

State of Nevada Transportation FACTS AND FIGURES

August 2003



This photo illustration depicts a completed Hoover Dam Bypass scheduled to be a reality by 2007.



Prepared by: Operations Analysis Division
of the Nevada Department of Transportation

Kenny C. Guinn, *Governor*

Jeff Fontaine, P.E., *Director*

www.nevadadot.com

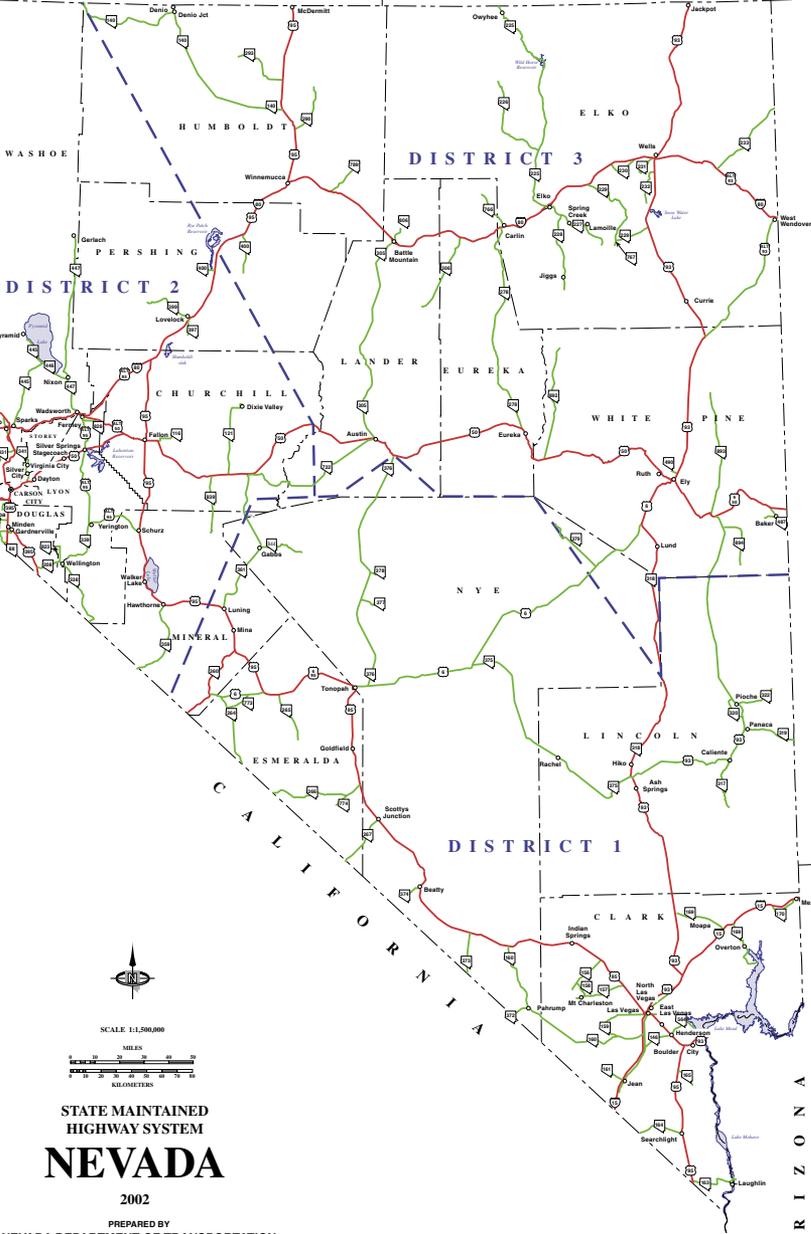
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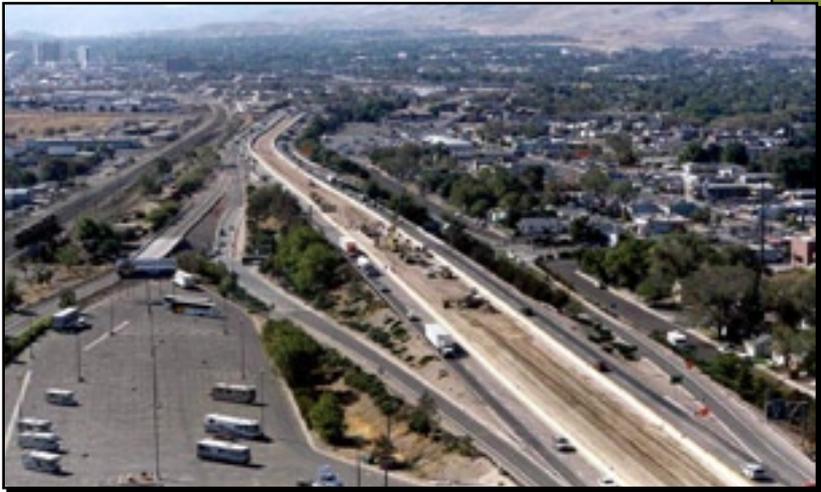
KILOMETERS

STATE MAINTAINED
HIGHWAY SYSTEM
NEVADA

2002

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION

- NATIONAL HIGHWAY SYSTEM
- SURFACE TRANSPORTATION PROGRAM
- DISTRICT BOUNDARY



Improvements underway on I-80 in Sparks and to the Spaghetti Bowl in Reno will reduce traffic congestion and improve safety.



District III maintenance workers install a new curb as part of a \$40,000 improvement at Hanson Street and Winnemucca Boulevard.

TABLE OF CONTENTS

ADMINISTRATION

Nevada Department of Transportation Mission Statement.....	1
Director's Message	2
Major Project Index.....	3
Transportation Board	4
Administration	5
Engineering Districts & Major Maintenance Stations.....	6
Key Phone Numbers and Websites.....	7

HIGHWAY SYSTEM, CONDITION, AND USE

System Mileage	8
System Definitions.....	9
NDOT-Maintained Pavement Condition	10
Vehicle Miles of Travel	11
Bridges	12

TRANSPORTATION FINANCING

Transportation Financing	13
Gas Tax	14
Special Fuel Tax	16
Vehicle Registration and Permit Fees	17
Govt. Service Tax, Drivers License, and Title Fees	18
Highway Fund Revenue Sources	19
Total Highway Fund Revenue.....	20
State Gasoline Tax Revenue	21
Motor Vehicle Fund Taxes, Licenses & Fees Revenue	22
Motor Vehicle Taxes from Motor Vehicle Fund	23
Highway Fund Federal-Aid Revenue.....	24
Highway Fund Federal-Aid Apportionments	25
Highway Fund Expenditures & Disbursements	26
Expenditures By Activity	28
Expenditures By Object.....	29
Passenger Car Operating Cost	30

POPULATION AND PERFORMANCE

Highway Safety Statistics	31
Department Personnel.....	32
Licensed Drivers, Passenger Vehicles	32
Population & Highway Congestion	33
Transit	34
Bicycles and Pedestrians	39
Railroads	40
Airports	41
New Programs	42
Awards	44

MISSION STATEMENT

The mission of the Nevada Department of Transportation is to efficiently plan, design, construct and maintain a safe and effective transportation system for Nevada's economic, environmental, social and intermodal needs.

Travel on SR 431, the Mt. Rose Highway, just became safer with the new crossing arms that will hold back traffic during avalanche control and when whiteout conditions require temporary closure.



Nevada's pavement program is paying off. Data from the Federal Highway Administration shows the Silver State leads the country with 75 percent of its major roads maintained in "very smooth" condition.

DIRECTOR'S MESSAGE

Like all state departments of transportation, NDOT wants to provide highway users with smooth pavement and safe, delay-free travel. Our department has the most control over the pavement surface, and Nevada's 2,123 miles of the 161,000-mile National Highway System are now the smoothest in the nation.

In the safety arena, NDOT's priorities are to improve conditions at intersections, pedestrian and railroad crossings, and along roadsides and medians. We are also enhancing our data collection and analysis so that safety treatments can be applied more rapidly and cost effectively. Crash data will be encoded into a Geographic Information System. A Nevada Citation and Accident Tracking System will provide more detailed and timely crash data, new software will improve analysis, and a formal Road Safety Audit program will review the effectiveness of safety treatments.

From traffic-volume information, we know that most congested areas in the state are Carson Street in Carson City, the area surrounding the I-80/I-580/U.S. 395 Spaghetti Bowl in Reno, and the U.S. 95 Freeway west and east of I-15 in Las Vegas. Construction contracts are proceeding to reduce congestion on all of these routes except the U.S. 95 Freeway east of I-15. That route is under study for potential widening once the widening of the U.S. 95 Freeway west of I-15 is complete.

What's the cost of congestion and safety? In a recently conducted economic study for the freeways surrounding the Spaghetti Bowl in Reno, travel-time savings were estimated for the "build" and "no build" alternatives. Although many of the improvements we will make on this project will save just minutes or less for the average driver, when summed over the entire year for all drivers that time will add to 8.5 million hours. In today's dollars, that's \$926 million worth of time over the 24-year freeway-improvement time period. Safety savings during this same time period will be \$151 million. Combined congestion and safety savings will be \$1.1 billion.

Unfortunately, we have only limited control over safety and delays on our highways. As a driver, you have the most control. Plan your driving when highway use is low and you'll save time and energy, you'll help decrease pollution levels, and you'll be less likely to be frustrated or involved in an accident. Better yet, use mass transit to catch up on your reading and save money. Slight changes in your commuting can produce big benefits for everyone.

Drive carefully and enjoy the smooth roads!

Jeff Fontaine, P.E.
Director

MAJOR PROJECT INDEX

Major Projects Begun In The Past Three Years

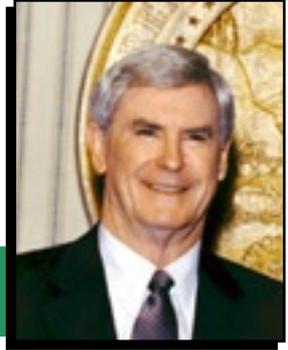
- I-80/I-580 Interchange and I-80 from west city limits of Sparks to near E. McCarran Interchange in Washoe Co.: Improve interchange and reconstruct concrete pavement, \$40 million
- U.S. 95 in Clark Co. from I-15 to Rainbow Blvd. Interchange: Replace structures and widen to 10 lanes, \$35 million
- I-15 from Primm to 20.2 miles north: Widen from 4 to 6 lanes, \$22.5 million
- I-80 in Humboldt Co. from 10 miles east of the Pumpnickel Valley Interchange to 33 miles east: Reconstruct, \$15.7 million
- U.S. 50 and U.S. 93 in White Pine Co. from Avenue F in East Ely to U.S. 6: Remove and replace existing pavement, \$9.4 million
- U.S. 95 in Mineral Co. from the Esmeralda Co. line to 28 miles north: Reconstruct, \$9 million.
- U.S. 95A in Lyon Co. from just north of the Wabuska railroad crossing to U.S. 50: Remove and replace existing pavement and install guardrails, \$5.8 million
- U.S. 50 in Eureka Co. from 5.2 miles west of Antelope Valley Road to Roadside Park: Mill and overlay, \$5.1 million
- I-80 in Elko Co. from 9 miles west to the West Elko Interchange: Mill and overlay, \$8 million
- SR 225 in Elko Co. from Dry Creek Road north for 12.5 miles: Reconstruct, \$11.9 million

