Operations	20,104	4,166	15,938	\$71,691
Manufacturing	26,742	11,109	15,633	\$73,895
Natural Resource Technologies	34,791	19,681	15,110	\$79,866
Health and Medical Services	21,423	6,984	14,439	\$69,380
Information Technology	26,901	13,386	13,515	\$59,964
Mining	2,473	470	2,003	\$116,642
Aerospace and Defense	2,681	1,093	1,588	\$103,947
Tourism, Gaming, and Entertainment	50,988	73,173	(22,185)	\$38,902

Southern Nevada's Diversifying Economy



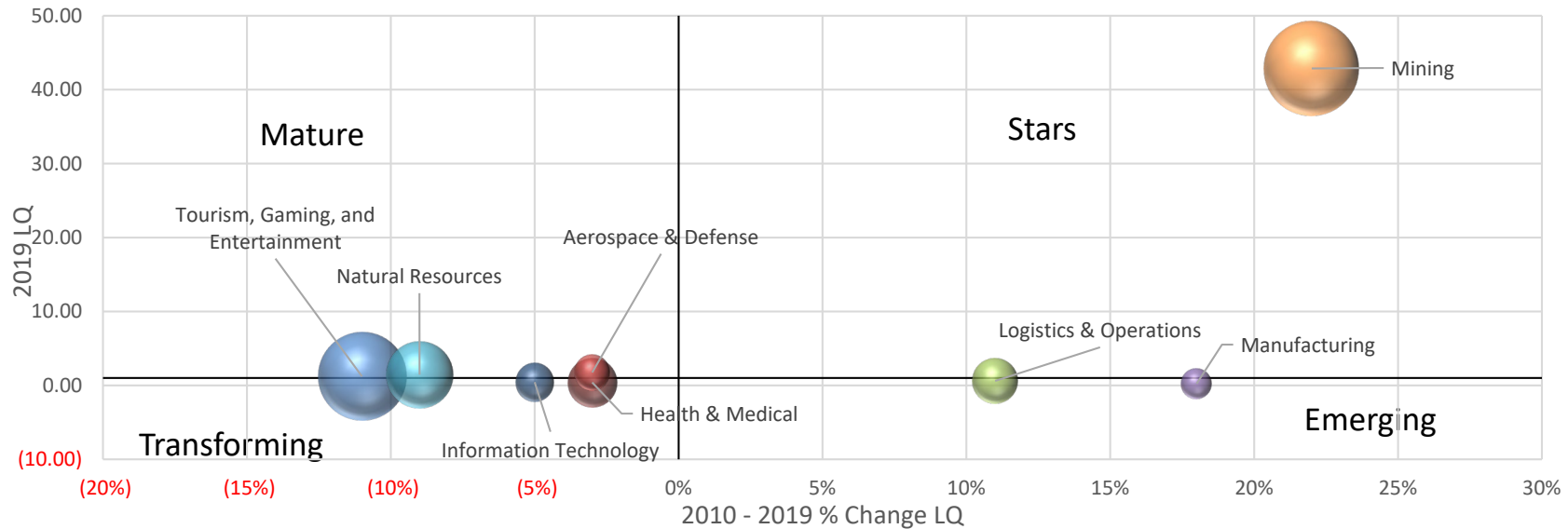
Sector	2019 Jobs	2010 LQ	2019 LQ	Percent Change LQ
Mining	507	0.07	0.11	50%
Information Technology	53,441	0.64	0.74	15%
Logistics & Operations	56,438	0.67	0.75	12%
Health & Medical	89,052	0.63	0.67	7%
Manufacturing	26,431	0.29	0.3	6%
Aerospace & Defense	10,368	0.64	0.66	4%
Natural Resources	36,334	0.52	0.53	1%
Tourism, Gaming, and Entertainment	359,921	2.88	2.49	-13%

Northern Nevada's Diversifying Economy



Sector	2019 Jobs	2010 LQ	2019 LQ	Percent Change LQ
Natural Resources	27,754	0.86	1.35	58%
Manufacturing	31,786	0.83	1.22	47%
Mining	647	0.39	0.46	16%
Logistics & Operations	30,610	1.24	1.37	10%
Information Technology	19,104	0.84	0.88	5%
Aerospace & Defense	3,683	0.76	0.79	3%
Health & Medical	30,374	0.79	0.77	-2%
Tourism, Gaming, and Entertainment	60,105	1.64	1.39	-15%

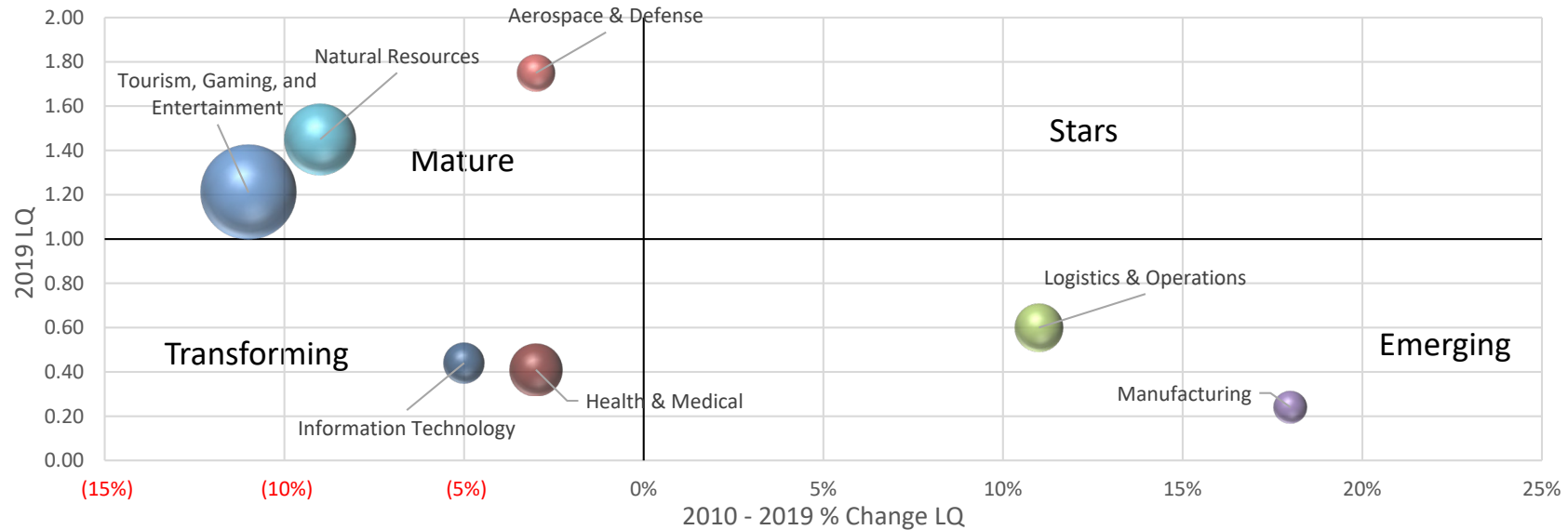
Balance of State – a Diversifying Economy?



Bubble size represents 2019 jobs in each sector

Sector	2019 Jobs	2010 LQ	2019 LQ	Percent Change LQ
Mining	13,645	35.10	42.86	22%
Manufacturing	1,386	0.20	0.24	18%
Logistics & Operations	3,020	0.54	0.60	11%
Health & Medical	3,619	0.42	0.41	(3%)
Aerospace & Defense	1,849	1.80	1.75	(3%)
Information Technology	2,175	0.47	0.44	(5%)
Natural Resources	6,743	1.59	1.45	(9%)
Tourism, Gaming, and Entertainment	11,777	1.36	1.21	(11%)

Balance of State – a Diversifying Economy?



Bubble size represents 2019 jobs in each sector

Sector	2019 Jobs	2010 LQ	2019 LQ	Percent Change LQ
Mining	13,645	35.10	42.86	22%
Manufacturing	1,386	0.20	0.24	18%
Logistics & Operations	3,020	0.54	0.60	11%
Health & Medical	3,619	0.42	0.41	(3%)
Aerospace & Defense	1,849	1.80	1.75	(3%)
Information Technology	2,175	0.47	0.44	(5%)
Natural Resources	6,743	1.59	1.45	(9%)
Tourism, Gaming, and Entertainment	11,777	1.36	1.21	(11%)

Governors Office of Economic Development

Bob Potts

Deputy Director

775-687-9907

bpotts@diversifynevada.com

NSFP ACTION 14.1 UPDATE - Barry Mason

- **Action:** Identify locations for permanent truck inspection equipment, stations, and data system. Develop a scalable implementation plan with potential phased improvements (e.g., truck weigh stations, pre-screening lanes). Determine a method to sustainably fund improvements and operations, including full-time staffing and determine a fee schedule and appropriate use of fines (e.g., use truck fines to fund the inspection program).
- **Timeline:** 2017-2019
- **Lead Agency:** NDOT



