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## SENATE BILL 157

Senate Bill 157 (Senator Rawson): heard 3-20; work session 3-27

*AN ACT relating to highways; requiring certain trucks and combinations of vehicles to be driven in the extreme right lanes of certain highways; providing exceptions; providing a penalty; and providing other matters properly relating thereto.*

Proponents for the measure indicated the population growth in Nevada (particularly in the metropolitan areas) has increased congestion in traffic on certain highways. It was emphasized that the number of heavy haul and construction trucks has also increased. As a result, in certain areas and during certain times, it is difficult to maneuver around these large vehicles, particularly when they occupy several lanes on larger highways. The sponsor noted this measure would provide certain relief, as plans that are more comprehensive are developed; however it would not address all of the concerns related to the flow of traffic and infrastructure development.

Certain representatives of the trucking industry testified in opposition to this measure explaining it was against what they believed to be Nevada Department of Transportation's (Department) distribution of traffic requirements. Additionally, they noted the measure should require appropriate signage informing out of state truckers of Nevada's requirements in this regard.

The Department provided information that indicated the roads are currently built utilizing a design value of 70 percent for load distribution factor for a 3-lane facility. They further explained by limiting the trucks to lanes 2 and 3 the loading of these two lanes will increase nominally and will not impact the thickness design of the pavement.



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

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**FEB 27 2003**

**MEMORANDUM**

Director's Office

February 27, 2003

**To:** Ruedy Edgington, Assistant Director, Operations

**From:** Sohila Bemanian, Assistant Chief Materials Engineer *SB*

**Subject:** Response to SB 157

The Materials Division believes that the fiscal impact of SB 157 on pavement rehabilitation is very insignificant, as pavements will not deteriorate more rapidly as a result of this bill.

The following table shows that NDOT uses a design value of 70 percent for the load distribution factor for a 3-lane facility. The AASHTO Design Guide recommends 60 to 80 percent. This indicates that the structural section of lane 3 (truck lane) carries 70 percent of the loading. The remaining 30 percent of the loading will occur on the other two lanes. It is reasonable to assume that lane 2 (middle lane) will carry approximately 20 to 25 percent of the loading. As a result, lane 1 (passing lane) will carry the remaining 5 to 10 percent of the total design load. By limiting the trucks to lanes 2 and 3, the loading on these two lanes will increase by nearly 5 to 10 percent. This increase is nominal and will not impact the thickness design of the pavement.

Number of Lanes in Each Direction	Percent of Loading in Design Lane (Outside Lane or Truck Lane)	
	AASHTO	NDOT
1	100	100
2	80-100	90
3	60-80	70
4	50-75	60

Please feel free to contact me if you need additional information.

SB:sb

cc: Fred Dries  
Dean Weitzel

*concern still exists for rutting or pavement shoving in truck lanes.*

*sb 2/24/03*