Major Projects Planned For The Next Three Years

- U.S. 95 in Clark Co. from Martin Luther King Blvd. to Rainbow Curve: Widen from 6 to 10 lanes, \$313 million
- Hoover Dam Bypass: Construct a bridge over the Colorado River, \$264 million
- I-580 in Washoe Co. from Winters Ranch to Mt. Rose Hwy: Construct a 6-lane freeway, \$100 million
- SR 160, Pahrump Valley Road from Las Vegas Blvd. to Rainbow Blvd.: Construct a new 6 lane roadway, \$61 million
- U.S. 395 in Carson City from South Carson Street to East William Street: Construct a 4-lane controlled-access freeway, \$183 million
- I-215/I-515 Interchange in Henderson: Construct to 6 lanes, \$95 million
- I-80 in Elko Co. from 1 mile west of Osino Interchange to 0.6 miles east of the Greys Creek Grade Separation: Cold mill and overlay, \$11.4 million
- U.S. 50A in Lyon Co. from Fernley Farm Road to 0.8 miles west of Leeteville Junction in Churchill Co.: Widen from 2 to 4 lanes, \$18 million
- Virginia and Truckee Railroad in Storey Co. from Gold Hill toward Carson City: Construct approx. one mile of track along the existing grade, \$6 million

TRANSPORTATION BOARD OF DIRECTORS

*Chairman
Kenny C. Guinn
Governor*



*Lorraine Hunt
Lieutenant Governor*



*Brian Sandoval
Attorney General*



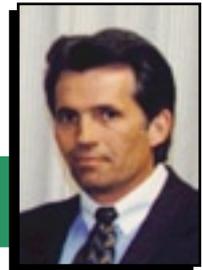
*Kathy Augustine
Controller*



*Caesar Caviglia
Member*



*Jim Thornton
Member*



*Tom Gust
Member*

ADMINISTRATION

1263 S. Stewart St.
Carson City, Nevada 89712
Phone : (775) 888-7440
Fax (775) 888-7201



Jeff Fontaine, P.E.
Director



Susan Martinovich, P.E.
Deputy Director
Chief Engineer



Rudy Malfabon, P.E.
Deputy Director
Southern Nevada



Ruedy Edgington, P.E.
Asst. Director
Engineering



Rick Nelson, P.E.
Asst. Director
Operations



Robert Chisel
Asst. Director
Administration



Dennis Baughman
Chief
Communications Office



Kent Cooper
Asst. Director
Planning

ENGINEERING DISTRICTS AND MAJOR MAINTENANCE STATIONS

District 1

LAS VEGAS (702) 385-6500
Fax (702) 385-6511

123 E. Washington Avenue
Las Vegas, Nevada 89101
Eugene F. Weight, P.E.
District Engineer

Major Maintenance Station

TONOPAH (775) 482-2375
Fax (775) 482-2310

805 Erie Main
Tonopah, Nevada 89049
Charles Nixon, P.E.
Asst. District Engineer

District 2

RENO (775) 834-8300
Fax (775) 834-8390

310 Galletti Way
Sparks, Nevada 89431
Thor Dyson, P.E.
District Engineer

District 3

ELKO (775) 777-2700
Fax (775) 777-2705

1951 Idaho Street
Elko, Nevada 89801
Kevin Lee, P.E.
District Engineer

Major Maintenance Station

ELY (775) 289-1700
Fax (775) 289-1710

1401 Avenue F
Ely, Nevada 89301
Kathleen Weaver, P.E.
Asst. District Engineer

Major Maintenance Station

WINNEMUCCA (775) 623-8000
Fax (775) 623-8030

725 W. 4th Street
Winnemucca, Nevada 89445
Dave Lindeman, P.E.
Asst. District Engineer

Note: District boundaries are shown on the map
inside the front cover.



NDOT maintenance staff enhance motorist safety by widening roadway shoulders on state-maintained routes.

KEY PHONE NUMBERS & WEBSITES

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire..... **800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired **486-3000**

To call any state office from Carson City or Reno, call and give the operator the extension desired..... **684-1000**

Road Construction/Winter Road Condition Report Numbers

All areas of the state1-877-NVROADS
..... (1-877-687-6237)

Dialing 1-877-NVROADS also provides road information for adjacent states. Road information is also available on the Internet at:

www.nvroads.com.

Other Frequently Called Numbers

Public Information

Carson City..... (775) 888-7000
Las Vegas..... (702) 385-6504
Customer Service..... (775) 888-7000
Director's Office..... (775) 888-7440
Construction Plans and Specifications (775) 888-7070
Contract Bidding Results..... (775) 888-7070
Overdimensional Vehicle Permits..... (775) 888-7410
or 1-800-552-2127
Maps..... (775) 888-7627
Facsimile (775) 888-7115

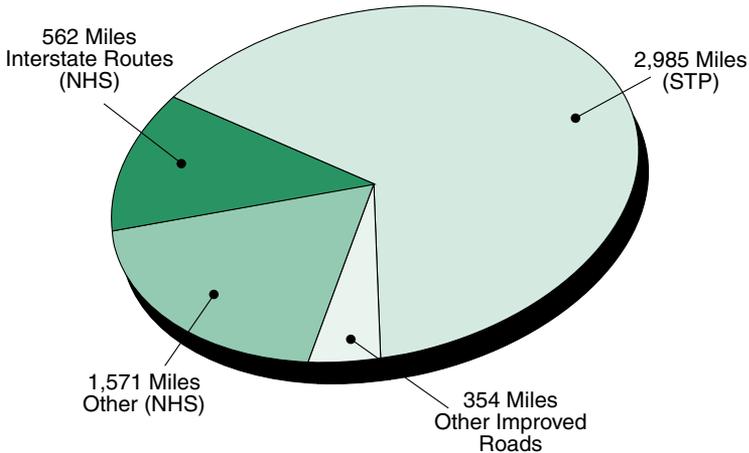
NDOT online**www.nevadadot.com**

SYSTEM MILEAGE

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	<i>NDOT Maintained</i>	<i>Locally Maintained</i>	<i>Statewide Total</i>
Federal Aid			
NHS	2,133	15	2,148
STP	2,985	1,623	4,608
Non-Federal Aid			
Other Improved	354	15,158	15,512
Unimproved	0	15,677	15,677
Total	5,472	32,473	37,945

Total System Mileage Maintained by NDOT
(5,472 Centerline Miles)



SYSTEM DEFINITIONS

NATIONAL HIGHWAY SYSTEM (NHS)

FEDERAL AID

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

OTHER IMPROVED ROADS

NON-FEDERAL AID

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state-park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

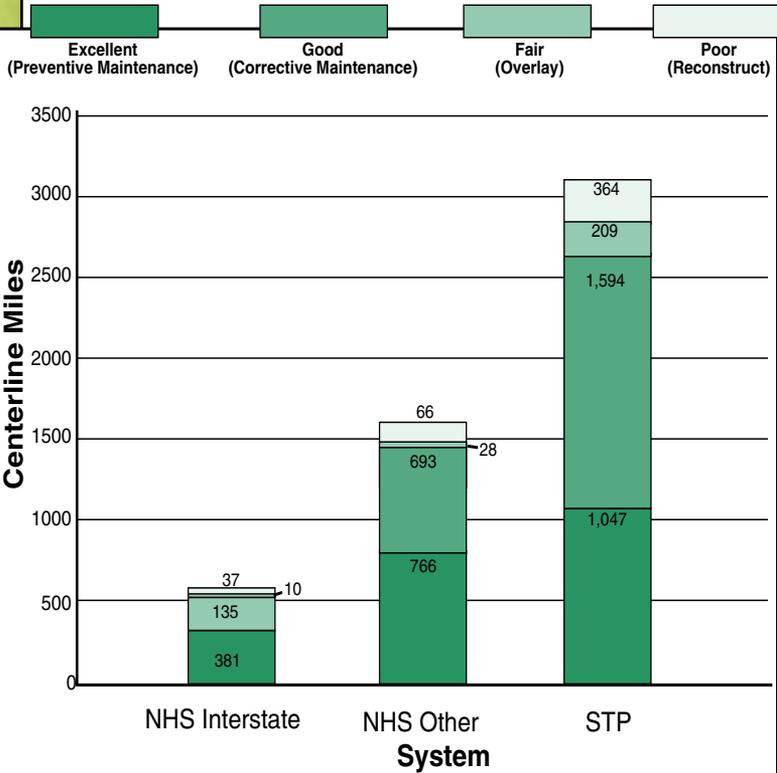
UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry sporadic traffic, and do not qualify for federal aid or Nevada's gas tax distributions.

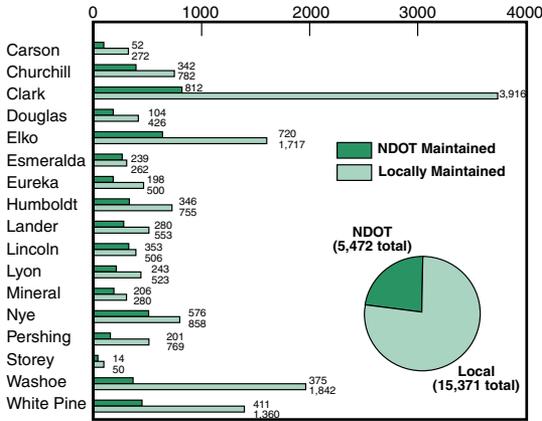
NDOT-MAINTAINED PAVEMENT CONDITION

CENTERLINE MILES BY SYSTEM - 2002

Condition (Required Treatment)



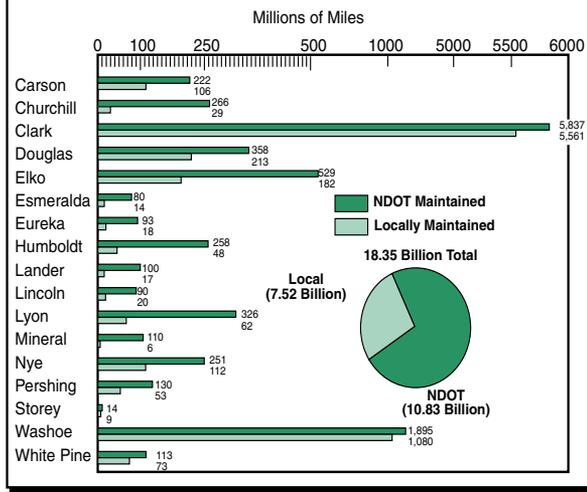
2001 Miles of Improved Road By County



VEHICLE MILES OF TRAVEL

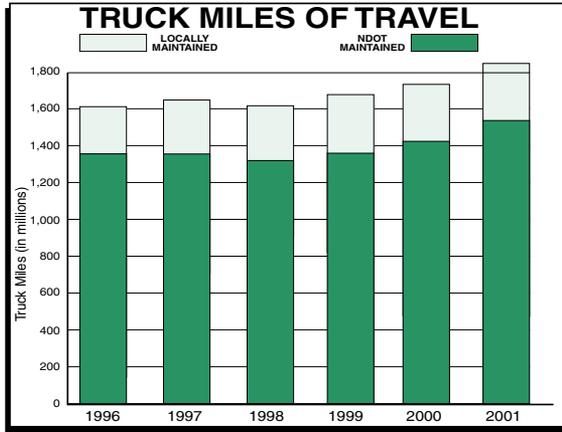
Twelve percent of all Nevada's roads are on the state-maintained system. However, this 12 percent carries 59 percent of the total vehicle miles of travel. The remaining 41 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads more than quadrupled from 3.5 billion

2001 Vehicle Miles of Travel By County



Continued on page 12

in 1970 to 18.35 billion in 2001. The state-maintained system also carries 81 percent of all truck traffic and 89 percent of the heavy-truck traffic.



The bridge inspection truck demonstrates its incredible reach as NDOT bridge inspectors survey the condition of a bridge on I-80 near Winnemucca.

BRIDGES

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,623 public bridges in Nevada. The Nevada Department of Transportation maintains 1,005 bridges; 610 are maintained by federal, county, city or other governmental agencies; and 8 bridges are privately maintained.