Vehicle Size and Weight Fixed Facility – Statewide Design Criteria Template

For: **NDOT – Freight Advisory Committee**

By: **Atkins Inc. and BGM Consulting LLC**

February 4, 2020



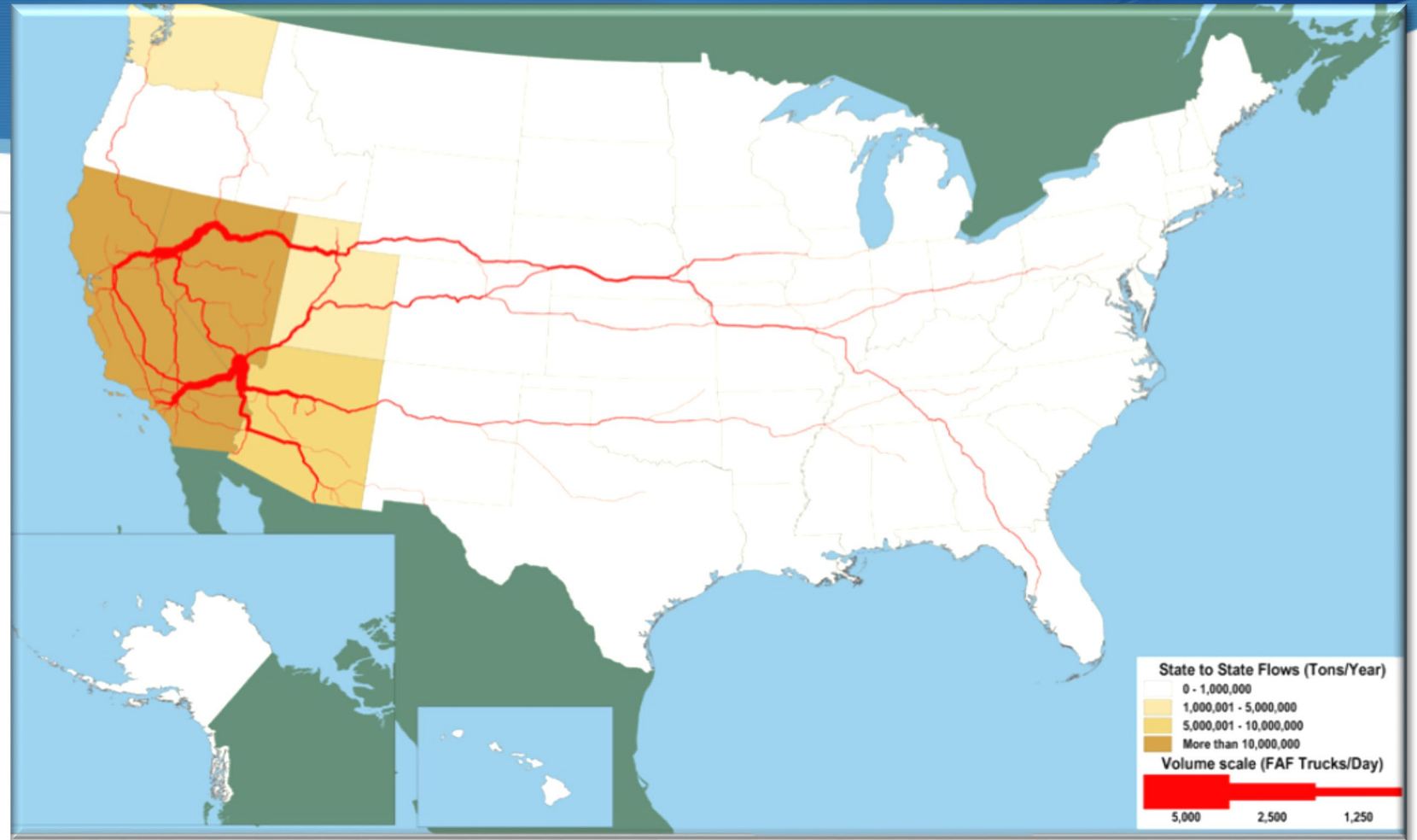
Primary Stakeholders

- ◆ **Planning Design Group –**
 - ◆ Nevada DOT (NDOT),
 - ◆ Nevada Highway Patrol (NHP),
 - ◆ Nevada DMV (NDMV),
 - ◆ Nevada Department of Agriculture (NDA),
 - ◆ Nevada Trucking Association (NTA)
 - ◆ FMCSA and FHWA

State to State Flows (Tons/Year)

Port traffic going east from California traverses Nevada in a big way –

- I-15 has 2600 trucks per day.
- I-80 has 2080 trucks per day



High Level Questions

- ◆ **WHY** - HAVE THESE FACILITIES...
- ◆ **WHO** - COULD OPERATE THESE FACILITIES...
- ◆ **WHAT** - COULD FACILITIES BE...
- ◆ **HOW** - COULD THESE FACILITIES EFFECTIVELY/EFFICIENTLY OPERATE...
- ◆ **WHERE** - COULD FACILITIES STRATEGICALLY BE PLACED...
- ◆ **WHO/HOW** - ASSET MANAGEMENT OF LIFECYCLE FOR THESE FACILITIES...
- ◆ **WHO** - FUNDS OF ALL PHASES OF LIFECYCLE FOR THESE FACILITIES...

Task 1. Planning Design Group

Multiple surveys – completed

2 face to face meetings – completed

Overall – 85% complete

- ◆ **Stakeholder meetings and surveys –**
 - ◆ **The 1st Meeting (10/16/2019): Kickoff** – will be an organizing meeting laying out expectations.
 - ◆ **Multiple Surveys** – with intrastate stakeholders
 - ◆ **The 2nd Meeting (02/18/2020): Finalize stakeholders needs** – refine stakeholder needs and agreement on the design template elements.
- ◆ **Deliverables** – A template with the Stakeholders needs identified related to the statewide weigh station network as well as to commercial vehicle enforcement in general.

Task 2. Neighboring States

Survey to 5 neighboring states - Completed

Zoom meetings with each of the 5 neighboring states – Completed

Overall – 80% Complete

- ◆ **Survey and Skype meeting with 5 neighboring states** – Arizona, California, Idaho, Oregon and Utah
 - ◆ Placement strategies of weigh station facilities within their statewide network
 - ◆ Prescreening functionalities they use and wish they had
 - ◆ Smart Roadside for data collection
 - ◆ Operations throughout larger weigh station facilities
- ◆ **Deliverables** – A template that also includes the elements of interest and concern from 5 neighboring states to include what they can provide Nevada and what they desire from Nevada.

Task 3. Strategies

Zoom meetings as needed

1 face to face meeting in March (TBD)

Overall – 45% Complete

- ◆ **Statewide Commercial Vehicle Enforcement Network (SCVEN)** – that may be comprised of 3 different types of truck enforcement sites as follows: *(Probably different sizes of each)*
 - ◆ **1. Fixed Facilities** – Staffed mainline multi-functional fixed commercial vehicle enforcement facilities – *for the purpose of enforcing the size/weight, safety and credentials.*
 - ◆ **2. Improved Sites** – Non-staffed mainline multi-functional commercial vehicle enforcements sites – *for the purpose of enforcing the size/weight, safety and credentials.*
 - ◆ **3. Smart Roadside** – By-pass enforcement sites – *for routes around fixed enforcement facilities.*
- ◆ **Deliverables** – A network approach to enforcement, which will be identified in the design criteria template as future connectivity beyond the I-15 site example.

Task 4. Design

Zoom meetings as needed

3 face to face meetings (TBD)

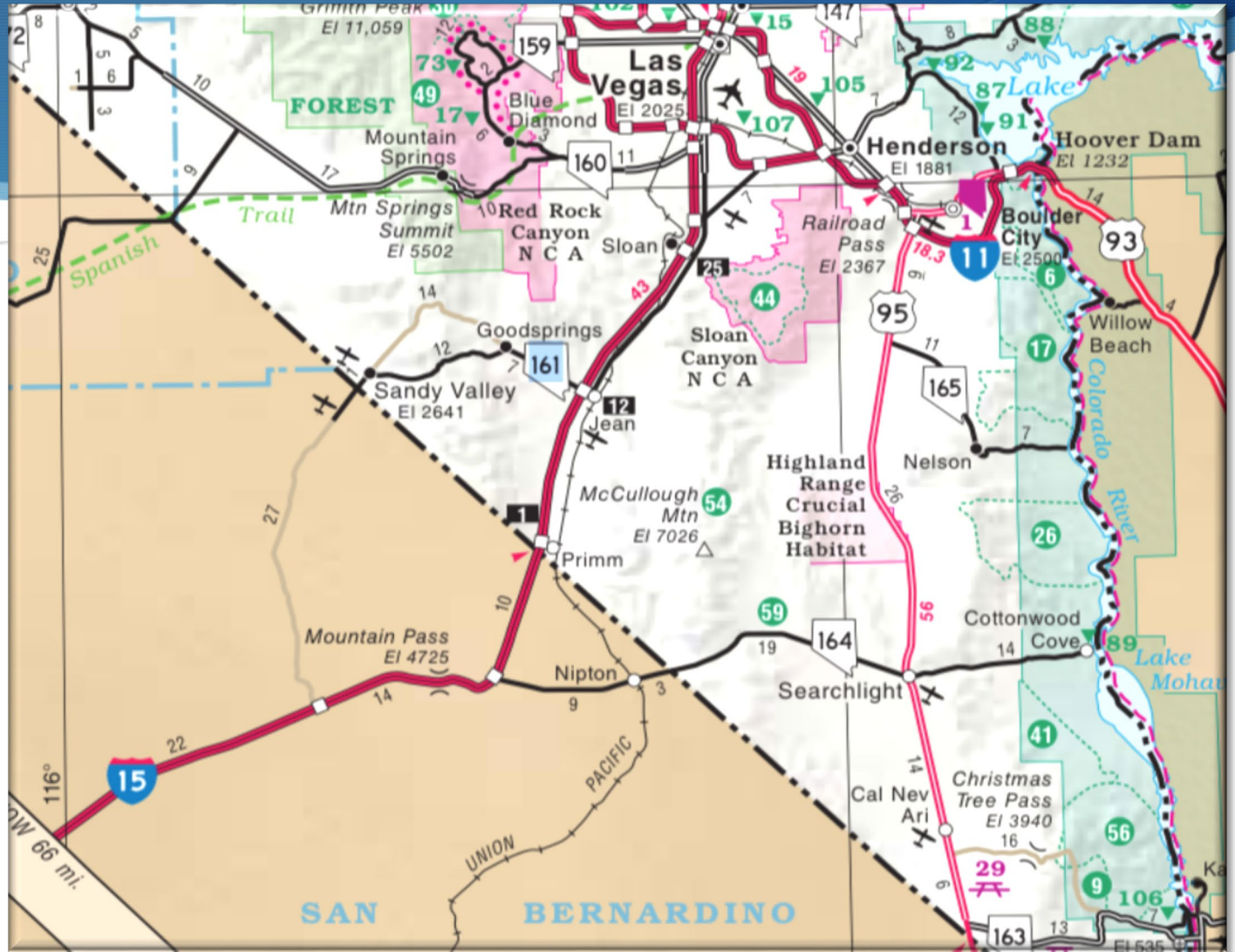
Overall – 0% Complete

- ◆ **Deliverables** – Design criteria for a statewide enforcement network that meets the needs of Nevada and its neighboring states.
- ◆ This task includes development of the design criteria for Nevada to use in designing and building their statewide weigh station program.
- ◆ The high level standards for the placement and conceptual design of fixed weigh stations specifically for Nevada based on local criteria.

Design Criteria Site Segment Example

The State of Nevada would like to locate the first fixed facility in the state on I-15 NB between state line and Las Vegas.

This roadway segment has the highest truck volumes in the state with up to 2,600 trucks/day



Project Schedule

Tasks/Months	0 Oct 2019	1 Nov	2 Dec	3 Jan 2020	4 Feb	5 Mar	6 Apr	7 May	8 Jun	9 Jul	10 Aug	11 Sep	12 Oct
Task 1. Planning Design Group	F				F								
Task 2. Neighboring States													
Task 3. Strategies						F							
Task 4. Design Template							F			F			F
Task 5. Management													

- F = Face to face meeting
- = Original schedule
- = Delay completion - approved by Client
- = Delay start - approved by Client
- = Today's date

Next Steps –

Welcome your participation

Meeting #2 (face to face) - February 18-20

- ◆ **2nd Planning Design Group meeting** (*face to face*) – February 18 - 20 from 9:00 AM - 12:00 PM at Nevada Trucking Association Office, 8745 Technology Way # E, Reno, Nevada 89521.
 - ◆ **Feb. 18** – (*9:00 AM – 12:00 PM*)
 - ◆ History of commercial vehicle inspection and enforcement
 - ◆ Finalize Task #1 – Planning Design Groups needs
 - ◆ Finalize Task #2 – Neighboring States experience and concerns
 - ◆ **Feb. 19 – 20** – (*9:00 AM – 12:00PM*)
 - ◆ Technology Vendors and Integrators presentations (*do not miss this*)

Questions?

Thank you!

Mid-Term Actions



2019 Freight Program
Implementation Project



UPDATED Nevada State Freight Plan

Table 1-4. Freight Strategies and Implementation Actions - MID-TERM ACTIONS

Strategy		Actions	Timeframe to Initiate Action	Lead Agency/ Contact	Status
1	Advance multi-use corridor planning for I-11.	1.3 Update the Nevada Rail Plan with an analysis of the feasibility of completing a freight rail connection between Las Vegas and Reno-Sparks-Carson City.	2020-2022	NDOT/Lee Bonner	Planned
3	Deploy technologies that improve the fuel- efficiency of commercial vehicles, and provide better mode-choice and integration to encourage the most sustainable freight transportation options.	3.1 Encourage use of cleaner vehicle technologies to reduce freight vehicular emissions.	2020-2022	Nevada Trucking Association/Paul Enos	Planned
		3.3 Build a compelling public benefits analysis and demonstration of potential market feasibility for new intermodal and/or bulk transload rail services from/to the State.	2020-2022	GOED/Kristopher Sanchez (Deputy Director) NNDa Northern Nevada Development Authority , Rob Hooper	Planned
		3.4 Pursue electrification at truck stops to reduce vehicle emissions from idling	2020-2022	FAC Nevada Trucking Association/Paul Enos Private Truck Stops NV2X/Kandee Worley	Planned
		3.5 Establish incentives to encourage the trucking industry to invest in next generation truck technologies.	2020-2022	Nevada Trucking Association/Paul Enos	Planned
6	Strengthen NDOT's Rail Safety and Security Program	6.1 Secure additional funding for NDOT's Rail Safety and Security Program. Additional funding from private stakeholders, discretionary grants, or other Federal, state, or local sources could help to fund more significant changes, such as closures or physical grade separations.	2020-2022	NDOT/Doug Fromm	Planned
13	Increase the number of truck parking spaces and facilities, along with supportive ITS improvements.	13.1 Create a Nevada Truck Rest Stop Implementation Plan. Phase I is largely completed as part of the NSFP, and Phase II would consist of continued data collection and analysis, including surveys and interviews that will result in identification of issues as well as recommendations for additional truck parking areas.	2020-2022	NDOT/Bill Thompson	Completed
		13.2 Implement investments in partnership with private and public stakeholders on truck parking ITS and expanding rest areas along interstate and interregional highways. Explore multistate partnerships.	2020-2022	NDOT/Bill Thompson	Planned

Strategy		Actions	Timeframe to Initiate Action	Lead Agency/ Contact	Status
14	Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight network.	14.3 Develop design standards to require an 18-foot-0-inch bridge clearance for all new construction be considered, and implemented when feasible.	2020-2022	NDOT	Planned
		15.1 Research and document risks, mitigation measures, and emergency plans in a Comprehensive Disaster Risk Assessment.	2020-2022	NDOT/Bill Thompson	Planned
15	Develop response plans and mitigation strategies for potential threats to Nevada's freight transportation system.	15.2 Conduct a Hazardous Commodity Flow Study to document by what route and mode all hazardous materials are transported throughout Nevada.	2020-2022	NDOT/Bill Thompson	In Progress
		16.2 Integrate freight performance measures into NDOT's annual Performance Management process, allowing the monitoring of performance and progress of freight improvements. Based on the resultant analysis, maintain a list of high priority freight performance	2020-2022	NDOT/Bill Thompson	In Progress
16	Update the NSFP at regular intervals to insure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.	16.3 Conduct periodic updates to Nevada's defined National Highway Freight Network.	2020-2022	NDOT/Bill Thompson	In Progress
		17.1 Incorporate the fiscally constrained freight investment plan into the long-range transportation plan, and update as needed.	2020-2022	NDOT/Bill Thompson	Completed/ Ongoing
17	Implement projects defined in the NSFP prioritized list of improvements.	17.2 Periodically identify and prioritize additional freight-related capital improvement projects, and update the prioritized list of projects and fiscally constrained freight investment plan	2020-2022	NDOT/Kevin Verre	Completed/ Ongoing
		18.5 Prepare a "business case" document that assesses quantitatively and/or qualitatively the economic and non-economic benefits of full implementation of the state's long-range transportation plan to the significant beneficiary groups.	2020-2022	GOED, Kristopher Sanchez (Deputy Director)	Planned
18	Pursue an "all of the above" strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada's freight transportation system.				

NSFP ACTION 1.3 UPDATE - Lee Bonner

- **Action:** Update the Nevada Rail Plan with an analysis of the feasibility of completing a freight rail connection between Las Vegas and Reno-Sparks-Carson City.
- **Timeline:** 2020-2022
- **Lead Agency:** NDOT



A Vision for 2050



Nevada Rail Plan

Nevada Department of Transportation

Rail Nevada

Smart, sustainable, efficient use of rail

Nevada is convening its citizens and stakeholders to determine the smartest use of rail transportation for sustainable, environmentally conscious and efficient freight movement and passenger mobility.

Integrate rail transportation

This is a statewide rail development plan focused on how to best integrate rail, truck, and passenger transportation in support of sustainable economic development and community life.

Rail Regions

Rail Freight Corridors

1. Southern Nevada
2. Lincoln County
3. Ely-North to W. Wendover
4. I-80 Corridor, Lovelock to Wells
5. Reno-Sparks – Fernley – Fallon – Silver Springs
6. Wabuska – Yerington - Mineral - Esmeralda

80 Corridor Asset Growth

Establish Current Status:

- Existing rail activity
- Existing rail track and facilities
- Name and location of rail shippers and receivers
- Names of businesses that are shipping / receiving
- Location and growth capacity of existing transloading operations
 - Private facility only
 - Public service available
- UP and BN service characteristics

Identify Opportunities:

- Potential transload sites
- Shippers and receivers that should be contacted
- Map private-sector and BLM land
- Land that has been identified and invested in by local government for rail-served industry
- Assessment of what will be required to build in rail service for each of these properties
- Identification of primary available and potentially rail-served land that has or has not been targeted, and not invested in by local government
- Description of each of the major rail infrastructure projects that are currently being contemplated
- A mining logistics plan



What do we know?

200 Businesses shipping from to Nevada

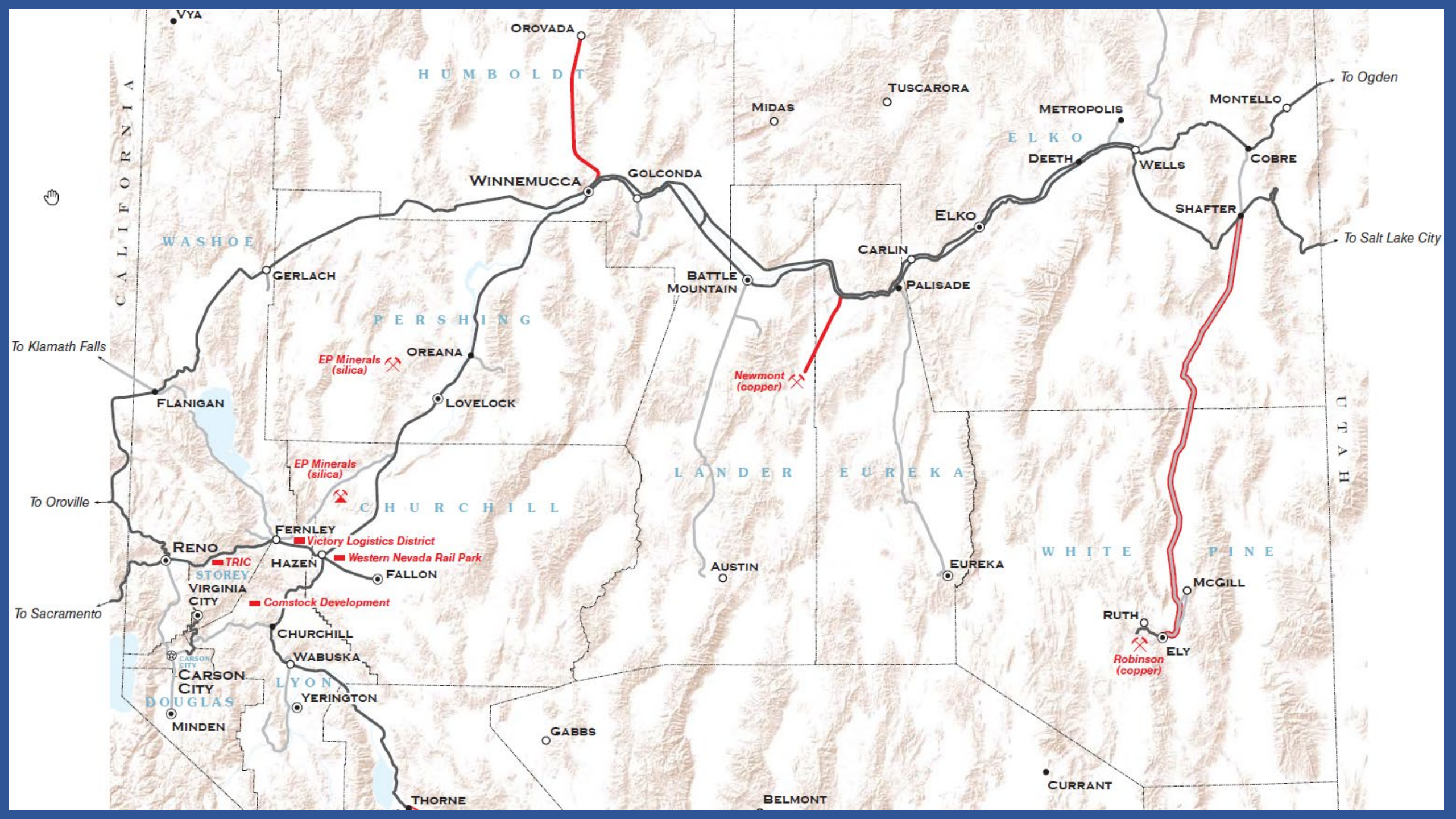
250 Businesses located on rail not using rail

No land use policy for rail served property

No state agency to drive rail forward development



Explore new
rail potential





New / Refurbished Track Potential

New Track - 12 mile rail line in the Crestline area

Refurbished Track - Ely to Wendover back into service

New Track to Orovada - Nevada Lithium

New Track to Mining / Ag - Elko / Lander

New Siding Interchange - Army Depot / Mineral / Esmeralda

New Track - Mina / Mineral / Esmeralda

New Track Baker CA route to Tonopah



Partnership with the Port of Oakland

Think Rail Nevada

Long-Term Actions



2019 Freight Program
Implementation Project



UPDATED Nevada State Freight Plan

Table 1-4. Freight Strategies and Implementation Actions - LONG-TERM ACTIONS

Strategy		Actions		Timeframe to Initiate Action	Lead Agency/ Contact	Status
14	Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight	14.2	Construct the inspection stations at key locations, including integration of advanced technologies to gather information – reducing layover time for truckers and limiting the number of on-hand staff required (e.g. Drivewyze or PrePass, which use electronic transponders to quickly access vehicle information and ensure compliance with state requirements).	2023-2027	NDOT/Bill Thompson NHP Northern Command/Don Plowman NHP Southern Command/ John Arias	Planned
16	Update the NSFP at regular intervals to insure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.	16.4	Conduct a wholesale update to the NSFP every five years.	2023-2027	NDOT/Bill Thompson	Planned



TRUCK PARKING AVAILABILITY SYSTEM (TPAS)

Presented by: Dan Anderson and Adam Danczyk,
Cambridge Systematics



Nevada Truck Parking Implementation Plan Truck Parking Availability System (TPAS)

presented to
State Freight Advisory Committee

presented by
Dan Andersen, Cambridge Systematics
Adam Danczyk, Cambridge Systematics