State-Maintained Bridges Needing Renovation by Deficiency

<i>Seismic</i>	<i>Structural</i>	<i>Functional</i>
215	35	21

TRANSPORTATION FINANCING

General

State highways maintained by the Nevada Department of Transportation are financed with dedicated highway-user revenue and federal funds. No General Fund (general tax) revenue is used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Transportation Equity Act for the 21st Century, passed in 1998, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

Constitutional Provisions

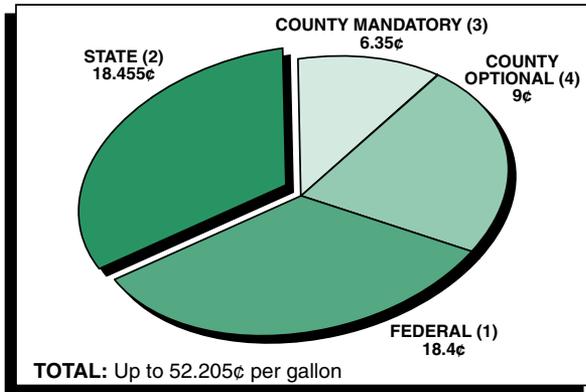
Article 9, Section 5 of the Nevada constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operations of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state..."

State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The Department of Transportation is the major activity financed by the Highway Fund. However, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.

GAS TAX (PER GALLON)

Legal Citation Chapter 365, Nevada Revised Statutes



1. Federal

- 15.44¢ To Federal Highway Trust Fund for highways.
- 2.86¢ To Federal Highway Trust Fund for transit.
- 0.1¢ Leaking underground storage tank trust fund.
- 18.4¢ Total Federal Gasoline Tax.**

2. State

- 17.650¢ (NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 590.840) For cleanup of petroleum discharges.
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline.
- 18.455¢ Total State Gasoline Tax**

3. County Mandatory

- 1.25¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2001. Used for bond service, road construction maintenance and repair – not for administration.
- 2.35¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2001. In a

county with incorporated cities, the counties and cities split the tax proceeds internally: 1/4 per land area, 1/4 per population, 1/4 per non-Federal-Aid primary road miles, and 1/4 per vehicle miles of travel on non-Federal-Aid primary roads. Used for bond service, road construction, maintenance and repair – not for administration.

- 1.75¢ (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.
- 1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

6.35¢ Total County Mandatory Tax

4. County Optional

Up to 9¢ (NRS 373.030) County motor fuel tax is administered by the local Regional Transportation Commission. The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

- 9¢ Carson City, Churchill, Clark, Humboldt, Lyon, Mineral, Pershing and Washoe;
- 4¢ Douglas, Elko, Esmeralda, Eureka, Lander, Lincoln, Nye, Storey, White Pine

History

	Total Collections		State	County	County	County	RTC	RTC
	Mandatory/ Optional		Share	Share	Option #	Option *	Option #	Option *
1923	2.0¢		\$60,000		+	Balance to County Admin Costs	Rd Bond Redemption	
1935	4.0¢		4.0¢					
1947	5.5¢		4.0¢	1.5¢				
1)-1955	6.05¢		4.55¢	1.5¢				
1965	6.05¢	1.0¢	4.55¢	1.5¢		(Clark & Washoe Co. only)	1.0¢	
1966	6.05¢	1.0¢	4.55¢	1.5¢		(Extended to all Co:s w/RTC)	1.0¢	
1979	6.05¢	4.0¢	4.55¢	1.5¢		2.0¢	2.0¢	
1981	11.05¢	4.0¢	8.05¢	3.0¢			4.0¢	
1982	12.05¢	4.0¢	9.05¢	3.0¢			4.0¢	
1985	13.05¢	5.0¢	10.05¢	3.0¢		1.0¢	4.0¢	
1987	16.05¢	5.0¢	11.77¢	4.28¢		1.0¢	4.0¢	
1988	18.05¢	5.0¢	12.70¢	5.35¢		1.0¢	4.0¢	
2)-1989	18.655¢	10.0¢	** 13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
1991	22.155¢	9.0¢	** 15.805¢	6.35¢			9.0¢	
1992	24.655¢	9.0¢	** 18.305¢	6.35¢			9.0¢	
1995	24.805¢	9.0¢	*** 18.455¢	6.35¢			9.0¢	

By Ordinance
 * Voter Approval
 ** 0.6¢ to State Petroleum Cleanup Trust Fund
 *** 0.75¢ to State Petroleum Cleanup Trust Fund
 1)- 0.05¢ to Inspection Fee to 1989
 2)- 0.055¢ to Inspection Fee since 1989

SPECIAL-FUEL TAX (PER GALLON)

Legal Citation Chapter 366, Nevada Revised Statutes

Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

Propane (Liquefied Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

Current Rates

Distribution (Cents Per Gallon)

Fuel	Federal Highway Trust Fund			State	
	Highway Account	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢

1997

**27.75

Natural gas used as motor fuel @ 21.0¢

Propane gas used as motor fuel @ 22.0¢

Emulsified water-phased hydrocarbon fuel @ 19.0¢

* 0.60¢ to petroleum clean-up fund

** 0.75¢ to petroleum clean-up fund

VEHICLE REGISTRATION AND PERMIT FEES

Legal Citation Chapter 482, 484, & 706 Nevada Revised Statutes

Current Annual Registration Rates

- \$33 for automobiles
- \$39 for motorcycles
- \$27 for travel trailers
- \$33 for trucks, truck tractors or buses less than 6,000 lbs. DGVW*
- \$38 for trucks, truck tractors or buses between 6,000 and 8,499 lbs. DGVW
- \$48 for trucks, truck tractors or buses between 8,500 and 10,000 lbs. DGVW
- \$12 per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
- \$17 per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is \$1,360). Interstate motor-carriers may prorate this fee and pay only on the percentage of miles driven in Nevada.

Current Annual Permit Fees

- \$60 per 1,000 lbs. exceeding 80,000 lbs. for divisible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is \$2,940)
- \$10 for overlength vehicles (70' to 105') carrying divisible loads not exceeding 80,000 lbs. DGVW
- \$60 for non-divisible loads carried on over legal-size or weight vehicles.

* Declared Gross Vehicle Weight

GOVERNMENTAL SERVICES TAX

Legal Citation

Chapter 371, Nevada Revised Statutes

Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional Supplemental rate: 1% of vehicle's depreciated assessed valuation in Churchill and Clark counties; 0.6% in Washoe County.

Distribution

Basic Governmental Services Tax: For vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: In Clark County, for highway projects, and in Washoe and Churchill counties as a general revenue.

DRIVER'S LICENSE FEES

(4-year renewable)

Legal Citation

Chapter 483, Nevada Revised Statutes

Current Rates

\$21.75 for operating passenger cars

\$16.75 for persons 65 or older

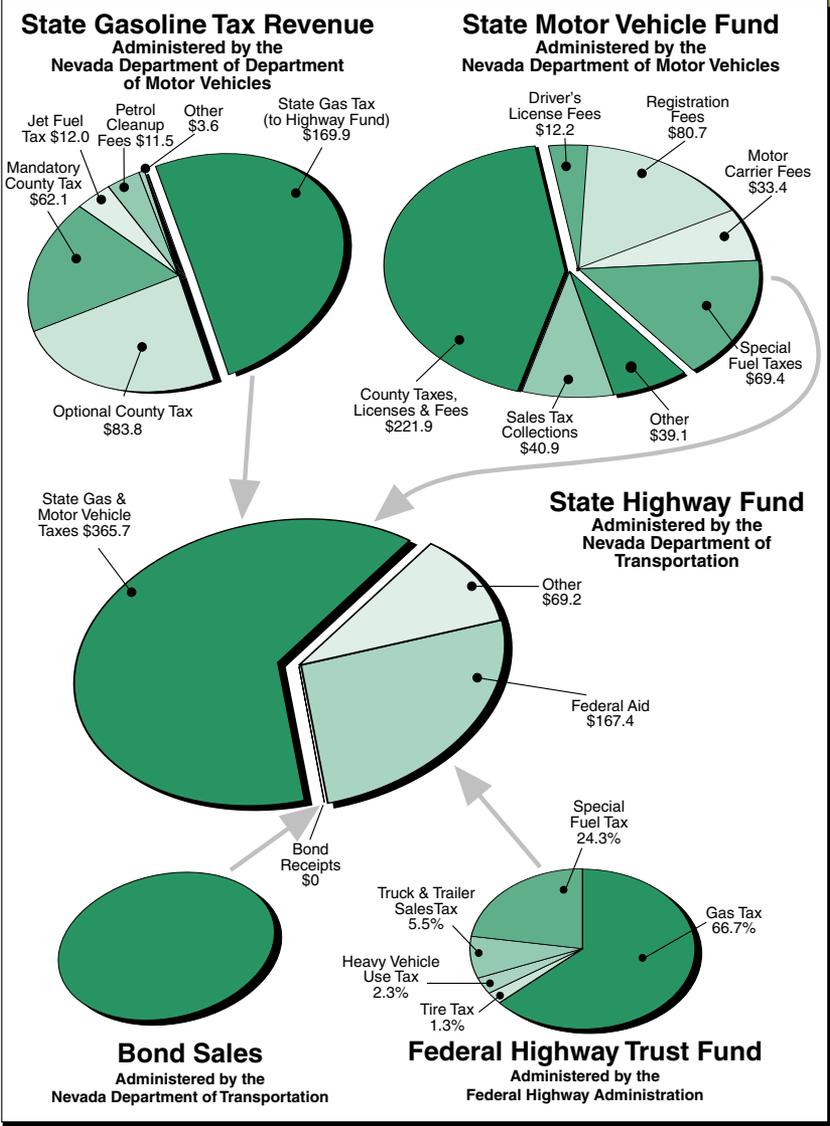
\$7.25 for a motorcycle endorsement

\$86.25 for operating commercial vehicles

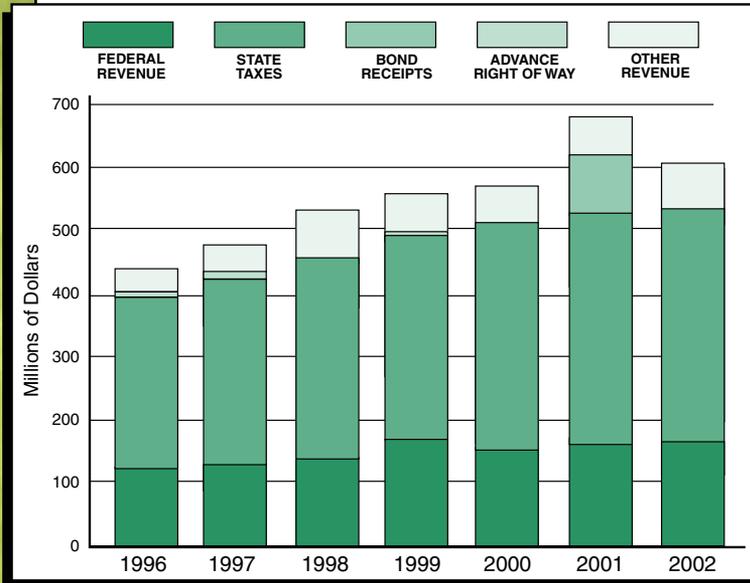
TITLE FEES (one-time fee)

\$20.00 all vehicles

STATE HIGHWAY FUND REVENUE SOURCES (2002 Revenue Shown in Millions)



TOTAL STATE HIGHWAY FUND REVENUE



Millions of Dollars

Fiscal Year	Federal-Aid Revenue	State Gas and Motor Vehicle Taxes	Bond Receipts	Advance Right of Way	Other Revenue	Total
1996	119.6	279.5	0	4.7	38.7	442.6
1997	123.4	304.0	0	6.9	46.0	480.3
1998	131.4	326.7	0	0.1	66.3	524.6
1999	164.5	330.4	0	1.9	55.9	552.7
2000	153.4	351.7	0	(1.2)	61.8	565.6
2001	167.0	346.5	100.5	0	66.9	680.9
2002	167.4	365.7	0	0	69.2	602.3

NOTE 1: Total revenue is net to the Highway Fund.

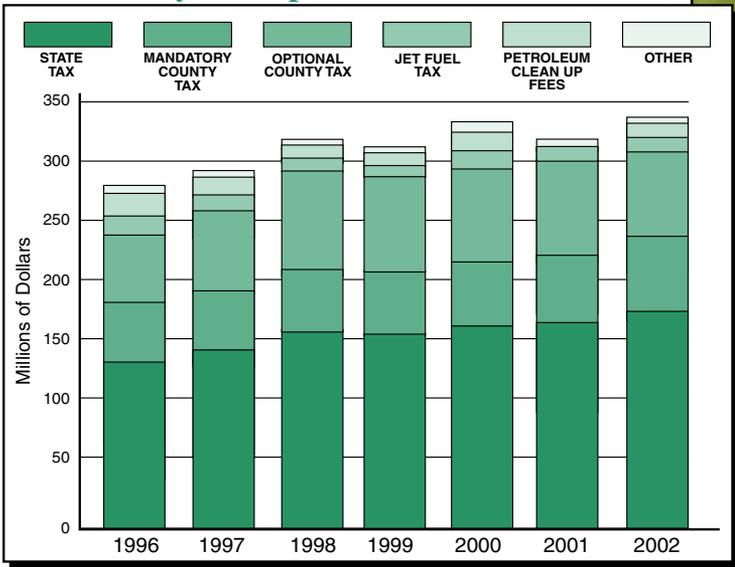
NOTE 2: Advance Right of Way receipts are special federal funds. This program ended in fiscal year 2000.

NOTE 3: Other includes interest income, cooperative construction reimbursement, a portion of Department of Motor Vehicles authorized revenue, and miscellaneous sales and reimbursements.

NOTE 4: Beginning in 1999, the Federal Aid Revenue shown includes monies for highways, transit, aviation, and other programs. Consequently, the figures will not match the Federal Aid Revenue for highways after 1998. (See page 24)

STATE GASOLINE TAX REVENUE

(Administered by the Department of Motor Vehicles)

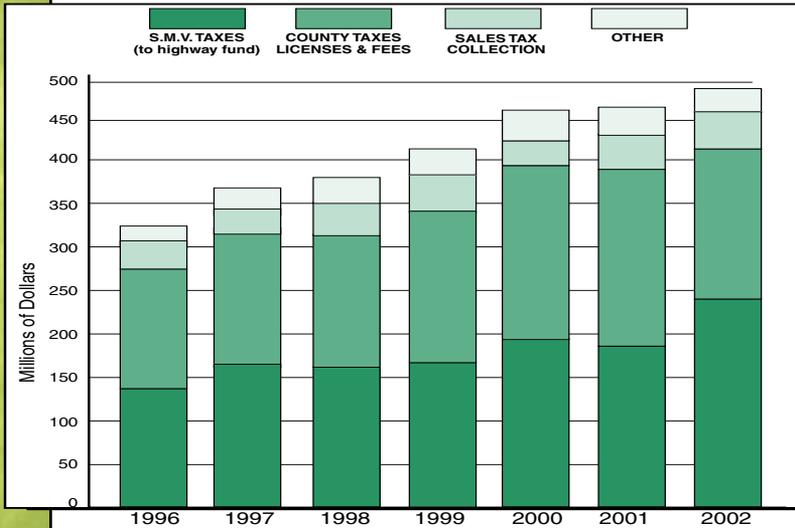


Fiscal Year	Millions of Dollars						Total
	State Gas Tax (to Highway Fund)	Mandatory County Gas Tax	Optional County Gas Tax	Jet Fuel Tax	Petroleum Clean Up Fees	Other *	
1996	133.7	48.0	61.4	9.1	8.9	5.3	266.4
1997	140.7	50.5	65.4	10.4	9.8	5.3	282.1
1998	158.6	56.7	75.8	10.8	11.1	5.6	318.6
1999	153.4	55.1	74.1	10.4	10.6	5.1	308.7
2000	159.2	57.1	77.7	11.9	11.2	5.2	322.3
2001	163.1	58.5	79.7	12.5	0.5	5.3	319.6
2002	169.9	62.1	83.8	12.0	11.5	3.6	342.9

* Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.

NOTE: In 1998, the accounting accrual method changed for the state gasoline tax. Consequently, 1998 includes 13 months of revenue.

STATE MOTOR VEHICLE FUND TAXES, LICENSES, AND FEES REVENUE (Administered by the Department of Motor Vehicles)

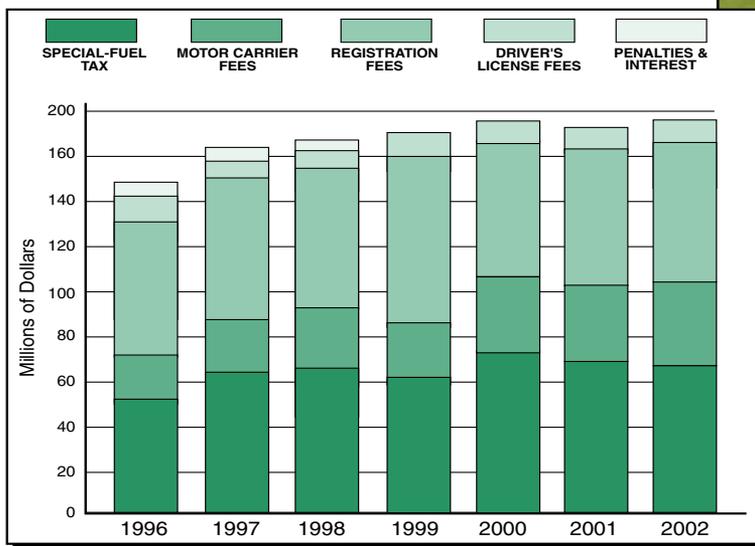


Millions of Dollars					
Fiscal Year	State Motor Vehicle Taxes (to Highway Fund)	County Taxes Licenses and Fees	Sales Tax Collections	Other Revenue*	Total
1996	145.8	128.8	28.1	20.5	323.2
1997	163.3	144.7	30.6	23.4	362.0
1998	168.0	159.0	30.8	25.9	383.7
1999	170.9	172.5	34.1	33.2	410.7
2000	192.5	198.3	37.7	32.7	461.2
2001	183.4	210.1	38.6	33.8	465.9
2002	195.7	221.9	40.9	39.1	497.6

The following page shows a breakout of Highway Fund revenue in this column.

* Other includes various Department of Motor Vehicles authorized revenue, e.g., record search fees, sales and governmental-services tax commissions, and registration reinstatement fees.

STATE MOTOR VEHICLE TAXES TO HIGHWAY FUND DERIVED FROM THE MOTOR VEHICLE FUND



Millions of Dollars

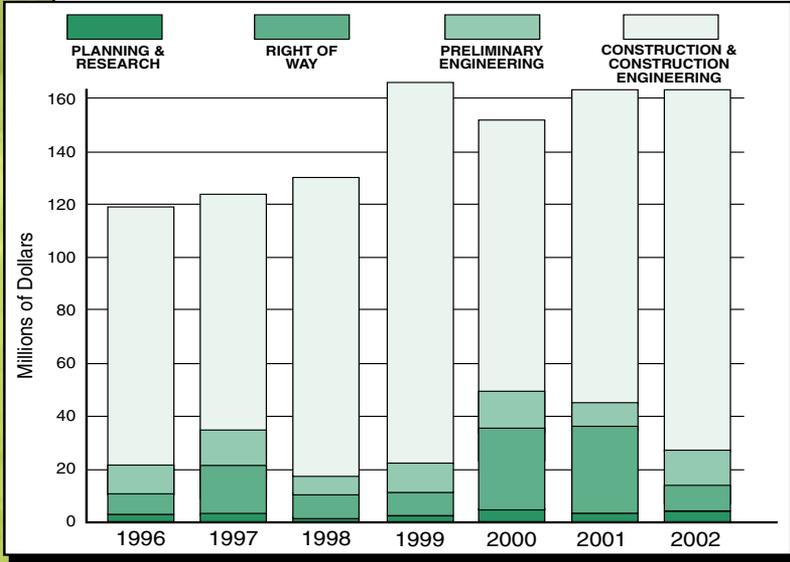
<i>Fiscal Year</i>	<i>Special-Fuel Taxes*</i>	<i>Motor-Carrier Fees</i>	<i>Registration Fees</i>	<i>Driver's License Fees</i>	<i>Penalties and Interest</i>	<i>Total</i>
1996	50.8	24.2	58.1	8.9	3.7	145.8
1997	63.2	25.5	62.2	8.9	3.5	163.3
1998	64.3	25.8	64.1	9.6	4.2	168.0
1999	60.9	29.0	69.8	11.2	**	170.9
2000	76.6	32.0	72.3	11.6	**	192.5
2001	69.9	31.9	70.1	11.5	**	183.4
2002	69.4	33.4	80.7	12.2	**	195.7

* Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions.

** Included in taxes and fees shown.

NOTE: Special-fuel taxes for 2000 include significant 1999 and 2001 monies. Consequently, the long-term trend in special-fuel taxes appears incongruous.

HIGHWAY FUND FEDERAL-AID REVENUE FOR HIGHWAYS BY PHASE



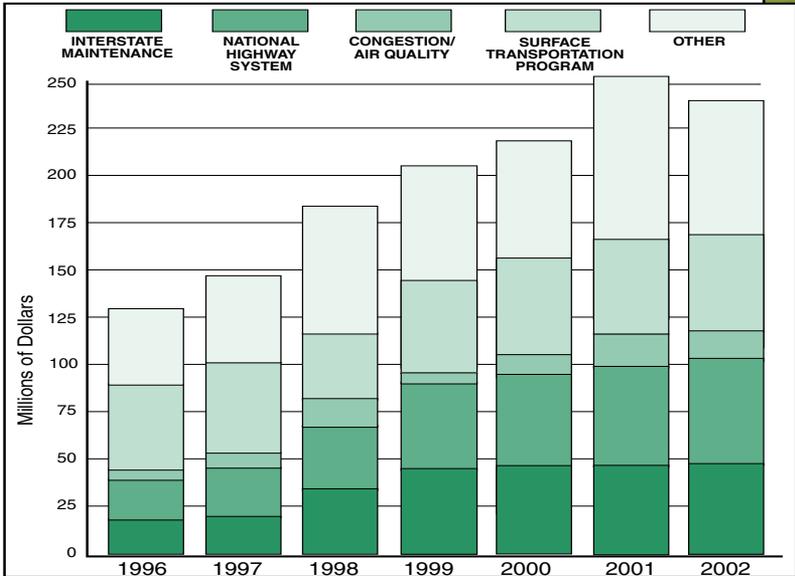
Millions of Dollars

Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Total Federal Aid for Highways
1996	3.6	9.4	12.0	94.6	119.6
1997	5.4	17.0	11.4	89.6	123.4
1998	2.7	8.9	7.6	112.2	131.4
1999	3.4	11.5	7.7	143.5	166.1
2000	6.8	26.0	13.2	104.0	150.0
2001	4.3	29.3	12.2	119.1	164.9
2002	5.5	6.0	14.7	138.5	164.7

NOTE 1:

Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

HIGHWAY FUND FEDERAL-AID APPORTIONMENTS (Under ISTEAA* through 1997; under TEA-21** since 1998)



Millions of Dollars

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other***	Total
1996	20.6	21.9	4.2	42.6	40.2	129.5
1997	23.8	24.8	4.7	47.6	48.1	149.0
1998	32.6	39.2	9.8	32.6	63.2	177.4
1999	40.1	46.2	11.3	45.9	63.2	206.7
2000	42.7	50.4	13.1	48.6	61.5	216.3
2001	45.8	53.2	14.6	51.9	89.3	254.8
2002	47.0	53.8	15.5	53.0	65.4	234.7

*1991 Intermodal Surface Transportation Efficiency Act.