February 4, 2020

TPAS Recap

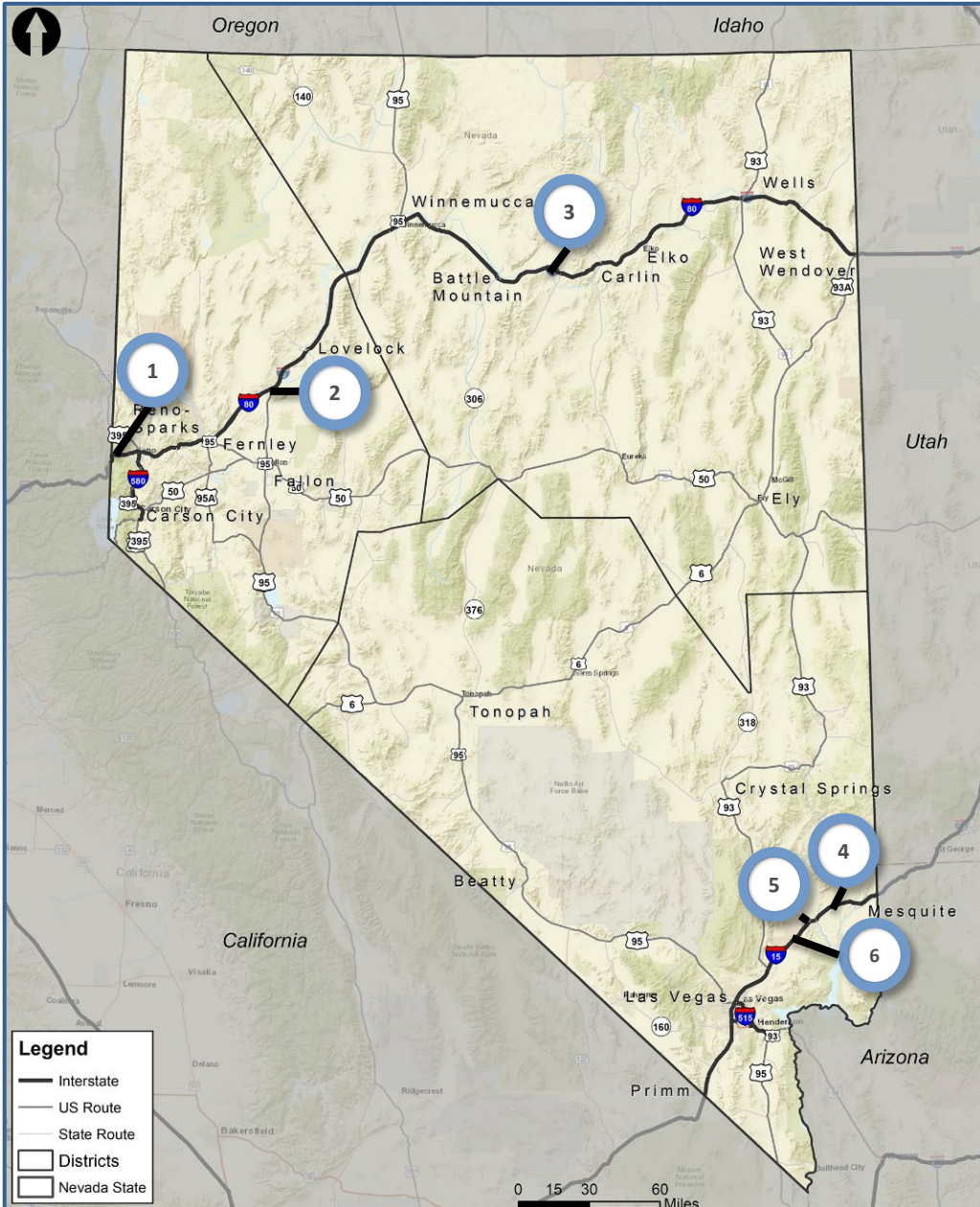
TPAS Implementation Projects

- 1 Mogul Truck Parking (EB and WB)
- 2 Trinity/Fallon Rest Area
- 3 Beowawe Rest Area (EB and WB)
- 4 I-15 MP 110 Truck Parking (Expansion)
- 5 I-15 MP 96 Truck Parking (Expansion)
- 6 I-15 MP 88 Truck Parking

- TPAS “Pilot” to be deployed at 6 public parking sites

- TPAS Effort to Develop:

- » Concept of Operations
- » System Requirements
- » RFP

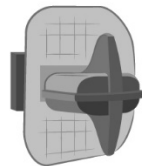


Data Collection Strategy



In-Ground Sensors:

Detect vehicle presence



Relay Nodes:

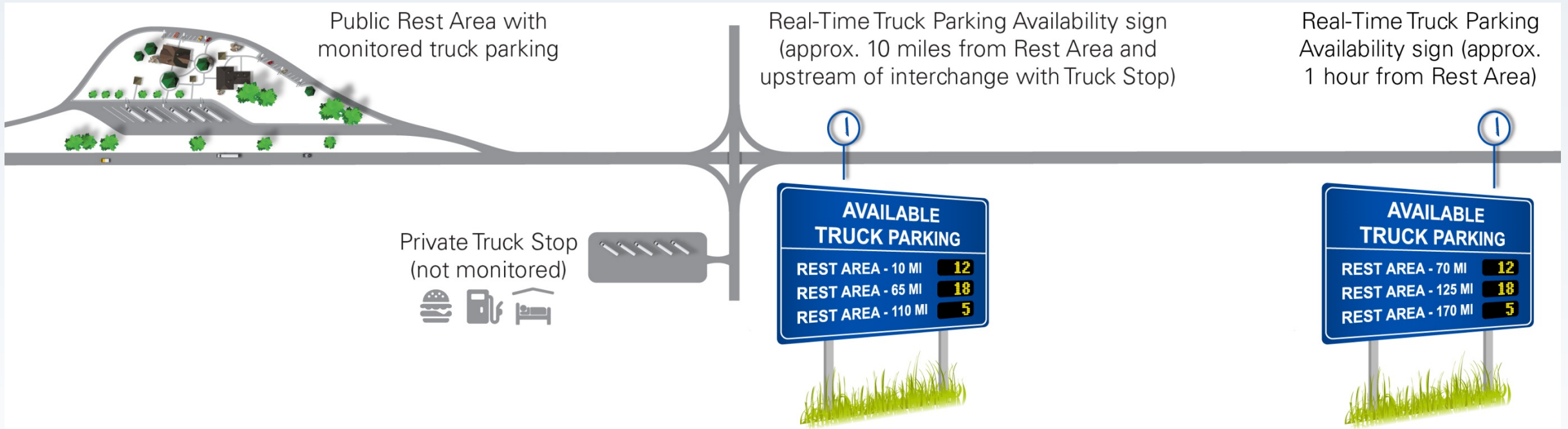
Collect data from sensors



Data Collector:

Aggregates data and sends off-site for processing

Data Distribution Strategy

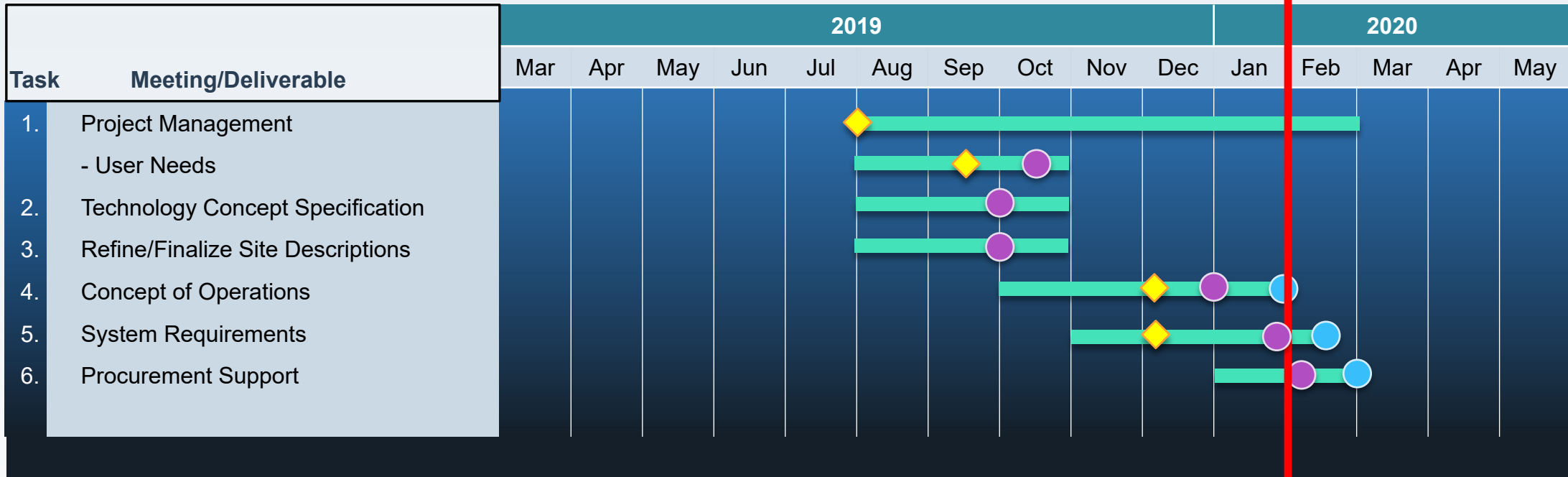


- Data published in real-time on Nevada Data Exchange
 - » Published on NVRoads Website and App
 - » Available to 3rd party app developers

Summary of TPAS Project

- Parking Availability Data Collection:
 - » Technology-agnostic approach
 - » High-accuracy counting strategy
 - » Performance-based requirements
 - » Visual verification through proposed CCTV cameras
- Parking Availability Data Distribution:
 - » Roadside signs for advance notification and informed decision-making
 - » Publication on Nevada Data Exchange (NDEx) for third-party TMSs and mobile application developers
 - » Publication on NVRoads (Nevada 511 Website)

Schedule



◆ Meetings ● Draft Deliverable ● Final Deliverable

Questions

THANK YOU!

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FREIGHT PROGRAM IMPLEMENTATION PROJECT UPDATE

Presented by: Vern Keeslar, Parametrix &
Dike Ahanotu and Alex Marach, CPCS Transcom



Parametrix



PROJECT OVERVIEW

PROJECT COMPLETED OVER A 2-YEAR PERIOD (FEB 2021)

Task	2019												2020												2021		
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	
Task 1 - Project Management	●	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	○			
<i>Project Management Plan</i>	☀																										
<i>Project Schedule</i>	☀																										
<i>Monthly Progress Reports and Invoices</i>		☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀	☀			
Task 2 - Develop a Freight Program Process Manual																											
<i>Freight Program Process Manual</i>							☀						☀											☀			
<i>Executive Summary</i>																					☀		☀				
Task 3 - Freight Needs Assessment																				☀							
Task 4 - Freight Research																											
<i>Tech Memo: Literature Review</i>														☀													
<i>Multi-Criteria Research Rubric</i>				☀																							
<i>Problem Statements</i>							☀															☀					
Task 5 - Performance Reporting															☀												
Task 6 - Critical Freight Corridors													☀														
Task 7 - Freight Investment Plan																											
Task 8 - Freight Advisory Committee				▲			▲			▲			▲		▲				▲			▲		▲			
Task 9 - Freight Plan Strategies Review																						☀					
Task 10 - Freight Program Framework Review									☀																		

- NTP
- + Monthly Team Coordination Mtgs
- ☀ Deliverable
- ▲ FAC meeting
- Project Completion

WE ARE
HERE



STATUS BY TASK

- ❖ Task 1 – Project Management - Ongoing
- ❖ Task 2 - Freight Program Process Manual – In Progress
- ❖ Task 3 - Freight Needs Assessment – In Progress
- ❖ Task 4 - Freight Research – In Progress
- ❖ Task 5 – Performance Reporting – In Progress
- ❖ Task 6 – Critical Freight Corridors – COMPLETE
- ❖ Task 7 – Freight Investment Plan - In Progress
- ❖ Task 8 – Freight Advisory Committee – Ongoing
- ❖ Task 9 – Freight Plan Strategies Review – COMPLETE
- ❖ Task 10 – Freight Program Framework Review – In Progress

NEVADA DOT Freight Program Implementation Project
MARCH 2019

NDOT continues to be a leader and partner in delivering effective transportation solutions for a safe and connected Nevada. The Nevada State Freight Plan (NSFP) was completed in 2016, which provides a framework to improve freight mobility to foster continued growth and economic diversification in Nevada. The NSFP proposed strategies and implementation actions that will help Nevada advance the state's freight system to efficiently and effectively facilitate goods movement while capitalizing on related future economic opportunities.