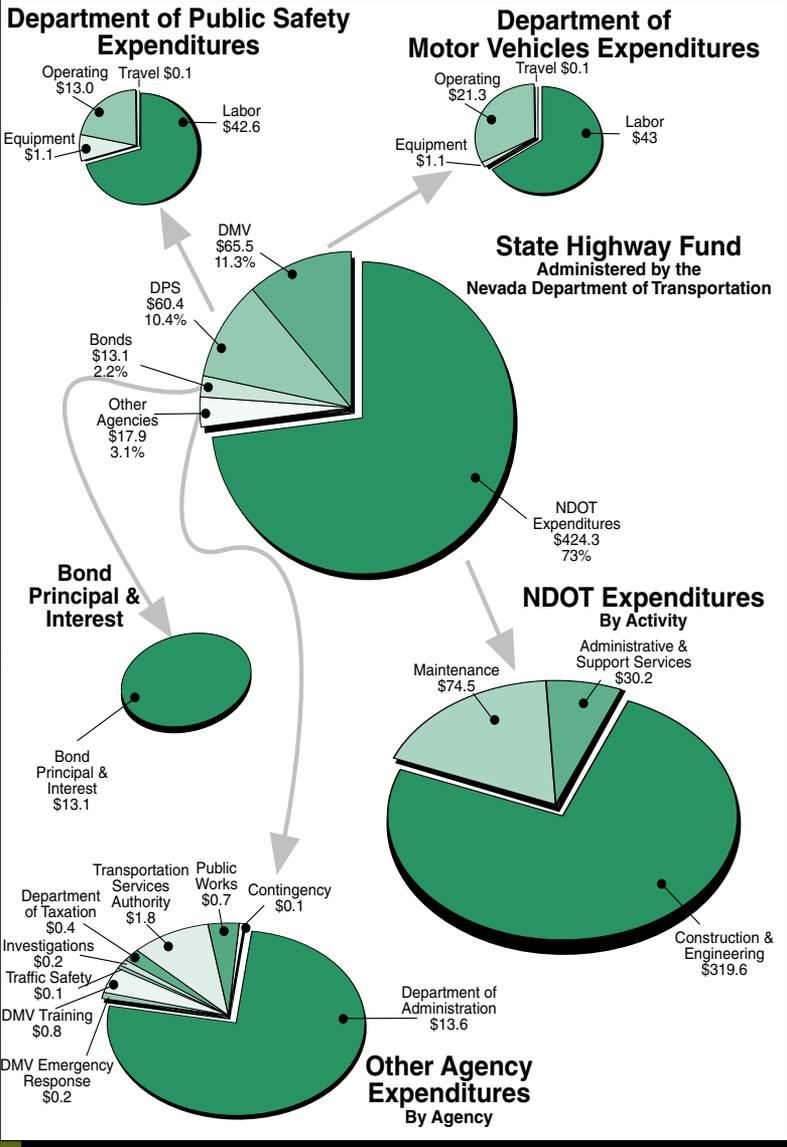
**1998 Transportation Equity Act for the 21st Century.

***Other includes Planning, Bridge Replacement, Advance Right of Way, Demonstration and Forest Highway Funds.

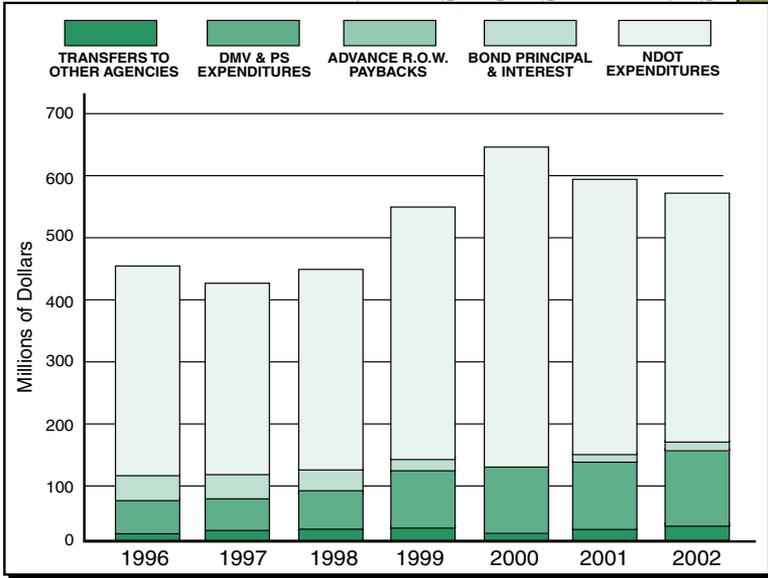
Note: "Other" funding includes nearly \$35 million in FY2001 of funds earmarked for demonstration projects in Clark and Washoe counties and \$4.5 million for emergency projects.

HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

(2002 Expenditures Shown in Millions)



HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

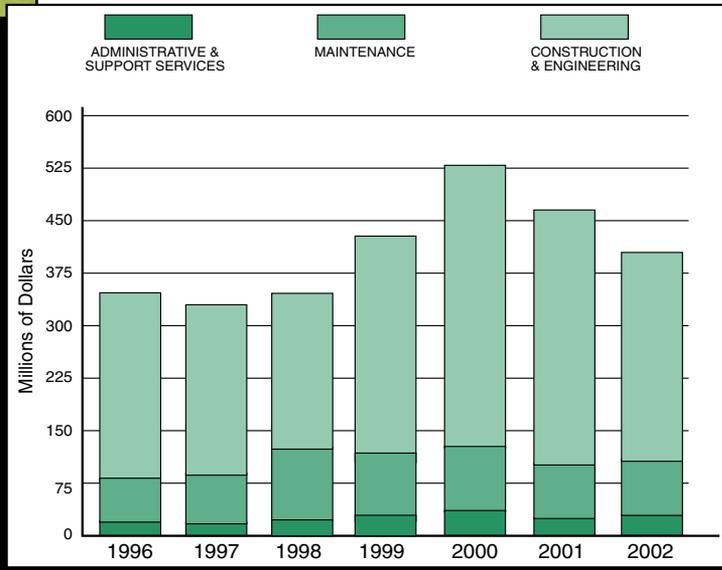


Millions of Dollars

<i>Fiscal Year</i>	<i>Transfers to other Agencies</i>	<i>DMV & DPS Expenditures</i>	<i>Advance Right of Way Paybacks</i>	<i>Bond Principal and Interest</i>	<i>NDOT Expenditures</i>	<i>Total</i>
1996	3.5	67.2	0	34.8	351.9	454.4
1997	4.4	72.5	0	27.4	319.5	423.8
1998	10.0	85.7	0	19.5	334.1	449.3
1999*	10.0	101.3	0	18.9	427.2	569.9
2000*	6.9	117.7	0	0	526.0	650.6
2001	9.4	116.2	1.2	7.4	463.0	597.2
2002	17.9	126.0	0	13.1	424.3	581.3

NOTE : DPS stands for Department of Public Safety (includes NHP).
 DMV stands for Department of Motor Vehicles, now a separate agency.
 *Total includes Comprehensive Annual Financial Report adjustment.
 (*See NDOT Highway Special Revenue Fund Financial Statements and Schedules.)

DEPARTMENT OF TRANSPORTATION EXPENDITURES BY ACTIVITY

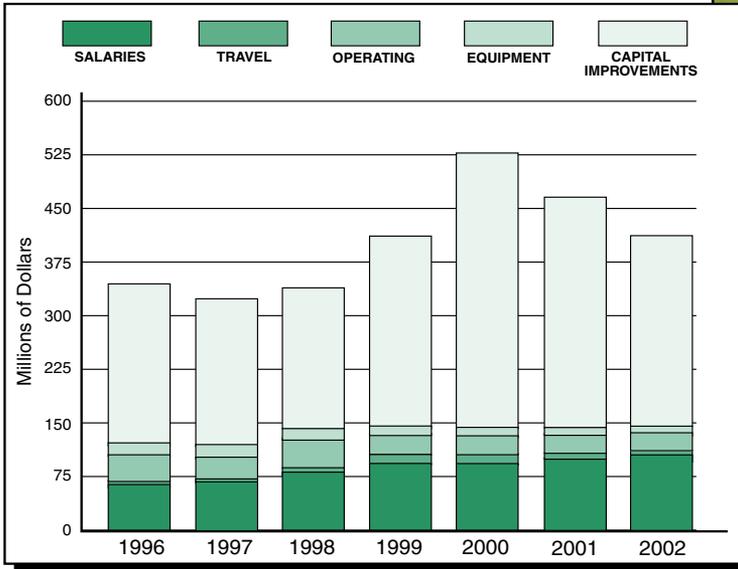


Millions of Dollars

<i>Fiscal Year</i>	<i>Administrative and Support Services*</i>	<i>Maintenance</i>	<i>Construction and Engineering</i>	<i>Total NDOT Expenditures</i>
1996	15.2	61.2	275.5	351.9
1997	13.9	63.4	242.2	319.5
1998	16.5	79.6	238.0	334.1
1999	22.5	69.6	335.2	427.2
2000	34.5	73.3	418.2	526.0
2001	29.8	72.5	360.7	463.0
2002	30.2	74.5	319.6	424.3

* Increased expenditures beginning in fiscal year 1999 are principally due to accounting changes effected under the statewide Integrated Financial System and expanded data processing and communications systems.

DEPARTMENT OF TRANSPORTATION EXPENDITURES BY OBJECT



Millions of Dollars

<i>Fiscal Year</i>	<i>Salaries</i>	<i>Travel</i>	<i>Operating</i>	<i>Equipment</i>	<i>Capital Improvements</i>	<i>Total</i>
1996	69.2	1.4	29.2	7.5	244.6	351.9
1997	73.5	1.2	32.9	6.2	205.7	319.5
1998	76.5	1.4	34.6	10.3	211.3	334.1
1999	81.2	1.6	29.3	13.7	301.4	427.2
2000	84.5	1.7	40.3	12.0	387.5	526.0
2001	86.7	1.4	39.9	9.9	325.1	463.0
2002	93.2	1.7	40.0	11.4	278.0	424.3

61.3 CENTS TOTAL

PASSENGER CAR OPERATING COSTS

(IN CENTS PER MILE OF TRAVEL)

For 2002 model year. Vehicle travels 10,000 miles annually and gets 23 MPG.

Sources: American Automobile Association's "Your Driving Costs 2002" and Runzheimer International, and www.fueleconomy.gov

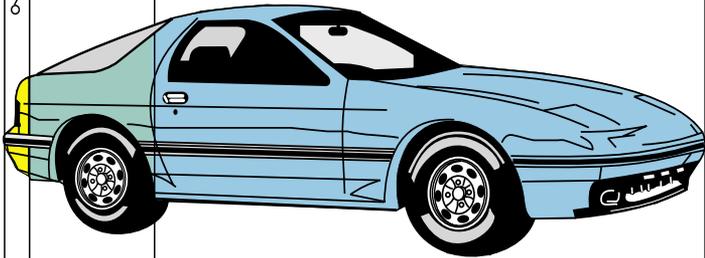
12.1 VARIABLE COST

includes gas, gas tax, oil, tires and maintenance

49.2 FIXED COST

includes depreciation, insurance, finance and licensing fees

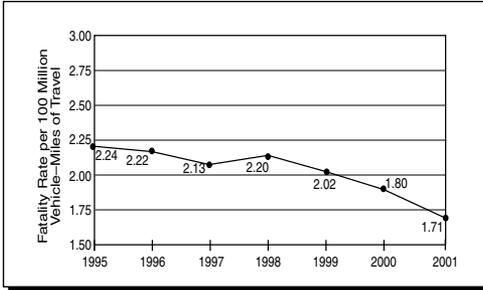
**2.27 CENTS
TOTAL GAS TAX**



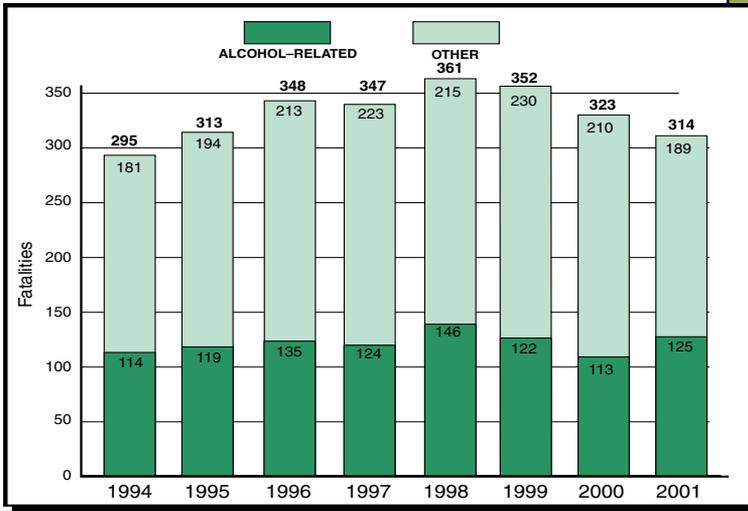
Nesting boxes designed to foil predators are part of the habitat improvement in wetlands south of Washoe Lake. The boxes and baskets encourage breeding in the wetlands.

HIGHWAY SAFETY STATISTICS

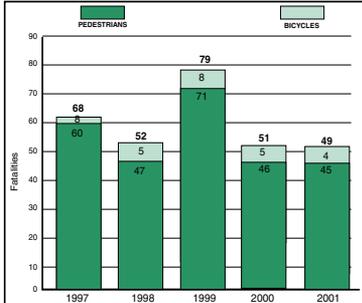
FATALITY RATES



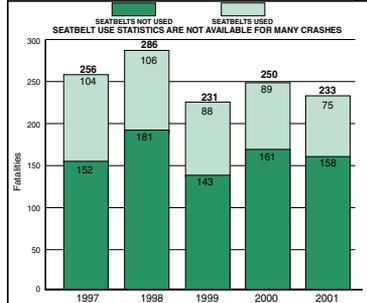
FATALITIES BY CAUSE



STATEWIDE PEDESTRIAN & BICYCLE FATALITIES



SEATBELT USE FOR FATALITIES WHERE SEATBELTS WERE A FACTOR



DEPARTMENT PERSONNEL

Since the late 1980s, NDOT's work force has expanded to accommodate an increasing work program. Principally, this personnel boost occurred in pre-construction, construction and maintenance functions. Pre-construction and construction activities are most affected by capacity-enhancing projects being built for our rapidly growing state. Maintenance activity increased significantly in southern Nevada because of the huge population growth there. Besides the added workload from increased traffic volume, our maintenance crews are scheduling more night work.

Number of Employees by Function

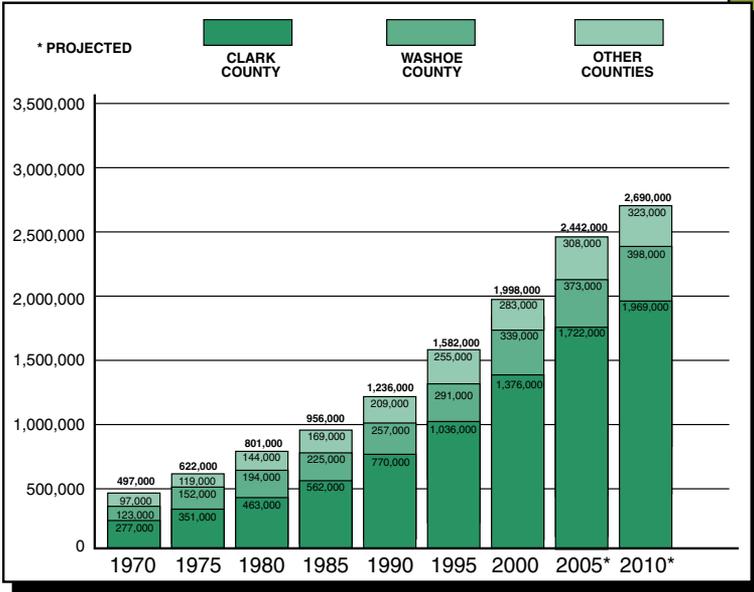
<i>Year</i>	<i>Administration</i>	<i>Pre-construction</i>	<i>Construction</i>	<i>Maintenance</i>	<i>Total</i>
1985	154	312	263	662	1391
1990	161	311	330	667	1469
1995	163	322	341	668	1494
2000	182	370	382	717	1651
2002	175	402	366	737	1680

LICENSED DRIVERS, PASSENGER VEHICLES, AND POPULATION

Licensed Drivers	1990	848,622
	2002	1,486,999
Passenger Vehicles	1990	898,426
	2002	1,535,037

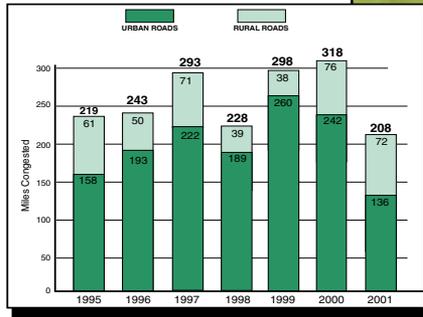
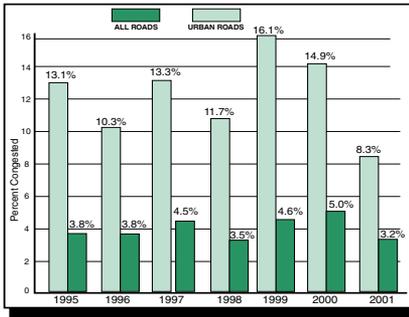
Nevada has experienced a huge increase in population during the last three decades. Since 1970 the state's population has quadrupled from 500,000 to more than 2 million residents. A majority of this growth has taken place in the urban areas surrounding Las Vegas and Reno.

POPULATION



HIGHWAY CONGESTION

Nevada's population swell has resulted in highway congestion. Congested highways are those where maneuverability is severely restricted and driver discomfort is high. These highways are operating at 80 percent or more of their capacity.



TRANSIT

NDOT oversees the statewide transit program for the elderly and disabled, rural areas, small-urban areas with populations less than 50,000, and rural job-access programs. Transit service is available in all 17 counties, and 17 of the 24 Indian Reservations. Urban-area transit, for the public and disabled, is provided by the Regional Transportation Commission of Southern Nevada in the Las Vegas area, the Regional Transportation Commission of Washoe County in the Reno area, and a soon-to-be-developed Regional Transportation Commission in the new Carson-Douglas-Lyon urban area.

Elderly and Disabled Transportation

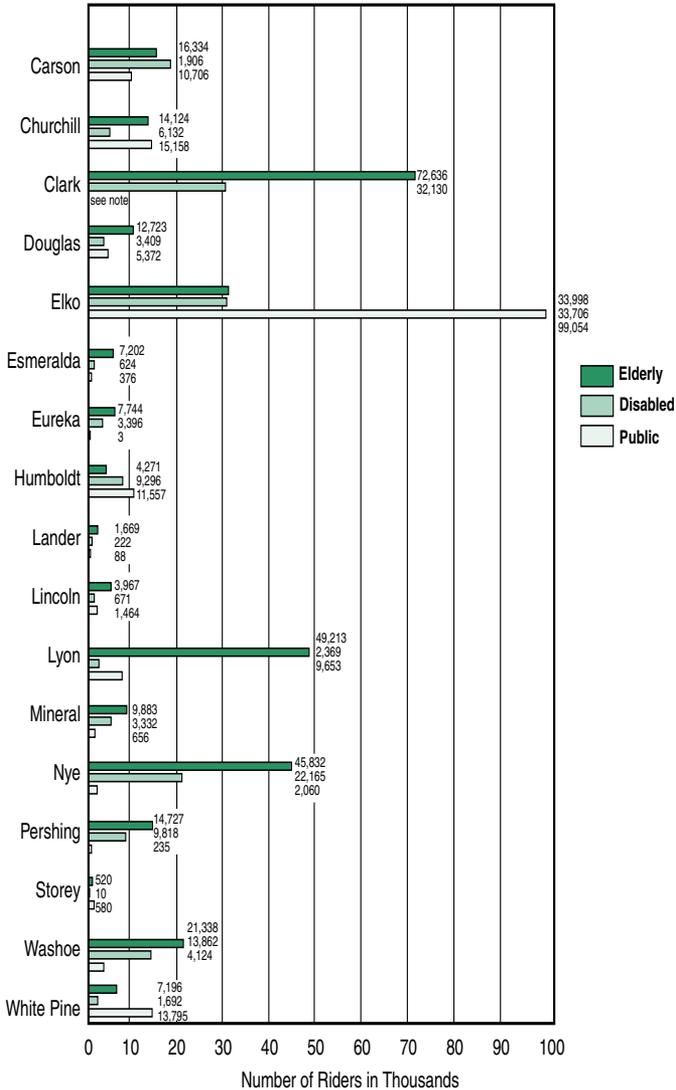
Ninety-nine vehicles purchased through the Federal Transit Administration's Elderly and Persons with Disabilities program are currently providing service to rural and small-urban areas of Nevada. Service is provided in the towns of Battle Mountain, Carlin, Dayton, Eureka, Goldfield, Hawthorne, Lovelock, Mesquite, Silver Springs, Tonopah, and Wells; the communities of Amargosa Valley, Beatty, Crescent Valley, Gerlach, Imlay, Indian Springs, Mina, and Zephyr Cove; and for the following Indian Tribes: Battle Mountain Band, Duck Valley Shoshone-Paiute, Duckwater Shoshone, Elko Band, Ely Shoshone, Fallon Paiute Shoshone, Fort McDermitt Paiute-Shoshone, Goshute, Las Vegas Paiute, Lovelock Paiute, Moapa, Pyramid Lake Paiute, Reno-Sparks Indian Colony, Walker River Paiute, Washoe Tribe, Yerington Paiute, and Yomba Shoshone. Nevada receives about \$500,000 annually for the program, or enough to replace 10 vehicles. The Federal Transit Administration funds 80 percent of the program, NDOT 10 percent, and 10 percent from other sources.

Small-Urban and Rural Public Transportation

The Small-Urban and Rural Transportation system provides public transportation to the cities of Carson City, Elko, Ely, Fallon, Fernley, Gardnerville, Mesquite, Minden, Virginia City, West Wendover and Winnemucca; the towns of Dayton, Laughlin, Silver Springs and Yerington; the communities of Alamo, Caliente, Genoa, Lamoille, McGill, Panaca, Pioche, Ruth, Spring Creek, Stagecoach and Wabuska; and on the Pyramid Lake Indian Reservation. PRIDE (Public Rural Ride) intercity transportation operates on U.S. 395 between Carson City and Reno, U.S. 50 between Carson City and Fallon, U.S. 50A between Fallon and Fernley, and U.S. 95 between Fernley and Yerington.