The Freight Program Implementation Project is the next step in furthering the NSFP to start implementing the recommended actions to fulfill the state's Freight Strategic initiatives and overarching goals and objectives to improve freight mobility and be a globally competitive Nevada. The project consists of 10 total tasks to be completed over a 2-year period.

PROJECT HIGHLIGHTS

- Continue the successful Freight Advisory Committee Meetings and develop guiding principles
- Develop a process manual to help NDOT and the Freight Program Manager effectively manage and deliver NDOT's overall freight planning efforts
- Develop process for acquiring necessary data related to performance metrics to define the quality of goods movement in Nevada
- Develop written guidelines that will define when and how often NDOT will re-evaluate highway segments for inclusion, or redistribution/re-designation as Critical Freight Corridor
- Develop guidance document that outlines the Freight Project Prioritization Process and inclusion in the Freight Investment Plan
- Update the NSFP Freight Strategies and Implementation Actions

For additional information regarding NDOT's Freight Program please contact:
Bill Thompson | NDOT Freight Program Manager | Tel: 775-888-1224 | Email: bthompson@ndot.nv.gov



TASKS NEAR COMPLETION

❖ Task 2 – Freight Program Process Manual

- Conducted interviews with NDOT Staff
- Complete draft manual for NDOT review

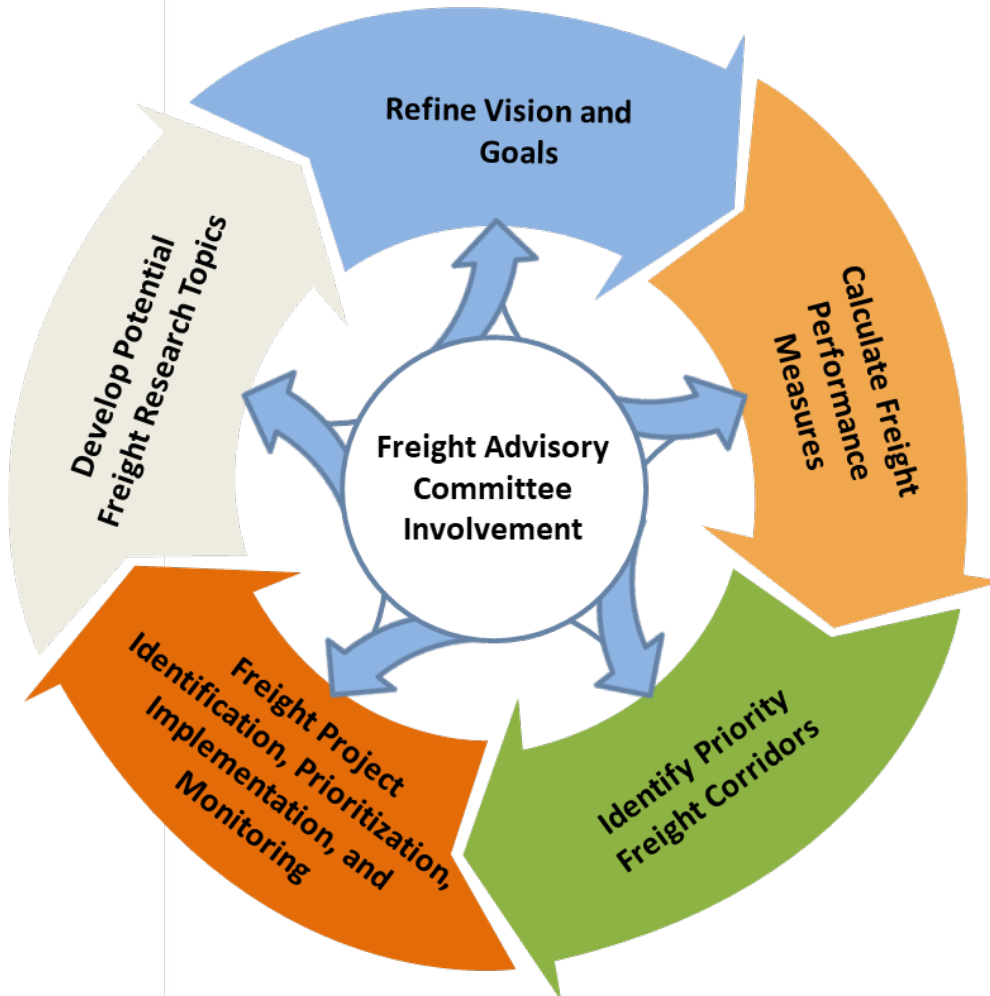
❖ Task 4 - Freight Research

- Completed summary report of freight research
- Completed a Multi-Criteria Research Rubric
- Develop list of problem statements



Status of Freight Process Manual

Recurring Freight Program Activities



Recent Activities:

1. Schedule of recurring freight program activities
2. Outreach to over a dozen NDOT staff from various divisions
3. Submitted draft report for NDOT review



TASK 5 – PERFORMANCE REPORTING

- ❖ Develop a Process for Collecting and Displaying Freight System Performance
- ❖ Guiding principles
 - Meet MAP-21 performance reporting requirements
 - Easy to edit template for visualization
 - Focus on data accessibility over the long-term
 - Minimize overlap with other NDOT performance metrics
 - Coordinate with NDOT's Performance Analysis Division and One Nevada Transportation Plan



TASK 7 – FREIGHT INVESTMENT PLAN

- ❖ Freight Investment Plan Process Development
 - Develop a process to update freight projects/strategic actions list based on project identification
 - Freight Investment Plan to feed into NDOT's ONE Nevada Transportation Plan implementation process
- ❖ Freight Project Identification Outreach
 - Define agencies for engagement/outreach
 - Develop application form for the Annual Call for Project submittal
 - Identify minimal project information
 - Identify minimal project data criteria (quantitative and qualitative)



TASK 7 – FREIGHT INVESTMENT PLAN

❖ Freight Project Prioritization

- Develop project data criteria to enable a fair, consistent, and defensible means to compare freight projects
- List Nevada State Freight Plan goals and objectives matrix for comparison and initial screening of freight projects

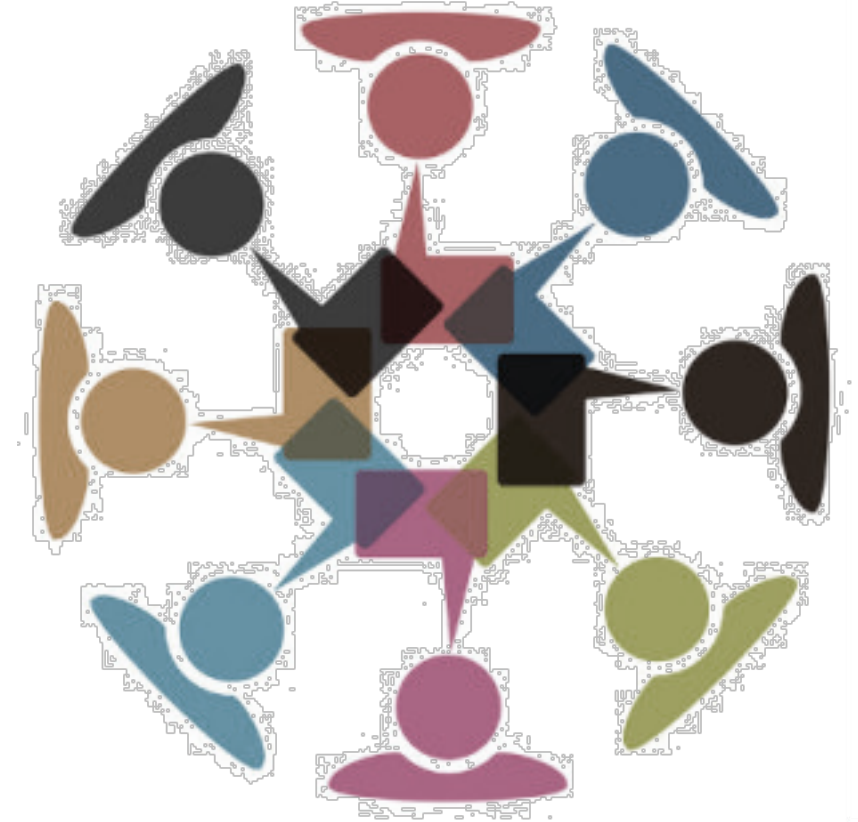
❖ Fiscally Constrained Freight Investment Plan

- Funding Sources
- Need for National Highway Freight Program funding to be allocated for freight projects only



TASK 10 – PEER REVIEWS

- ❖ Evaluating Freight Programs in Utah, Colorado, Arizona and Minnesota
- ❖ Developing fact sheets for each state's freight programs
- ❖ Comparison Matrix



NATIONAL ECONOMIC PARTNERSHIP GRANT I-15 FREIGHT MOBILITY ENHANCEMENT PLAN

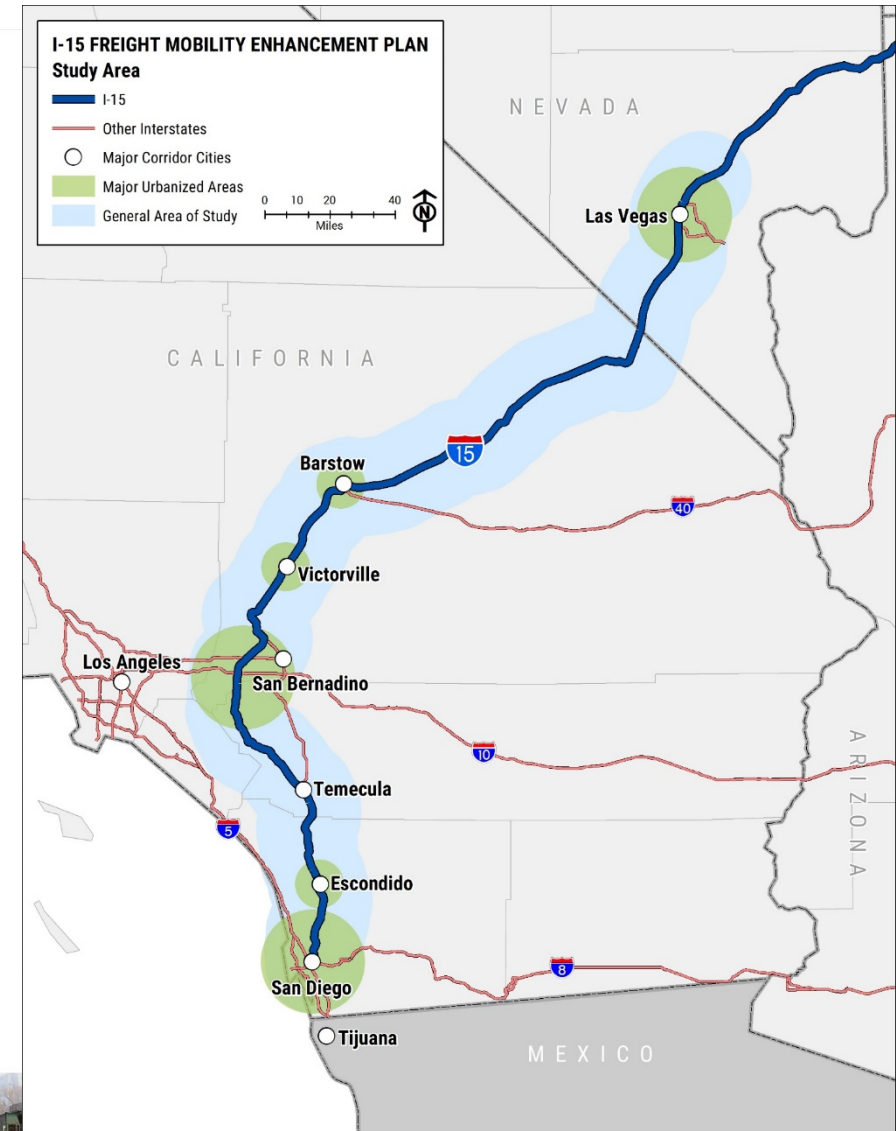
Presented by: Vern Keeslar, Parametrix



Parametrix

I-15 Freight MEP Plan Goals

- ❖ Identify strategies, best practices and templates for providing effective urban truck parking along I-15
- ❖ Establish new partnerships and a successful multi-state coalition
- ❖ Advance important near-term corridor improvement opportunities
- ❖ Advance key freight planning efforts in both California and Nevada for I-15
- ❖ Better coordinate local and megaregional corridor planning efforts
- ❖ Elevate engagement with local and regional planning agencies who have a vital role in mobility and safety planning and programming for I-15



Project Timeline

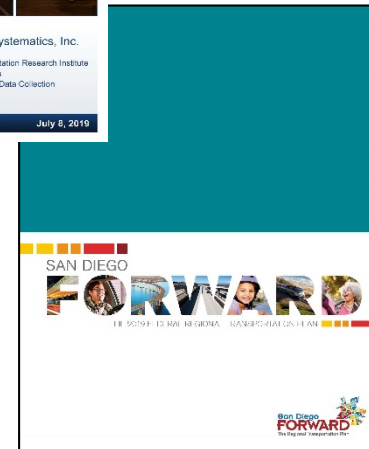
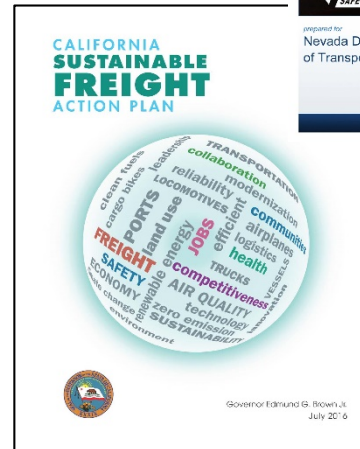
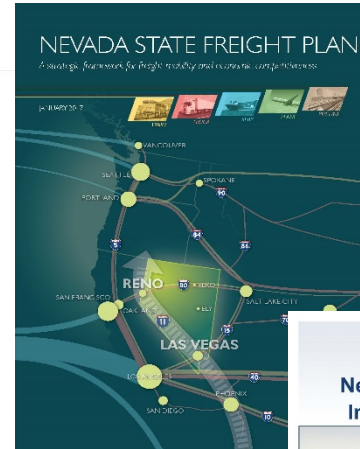


- ❖ Conducted Literature Review
- ❖ Completed three in-person introductory workshops in November and December
- ❖ Developed Draft Purpose Statement
- ❖ Conducted Policy and Technology Exploration Webinar in January



Common Themes: Literature Review

- ❖ Maximize truck parking in dense urban areas where parking spaces are limited
- ❖ Utilize technology that can make finding parking easier and reduce the impacts of idling
- ❖ Increase number of truck parking spaces and facilities and supportive intelligent transportation system (ITS) improvements
- ❖ Require facilities that receive and dispatch large numbers of trucks to provide parking onsite and/or contribute to the construction, operations, and maintenance of common staging/parking areas
- ❖ Construct truck parking areas adjacent to commercial truck stops and travel plazas



2019 Freight Program Implementation Project



Common Themes: Workshops

- ❖ Land prices make it cost prohibitive to build new truck parking facilities
- ❖ Relax Federal law that prohibits commercialization of rest areas or DOT properties
- ❖ Provide real-time information on locations, availability and amenities
- ❖ Foster collaboration between different levels of government and P3s to collaborate on solutions
- ❖ Identify champions in each region to carry out recommendations



Draft Purpose Statement

Identify strategies for providing effective urban truck parking along the I-15 Corridor. Effective urban truck parking can be defined as reliable, safe, secure, affordable, with the amenities drivers need, and supported by the surrounding community. Develop an actionable implementation plan that defines the partnerships, technology, policy, and funding frameworks needed for successful implementation, collaboration, and economic partnership.

Note: The recommendations resulting from this study are intended to provide state, metropolitan, and local planning agencies with the tools they need, in the form of best practices and templates, to address the needs for urban truck parking within their jurisdiction. Actual implementation of study recommendations will be at their discretion.



Next Steps

- ❖ Freight Truck Parking Technology RFI
- ❖ Policy interviews with select stakeholders
- ❖ May Webinar: Present draft Policy and Technology recommendations to stakeholders



I-15 NORTH PHASE III – SPEEDWAY TO GARNET PROJECT UPDATE

Presented by: Dwayne Wilkinson, NDOT

02/04/20 Freight Advisory Committee

I-15N Phase 3 *Speedway to Garnet*



I-15 North Phase III – Speedway to Garnet

Meeting Purpose

- Provide an overview of the existing improvements, the proposed scope of work, project status and project schedule



I-15 North Phase III – Speedway to Garnet

Existing conditions

10'	12'	12'	4'	50' - 100'	4'	12'	12'	10'
Mainline Shoulder	Travel Lane	Travel Lane	Mainline Shoulder	Median	Mainline Shoulder	Travel Lane	Travel Lane	Mainline Shoulder

- 4-lane divided rural interstate
- 10.67-mile (Mile post CL-53.61 to CL-64.28)
- Interchanges at Speedway, Apex and Garnet
- 24,503 vehicles per day AADT
- 270 crashes in 5 years
- 2 railroad crossing structures
- Previous contract 3466 completed in 2011, 3R with slope flattening

I-15 North Phase III – Speedway to Garnet

➤ Environmental

- Speedway to Apex covered under original Environmental Assessment
 - Memo documenting changes will be required
 - The interchange between Speedway and Apex that was cleared environmentally in original EA will be included in the update. However, this interchange is not going to be designed or constructed by NDOT, a sponsor is needed
- Apex to Garnet Interchange a Categorical Exclusion will be required



Nevada Air National Guard

I-15/CC 215 Interchange (Phase 4 Project completed by Atkins project team)

Las Vegas Motor Speedway

Speedway (Hollywood Blvd.) Interchange

Pabco Road and UPRR grade separation (proposed developer interchange location)

NDOT large vehicle inspection and weigh station

Lhoist North America

Richie Bros. Auctioneers

Apex Interchange

Garnet Interchange

Republic Services (landfill)

I-15 North Phase III – Speedway to Garnet

Proposed scope of work

- First construction package - Projected cost
 - Preliminary - Project Base Cost escalated to year of expenditure - \$ 94.3 Million
 - Preliminary - 70th percentile cost is \$103 Million

Description	Approximate Result \$ in Millions
Base Construction	\$70.6
Base CEI	\$10.6
Base Engineering	\$5.7
Subtotal Base Estimate	\$86.9
Base Escalated	\$94.3
Risks at 70%	\$8.7
Total	\$103.0

- Add 1 lane in each direction – mostly to median with some minor outside widening
- Upgrade shoulder widths – 12' inside and outside

I-15 North Phase III – Speedway to Garnet

Proposed scope of work

- First construction package - continued
 - Improve acceleration and deceleration lanes to the existing interchanges
 - Truck Parking NB and SB at the Apex Interchange (MP 58.16)
 - Truck Parking NB between MP 61.66 and MP 61.81
 - Landscape and Aesthetics
 - Structure widening and rehabilitation
 - Hydraulic improvements and repair
 - Approximately half of the project will require a median barrier
 - Mainline Weigh-In-Motion (WIM) at 60.42 NB and MP 62.73 SB
 - Some ROW easements may be required for UPRR bridge, but no ROW acquisition will be required

I-15 North Phase III – Speedway to Garnet

Proposed scope of work

- Second construction package – Project cost
 - Note: Freight funding may require this second package be broken down into multiple packages
 - No cost estimate is currently available. The Weigh in Motion (WIM) Station on I-15 between Primm and Jean has a preliminary estimate of \$ 29 to \$ 43 million cost to construct (from I-15, Clark County, Primm to Jean - draft scoping report for WIM Station)
 - WIM Station in the SB direction between MP 61. 66 and MP 61.81
 - Check Station in the NB direction may be added to NB Truck Parking that is part of Phase I. Location would be between MP 61.66 and MP 61.81
 - The northern truck parking in the SB direction is still being determined
 - ROW will be required for the weigh station