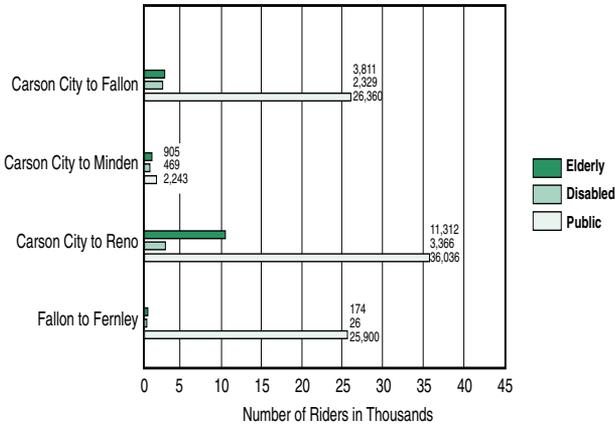
Continued on page 36

Transit Ridership Statewide Elderly and Disabled; Small- Urban and Rural Public Transportation 2002



Note: Urban transit in Clark and Washoe counties is provided by the RTC of Southern Nevada and the Washoe RTC. Ridership statistics for these RTC-operated systems are not included. Also, Pride intercity ridership is not included in these county by county statistics, but is shown on the following page.

PRIDE Ridership Intercity Transportation 2002



Note: PRIDE is an acronym for Public Rural Ride

Small-Urban and Rural Public Transportation (continued)

Public transportation is funded through the Federal Transit Administration's State Public Transportation and Job Access programs. Annually, about \$1.4 million is committed to operating expenses for the State Public Transportation program, with half coming from federal grants and the other half from local and other funds. From 1999 through 2001, funding for transit operating expenses under the Job Access program totaled \$4.8 million, including \$600,000 for PRIDE intercity service. These Job Access operating expenses were paid half by federal grants, and half by local and other funds. Federal grants also funded 80 percent of the \$375,000 used for Job Access capital expenses, with 20 percent coming from local and other sources.

Transit Contacts

Statewide

NDOT Intermodal Planning Division
www.nvtransit.com (775) 888-7466

Urban

Regional Transportation Commission of Southern Nevada
www.rtc.co.clark.nv.us (702) 228-7433

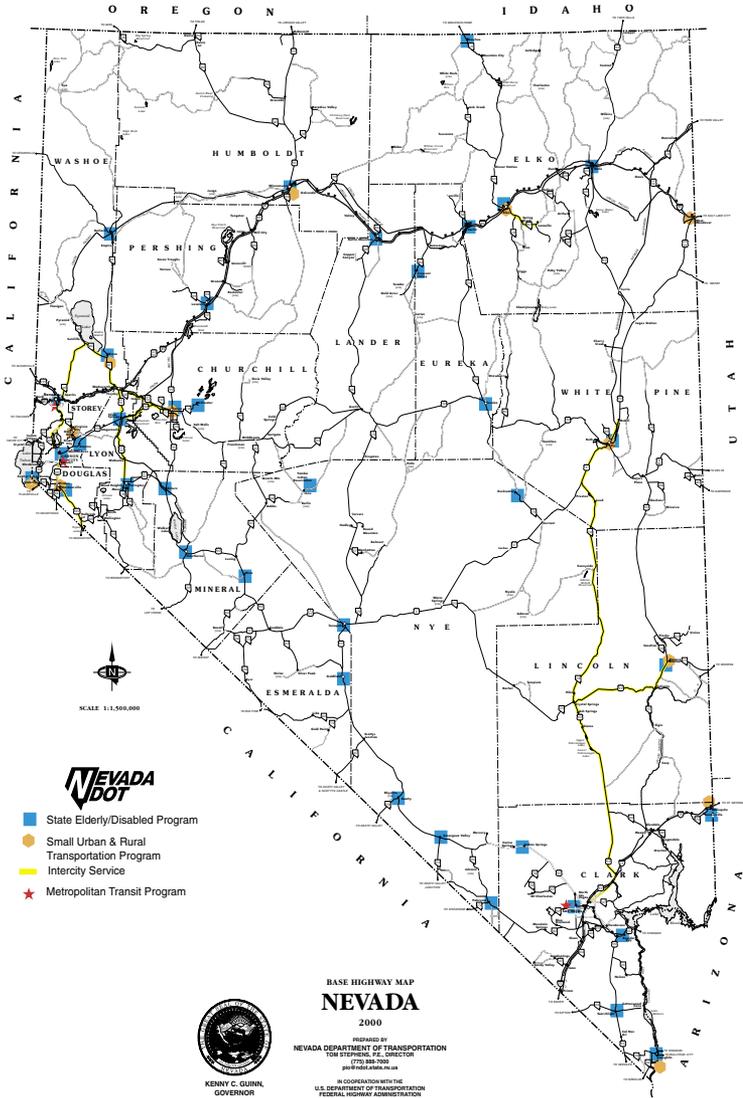
Regional Transportation Commission of Washoe County
www.rtcwashoe.com (775) 348-0400

Tahoe Metropolitan Planning Organization
www.trpa.org (775) 588-4547

Elderly and Disabled Program & Small-Urban and Rural Transportation

Carson City	<i>Carson City Community Transportation</i> www.nvaging.net/carson-city-NV.htm (775) 887-2323
Churchill County	<i>Churchill Area Regional Transportation</i> www.gofallon.com/cart (775) 428-2988
Clark County	<i>Silver Rider</i> www.sntc.net (702) 293-5510
Douglas County	<i>Douglas Area Rural Transit</i> http://dcparks-recreation.co.douglas.nv.us/cs (775) 783-6455 <i>Bus Plus</i> www.laketahoetransit.com (775) 586-8774
Elko County	<i>North Eastern Area Transit</i> (serving Elko and the surrounding area) (775) 753-7352 <i>Wendover Area Transit</i> (serving the city of West Wendover and Wendover, UT) (775) 753-7352
Humboldt County	<i>Humboldt Area Rural Transportation</i> (serving the city of Winnemucca and the surrounding area) (775) 623-3307
Lincoln County	<i>Lincoln County Transportation</i> e-mail: seniors@panaca.lincoln-nv.com (775) 728-4477
Lyon County	(serving Fernley, Silver Springs, Dayton, and rural Lyon County) (775) 575-0252
Storey County	(serving Virginia City) (775) 847-0968
Washoe County	<i>Pyramid Lake Transportation</i> (serving the Pyramid Lake Indian Reservation) (775) 574-1018
White Pine County	<i>Ely BUSS/Eastern Nevada Transportation</i> (serving the city of Ely and the surrounding area) (775) 753-7352

STATEWIDE TRANSIT PROGRAM



- State Elderly/Disabled Program
- Small Urban & Rural Transportation Program
- Intercity Service
- ★ Metropolitan Transit Program



KENNY C. GURIN,
GOVERNOR

BASE HIGHWAY MAP
NEVADA
2000

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
TOM STEPHENS, P.E., DIRECTOR
(775) 884-2000
pdr@ndot.nv.gov

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BICYCLES & PEDESTRIANS

Bicycle and pedestrian travel is allowed on all streets and highways in Nevada except freeways in urban areas. The Nevada Department of Transportation, by state regulation, is responsible for a coordinated, balanced, multimodal transportation system for all users. The department recognizes bicycling and walking as legitimate modes of transportation and evaluates all system projects for bicycle and pedestrian compatibility.

NDOT manages the state bicycle and pedestrian planning process, produces the State Bicycle and Pedestrian Plan, and provides routing information and maps for bicycle and pedestrian travel throughout the state. NDOT also reviews and evaluates current and proposed projects for pedestrian and bicycle compatibility, and inspects 42 miles of shared-use paths and 56 miles of bicycle lanes.

More information regarding bicycle plans and activities can be found at the Nevada Bicycle Advisory Board website: www.bicyclenevada.com.



This tandem bicycle on SR 305 near Battle Mountain participated in the 2002 World Human Powered Speed Challenge. Olympic-class competitors travel from around the globe to ride on this stretch of flat, smooth roadway. The fastest entry hit 81mph.

RAILROADS

NDOT manages the state rail planning process and publishes rail plans and maps. NDOT also directs federal project funds to help railroads, shippers and local governments with improvements on light-density rail lines. In the past decade, \$3 million in projects were funded, including the Parr Intermodal Depot in Reno, the Fallon Branch rehabilitation, the Fallon Secured Freight yard, the City of Henderson line rehabilitation, and Ely's Northern Nevada Railroad rehabilitation.

Amtrak operates the only intercity rail passenger service across Nevada via the California Zephyr. This train operates daily between Oakland, California and Chicago, Illinois, with Nevada stops in Reno, Sparks, Winnemucca and Elko. Annually, about 70,000 passengers use Amtrak for Nevada origins or destinations.

NDOT is participating in a study with California's Capitol Corridor Joint Powers Authority, Amtrak, Union Pacific Railroad, and the California Department of Transportation to provide another daily passenger train between Oakland and Reno. An estimated 100,000 riders would take this train to Reno annually.

NDOT and Amtrak are also studying the use of Talgo trains to reintroduce intercity passenger train service between Los Angeles and Las Vegas. These trains lean in curves and are thus capable of speeds up to 150 mph, but on this route they would be limited to conventional track speeds because they would share tracks with freight trains. A one-way trip would take about five hours, and Amtrak estimates that about 100,000 riders would use this service annually.

NDOT has state safety-oversight responsibility for the second phase of the Las Vegas Monorail that is currently under construction. The first phase of this project was privately financed, while the second phase will use federal funds. Safety oversight will be consistent with the Federal Transit Administration's requirements for federally funded fixed guideways and monorails. The monorail will run along Las Vegas Boulevard (The Strip) from Tropicana Avenue, at the south end, to Fremont Street in downtown Las Vegas, on the north end.

To determine the feasibility of using magnetic-levitation technology for a 300-mph train between Las Vegas and the Los Angeles metropolitan area, NDOT is working on studies with the California-Nevada Super Speed Train Commission. Maglev train technology is not currently in commercial service in the U.S.; therefore, this 250-mile corridor could showcase this technology. Other entities

involved in this effort include the Federal Railroad Administration and the American Magline Group.

Nevada has more than 700 railroad crossings statewide. Public crossings include about 330 at-grade crossings and about 120 grade separations. There are about 300 private at-grade crossings.

Owner	Miles of Track
Union Pacific Railroad	1,091.5
Branchlines (various owners)	109.8
BHP Nevada	130.8
White Pine Historic Railroad	31.7
City of Henderson Branchline	7.2
Nevada Department of Museums	4.6
Pacific Coast Building Products	10.7
Thorne Branchline	53.9
U.S. Gypsum Branchline	6.4
Virginia and Truckee Railroad	2.8
Total	1,449.4

AIRPORTS

Nevada's public-use airports include two international facilities, two commercial-service facilities, and 48 general-aviation facilities. Additionally, Nevada has 79 privately owned and used airports.

There are 29 recognized heliports around the state. Heliport usage varies from hospitals and casinos to corporate headquarters, mining operations, and electric generation plants.

<i>Type</i>	<i>Name (if known)</i>	<i>Location</i>	<i>Number</i>	<i>Emplanements</i>	<i>Operations</i>
International	McCarran International	Las Vegas		35.1 million	
	Reno-Tahoe Int'l	Reno		4.9 million	
			2	40.0 million	
Commercial	Elko Municipal	Elko		82,742	
	Ely-Yelland	Ely		2,700	
			2	85,442	
General Aviation	Paved Statewide		33		704,000
	Unpaved Statewide		64		13,246
		Total	97	40.1 million	717,246

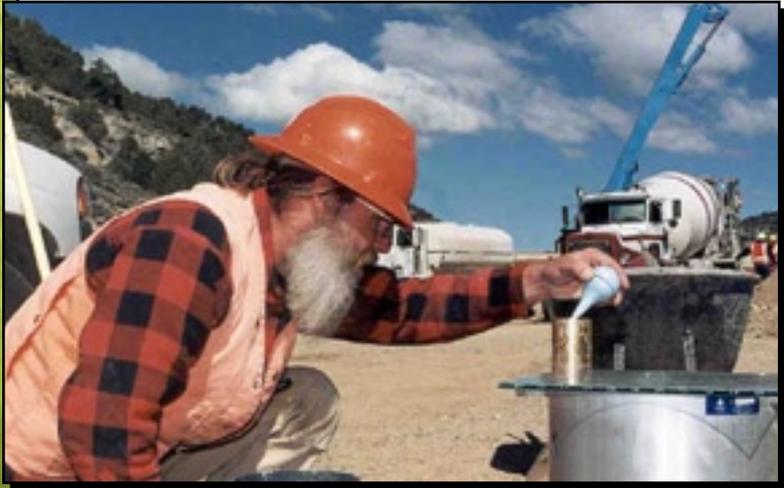
NEW PROGRAMS

Freeway Service Patrol in Reno

In December 2002, the Freeway Service Patrol began operations to reduce congestion and increase safety during peak traffic hours in the Reno area, especially during the construction of the I-80/I-580/US 395 (Spaghetti Bowl) Interchange project. The Freeway Service Patrol provides cost-free motorist assistance, alleviating congestion caused by disabled vehicles or incidents, thereby reducing delays and enhancing motorist safety. Since 1998, NDOT has sponsored a similar program in the Las Vegas area.