I-15 North Phase III – Speedway to Garnet

Review of existing & the proposed scope of work – Speedway



Looking Northwest on Speedway



Looking Northeast on I-15 at Speedway-I-965N/S Speedway BI, MP 53.64

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex



Looking North on Las Vegas Blvd



Looking Northeast on I-15 at Apex I-969N/S, MP 58.16

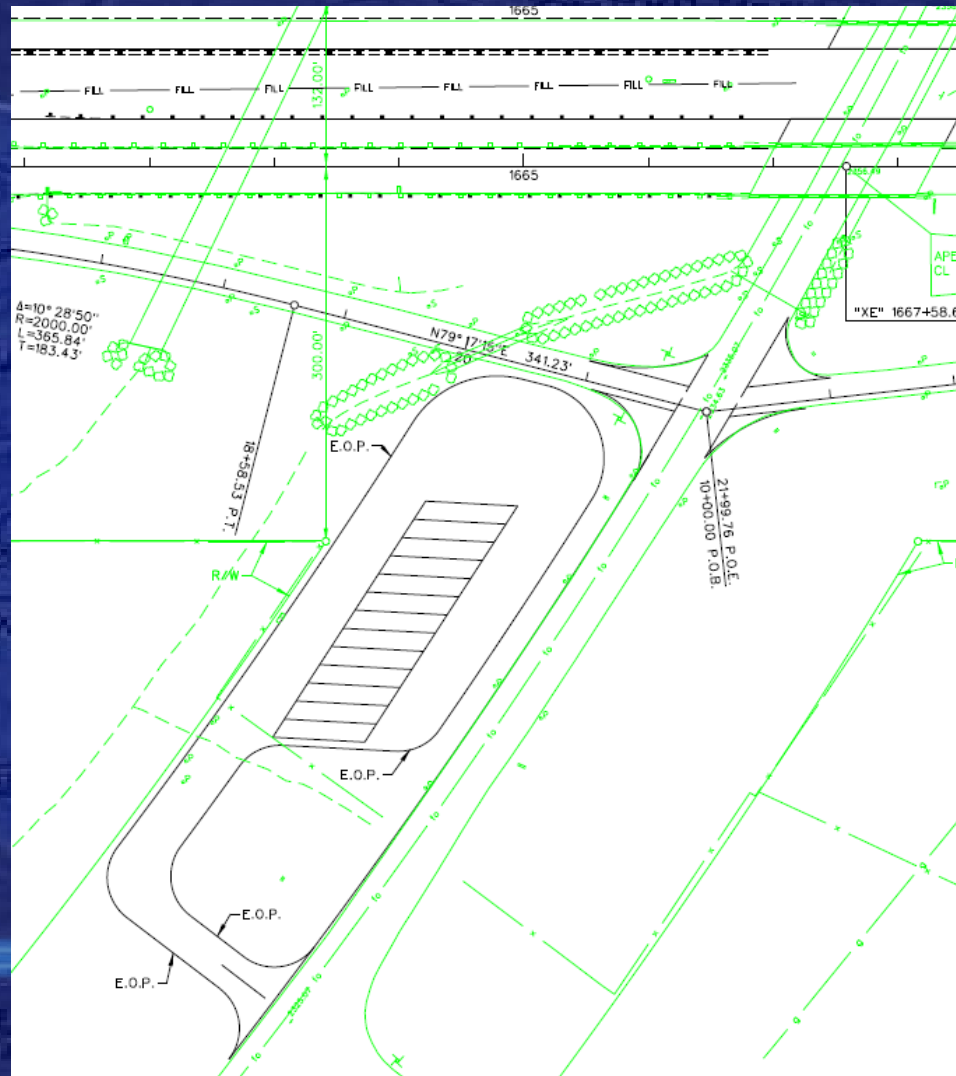
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex – Truck Parking

➤ NB Truck Parking

- 13 Spaces
- Lighted
- Trash Receptables
- Restroom Type TBD
- Fenced

➤ Preliminary – Subject to Change



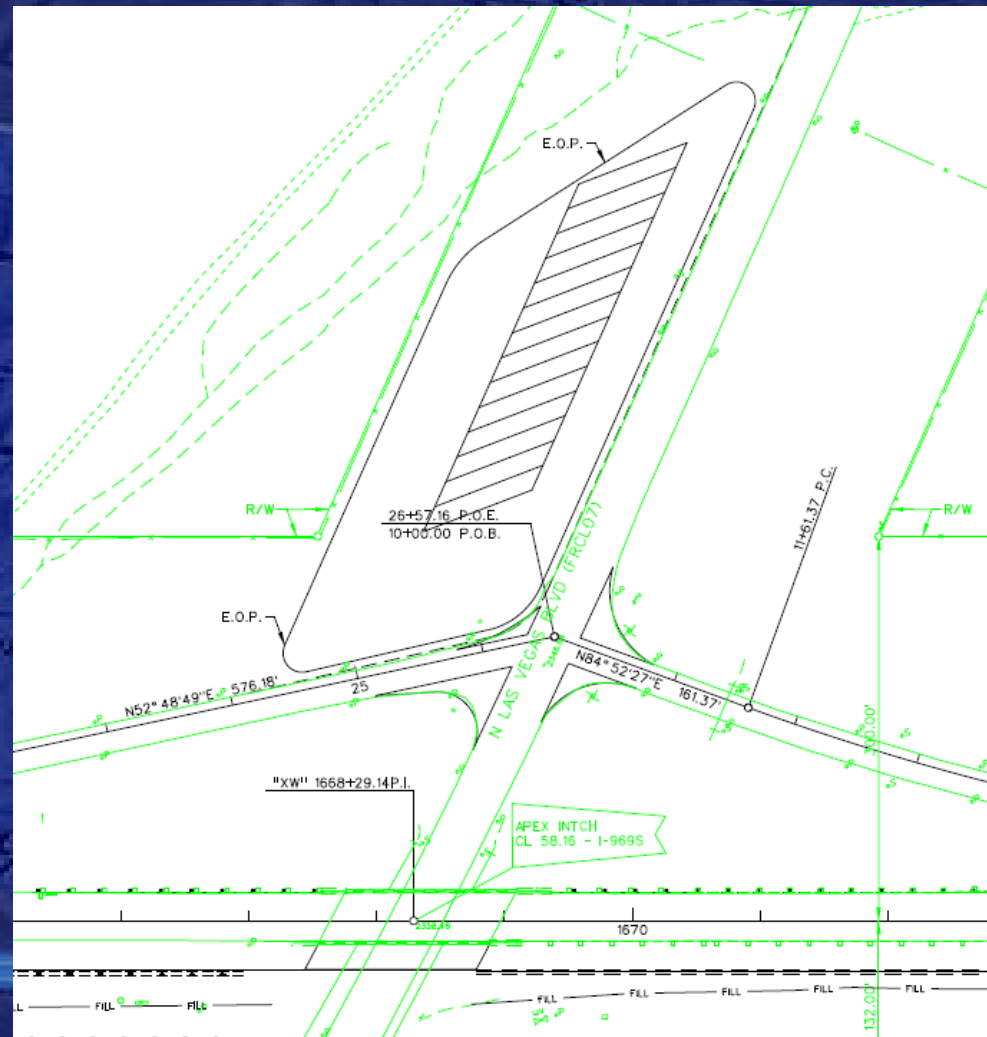
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex –Truck Parking

➤ SB Truck Parking

- 14 Spaces
- Lighted
- Trash Receptables
- Restroom Type TBD
- Fenced

➤ Preliminary – Subject to Change



I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Pabco Road & UPRR



Looking down on Pabco Road (H-970 Apex Grade Separation, MP 60.31) and UPRR (G-1041 Apex UPRR Spur UP, MP 60.32)

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Pabco Road



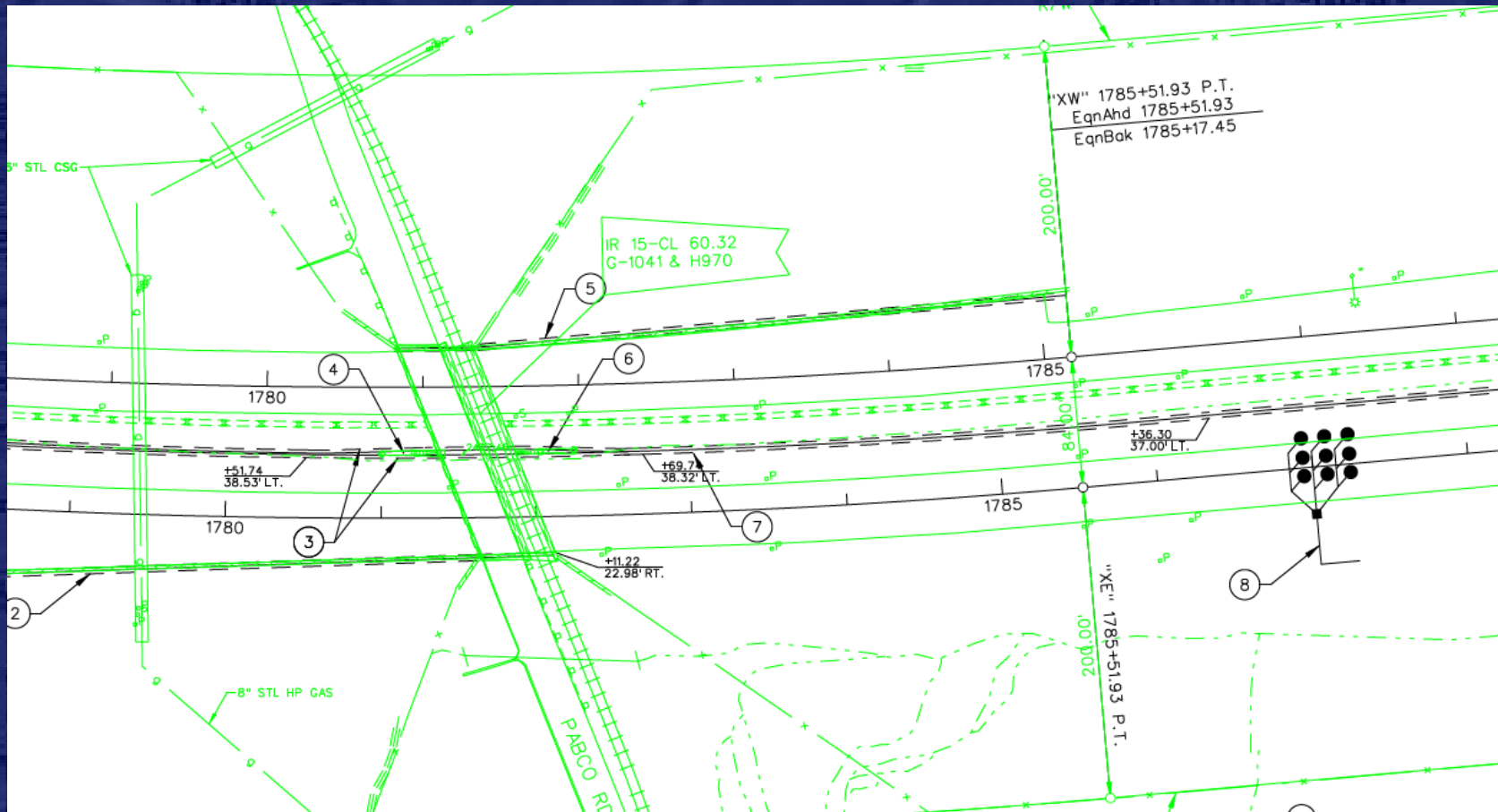
Looking Northeast on I-15 at Pabco Road Grade Separation, MP 60.31



Looking Southwest on I-15 at G-1041 Apex UPRR Spur, MP 60.32

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – NB WIM – MP 60.42



➤ Preliminary – Subject to Change

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex UPRR Mainline
(Garnet), MP 62.70



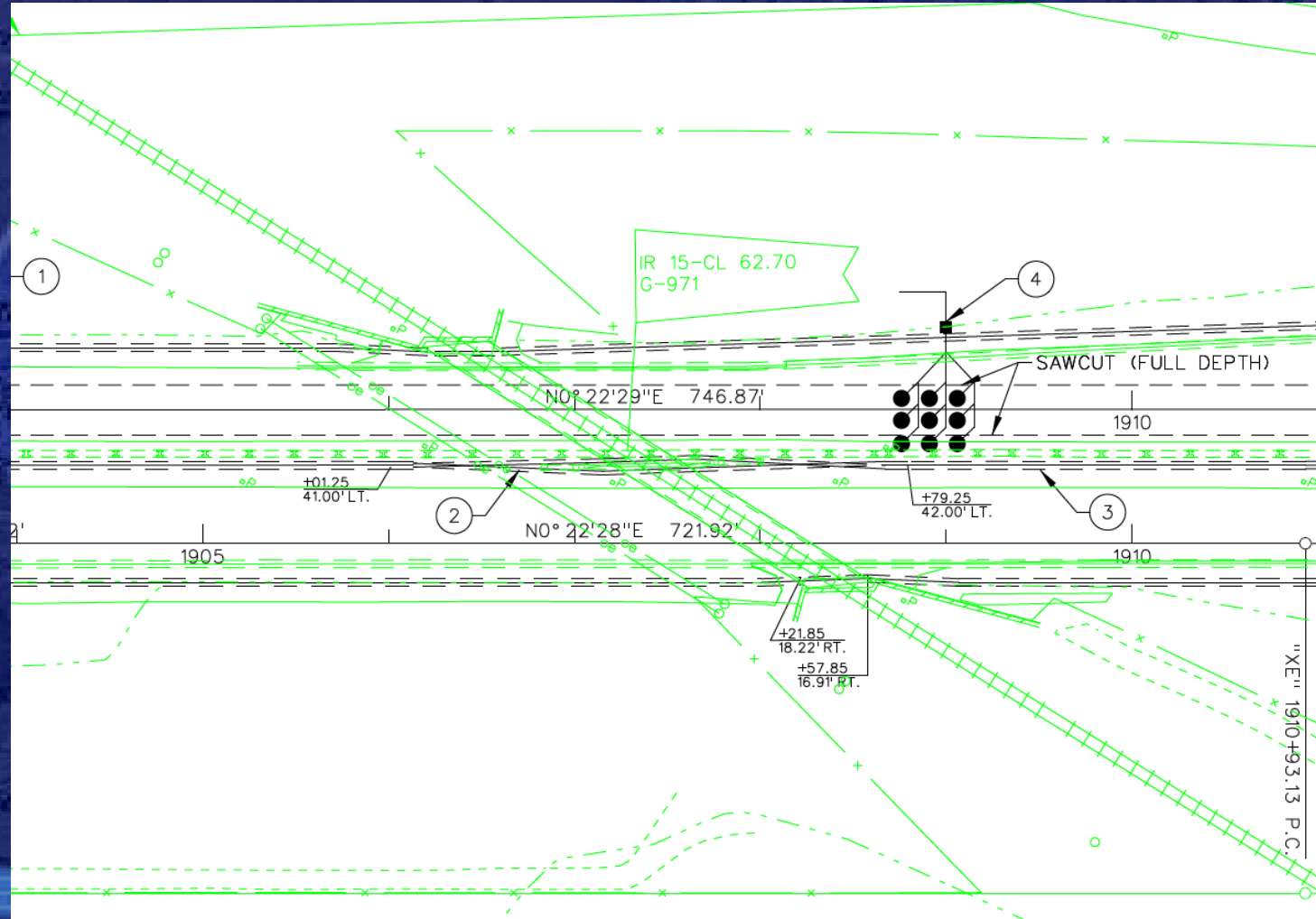
Looking Southwest



Looking down on UPRR
Mainline and I-15

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – SB WIM – MP 62.73



➤ Preliminary – Subject to Change

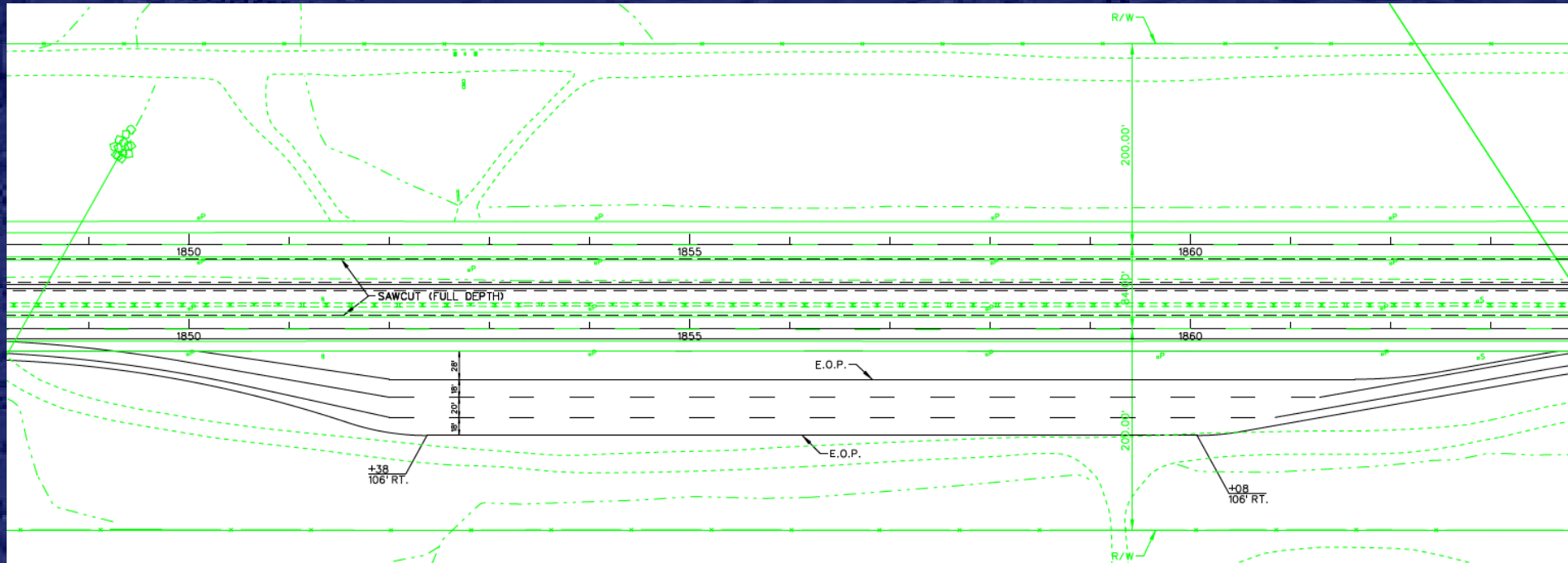
I-15 North Phase III – Speedway to Garnet

Existing Check Station at MP 60.80



I-15 North Phase III – Speedway to Garnet

NB Truck Parking – MP 61.66 to MP 61.81



➤ NB Truck Parking

- 14 Spaces
- Lighted
- Trash Receptables

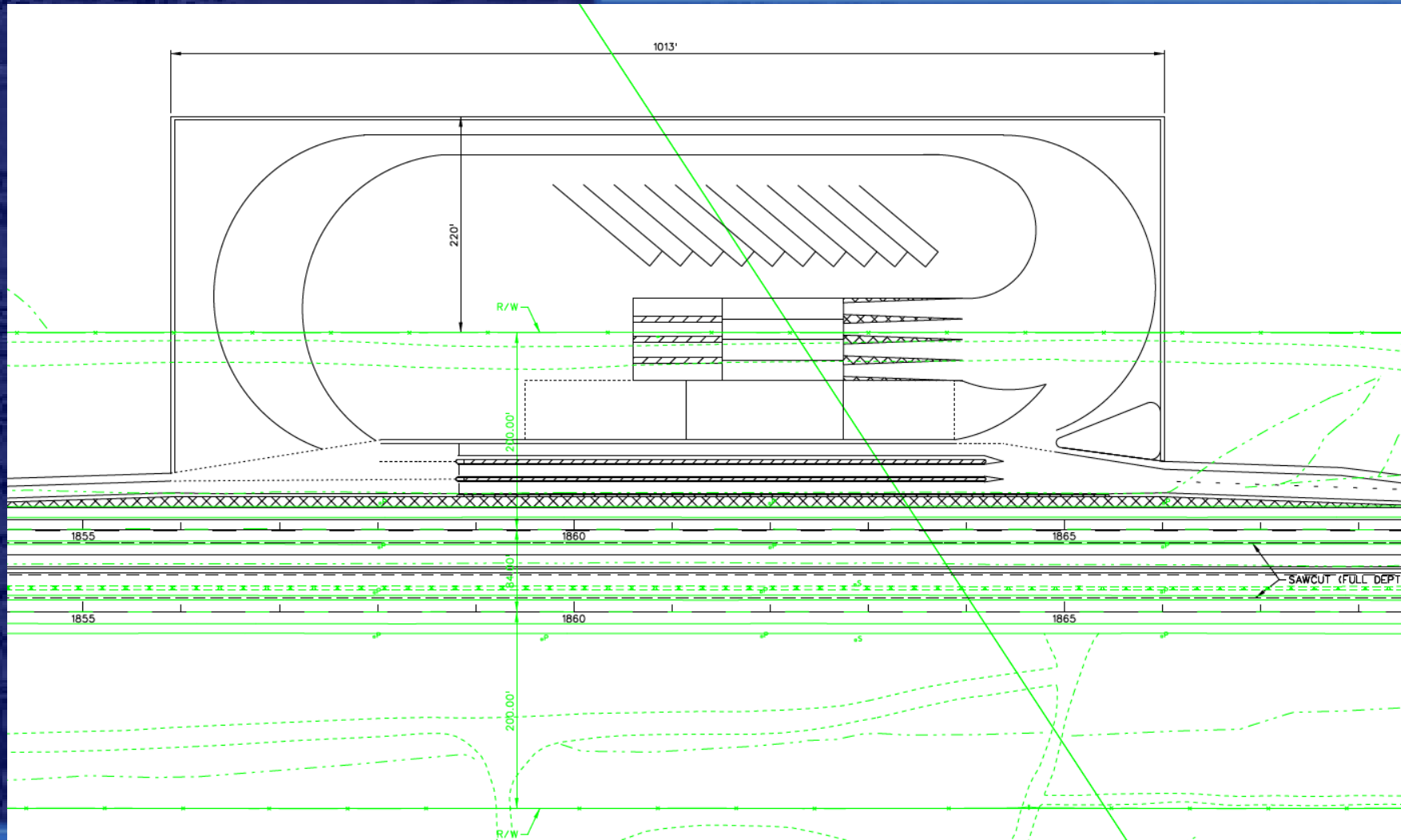
➤ NB Truck Parking continued

- Restroom Type TBD
- Fenced
- May include Check Station

➤ Preliminary – Subject to Change

I-15 North Phase III – Speedway to Garnet

Weigh in Motion (WIM) Station – SB MP 61.65 to MP 61.84



➤ Preliminary – Subject to Change

I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Bridge Locations



Current Configuration at I-15 & US 93
(Bridge widening completed as part of Garnet Design Build)

I-15 North Phase III – Speedway to Garnet

Project Status

- First Construction Package - Design at 30%
- Second Construction Package – Design has commenced

Schedule

- Advertise Date First Construction Package – Goal is November of 2022
- First Construction Package is currently estimated to take 350 working days to construct (20 months)
- Advertise Date Second Construction Package - TBD

I-15 North Phase III – Speedway to Garnet

[Comments/Questions/Open Discussion](#)

[Thank you!](#)

[Contact Information](#)

Dwayne Wilkinson, PE

NDOT Project Management

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NEXT STEPS / QUESTIONS / OPEN DISCUSSION



2019 Freight Program Implementation Project

THANK YOU

Next FAC Meeting: May 5, 2020



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<https://www.nevadadot.com/mobility/freight-planning>