Nevada Alliance for Quality Transportation Construction

To ensure consistent testing of construction materials, personnel performing acceptance sampling and testing must obtain certification via written and performance examinations by the Nevada Alliance for Quality Transportation Construction (NAQTC) program. NDOT led development and implementation of this non-profit organization, whose members include NDOT, RTC of Southern Nevada, Washoe County RTC, cities of Reno, Sparks, and Las Vegas, Nevada Chapter of the Associated General Contractors, American Consulting Engineers Council and the Nevada Contractors Association.



Ed Plotzke of Crew 909 uses a rolometer to check air content in concrete during construction near Ely.

Landscape and Aesthetics Master Plan

To provide aesthetically pleasing highways, NDOT developed a Landscape and Aesthetics Master Plan. In October 2002, NDOT began contributing \$500,000 per year into a 50/50 community matching grant program to assist communities with landscape and aesthetic improvements to existing state highways. Beginning October 2004, NDOT will provide up to \$2 million per year to the 50/50 matching program. In addition, landscaping and aesthetic improvements will be included at up to three percent of the cost of either newly constructed highways or those undergoing significant capacity improvements.

Reflectors to Reduce Crashes Between Vehicles and Animals

To reduce collisions with animals, NDOT has installed a new system that reflects car lights and produces unnatural flickering that warns deer and other wildlife to stay off the road. A three-mile test section on U.S. 50 east of Dayton will help discern if the reflectors are effective for diverting wild horses.



The "Strieter-Lite" reflecting triangle is designed to redirect deer and other wildlife away from the roadway.

AWARDS

FHWA Environmental Excellence Award

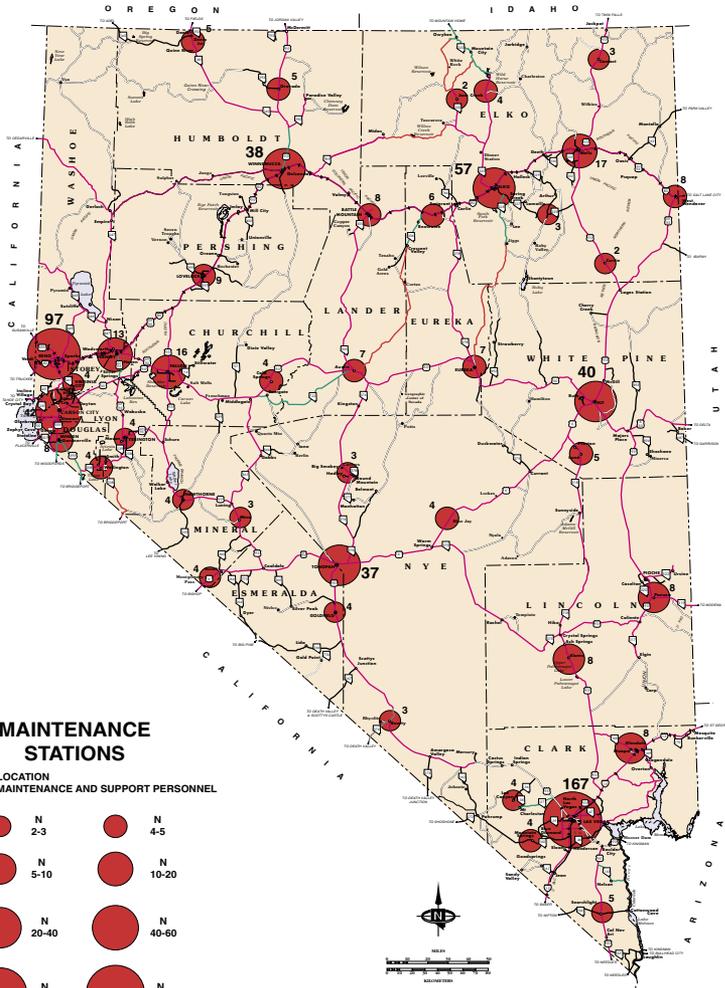
NDOT earned the Federal Highway Administration's 1999 Environmental Excellence Award for Water Quality for projects at Lake Tahoe. The department was nationally recognized for environmental leadership, innovative processes and cooperative partnerships. "These award winning projects show how local and federal governments, industry and community groups, can work together to make a difference building strong communities," said former FHWA Administrator Kenneth Wykle.



NDOT engineer Theresa Jones and Hydraulics Section Chief Amir Soltani were part of the team that earned the Federal Highway Administration's 1999 Environmental Excellence Award for Water Quality.

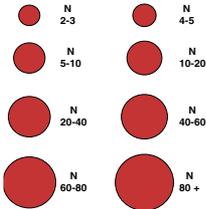
Lake Tahoe Master Plan

NDOT received the Best All-Time Public Works Project Award from the Truckee Meadows Branch of the American Society of Civil Engineers for the Lake Tahoe Master Plan for Erosion Control and Storm Water Management. The master plan and attendant projects were recognized for best exemplifying outstanding achievement in the public-works arena over the past 150 years, for the ambitious scope, successful implementation, and national accolades for NDOT's work to protect the many resources of the Lake Tahoe Basin.



MAINTENANCE STATIONS

N LOCATION
MAINTENANCE AND SUPPORT PERSONNEL



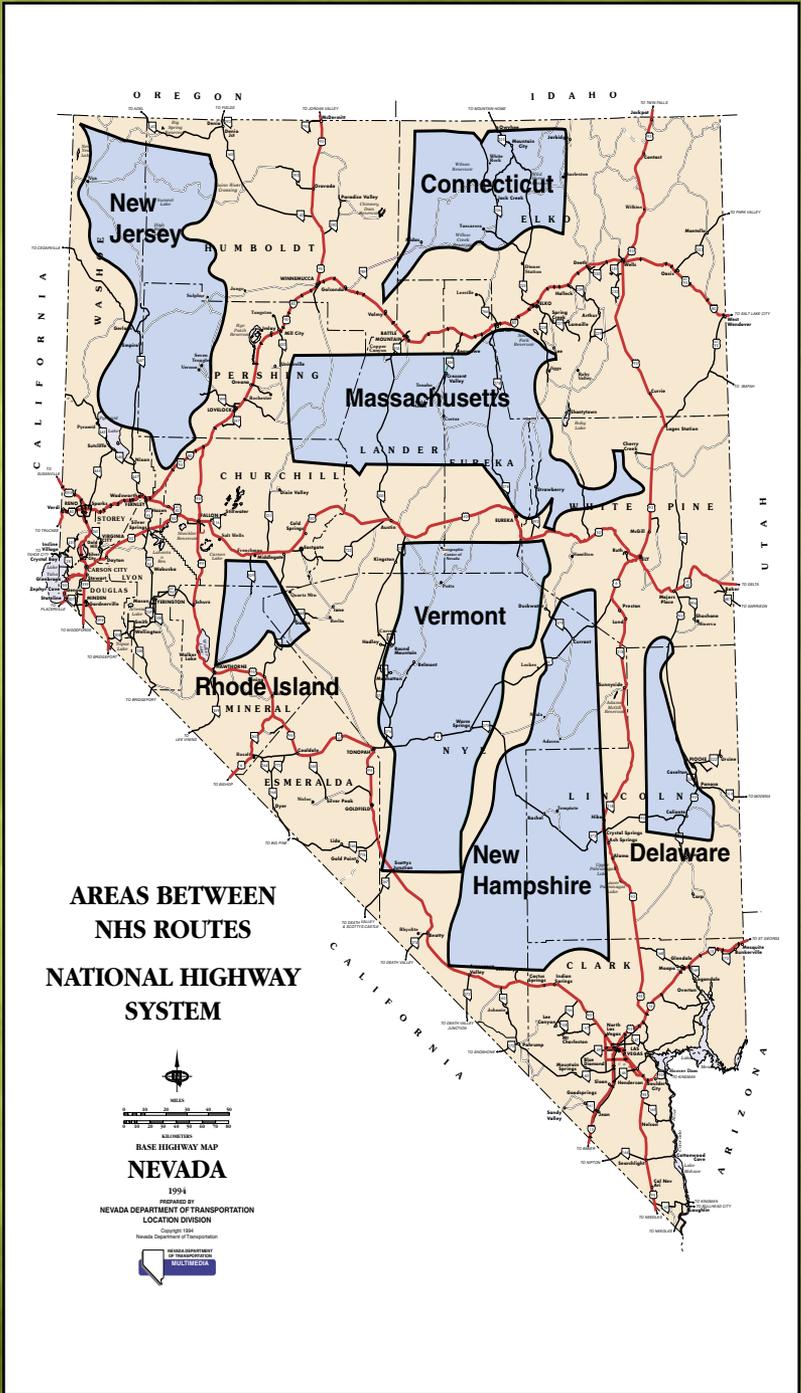
LOCATION	STATIONS	PERSONNEL
CLARK	5	188
WASHOE	4	97
ELKO	8	96
OTHER	28	303
TOTAL	45	684

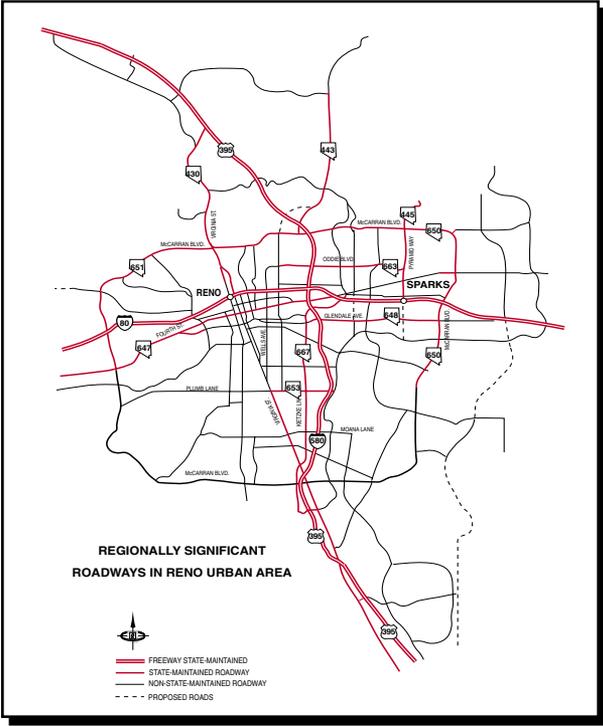
BASE HIGHWAY MAP
NEVADA
1994

PREPARED BY
NEVADA DEPARTMENT OF TRANSPORTATION
LOCATION DIVISION



MAINTENANCE AND SUPPORT PERSONNEL
Support Personnel includes all district administration, communications, stockroom, and equipment shops.







Widening of US 95 in Las Vegas required the taking of school property at O.K. Adcock Elementary School. Students and teachers could not have been more pleased, because federal highway funds paid for a new facility adjacent to the old school, which will be torn down and turned into a park.

Nevada Department of Transportation



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