



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
March 9, 2015 – 9:00 a.m.

AGENDA

1. Receive Director's Report – *Informational item only.*
2. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
3. Election of Lieutenant Governor Mark Hutchison to serve as State Transportation Board Vice Chairman – *For possible action.*
4. February 9, 2015 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
5. Approval of Agreements over \$300,000 – *For possible action.*
6. Contracts, Agreements, and Settlements – *Informational item only.*
7. Equipment in Excess of \$50,000 – Radio System Equipment – *For possible action.*
8. Resolution Abandonment – *For possible action.*

Disposal of NDOT right-of-way located at SR-604 (Las Vegas Boulevard near Lamont Street), Las Vegas, NV SUR 13-18
9. Resolution of Relinquishment – *For possible action.*

Disposal of NDOT right-of-way located at SR-604 (Las Vegas Boulevard) from East Tonopah Avenue to East Carey Avenue, Las Vegas, NV SUR 14-09
10. Resolution of Relinquishment – *For possible action.*

Disposal of a portion of Wells Avenue, a strip of land over and across the Truckee River, Reno, NV SUR 14-11
11. Receive a Report on the Status of Project NEON and possible approval of Stipends – *For possible action.*
12. Acceptance of Amendments and Administrative Modifications to the FFY 2015-2018 Statewide Transportation Improvement Program (STIP) – *For possible action.*
13. Briefing on Pedestrian Safety Efforts and List of Potential Safety Needs – *For possible action.*
14. Briefing on Trans-Sierra Transportation Plan by Tahoe Transportation District – *Informational item only.*

15. Briefing on Construction Working Group Activities – *Informational item only.*
16. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated February 23, 2015 – *Informational item only.*
 - d. Supplemental Information regarding Research Agreement – *Informational item only.*
17. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
18. Adjournment – *For possible action.*

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada.
- Copies of non-confidential supporting materials provided to the Board are available upon request.
- Request for such supporting materials should be made to Holli Stocks at (775) 888-7440 or hstocks@dot.state.nv.us. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and if available on-line, at www.nevadadot.com.

This agenda was posted at www.nevadadot.com and at the following locations:

Nevada Dept. of Transportation
1263 South Stewart Street
Carson City, Nevada

Nevada Dept. of Transportation
123 East Washington
Las Vegas, Nevada

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada

Clark County
200 Lewis Avenue
Las Vegas, Nevada

Washoe County
75 Court Street
Reno, Nevada



1263 South Stewart Street
Carson City, Nevada 89712
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MEMORANDUM

February 22, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
ITEM #3: Election of Lieutenant Governor Mark Hutchison to serve as State Transportation Board Vice Chairman – *For Possible Action*

Summary:

The purpose of this item is to recommend that the State Transportation Board of Directors elect Lieutenant Governor Mark Hutchison to serve as Vice Chairman of the Transportation Board for the term of one year pursuant to Nevada Revised Statute 408.106(4).

Background:

Pursuant to NRS 408.106(4), "The governor shall serve as chairman of the board and the members of the board shall elect annually a vice chairman".

Historically, the Lieutenant Governor has served as the Vice Chairman of the Transportation Board.

Analysis:

The Lieutenant Governor serving as the Vice Chairman of the Transportation Board has worked well in past meetings. Per the statute, this action is being taken formally to comply with NRS 408.106(4).

Recommendation for Board Action:

It is recommended that the Board elect Lieutenant Governor Mark Hutchison to serve as Vice Chairman of the Transportation Board.

List of Attachments:

None

Prepared by:

Rudy Malfabon, P.E., Director

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Governor Brian Sandoval
Lieutenant Governor Mark Hutchison
Controller Ron Knecht
Frank Martin
Tom Skancke
Len Savage
Tom Fransway
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: Good morning, everyone. I will call this Nevada Department of Transportation Board of Directors meeting to order. We will commence with Agenda Item No. 1, which is the Director's report.

Malfabon: Thank you, Governor and Board members. I wanted to start out with some update on the recent storms. We had to close State Route 342, which is the alternate route up to Virginia City, there by Silver Hill -- Silver City, I'm sorry. But the settlement of the road is visible there in that photograph. We had cracking of the road that was exhibited last week, before the storms hit. So we had settlement issues, concerns. This was right at a sinkhole location where we previously repaired the road. And working with Comstock Mining, we had them -- they offered to do some flattening of slopes, and maintenance forces from NDOT sealed the cracks in the roadway. We closed it yesterday as a precaution, as the rain continued through the night.

So we're watching that closely, with our geotechnical engineers from the lab, and the mining engineers from Comstock Mining, and we'll keep the public advised when that road is going to reopen. We also had some rock fall problems on US 50 due to the rain storms, and we expect to have an emergency contract this week to perform some repairs there at US 50 with stabilizing the slopes there.

I wanted to thank District 2 maintenance forces for their efforts. We had a lot of accidents -- crashes, I'm sorry, with dust storms last week, with all of the winds, in advance of the rain storms. And, they did a great job of

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keeping on all of these activities and serving the public and emergency responders. Next slide, please.

Quick update on federal funding. President Obama released his Federal Fiscal Year '16 Transportation Budget. A significant increase in funding proposed, which he proposes to fund through corporate taxes on business earnings overseas. This is something that was proposed previously. And the other changes on the Grow America Act, which is the multi-year transportation authorization, the President proposes a six-year bill now at \$478 billion, whereas last year he proposed a four-year bill. Obviously, this is up to Congress to deliberate, and Congress is going to be holding their hearings on the next authorization. So it will be up to Congress to determine what policies and funding levels to propose in the final version of the bill. Next slide.

Sandoval: Before you move on...

Malfabon: Yes.

Sandoval: ...Rudy, I was just on the phone with the White House, and so there's a conference call tomorrow, and so I've asked that you participate on that call.

Malfabon: Okay.

Sandoval: There's going to be some explanation, as well as a member of my staff will be on there as well. So, they are supposed to be reaching out to you for scheduling that, and when they do, just let me know what time it is so that I can make sure that someone on my staff is participating as well.

Malfabon: Okay. Thank you, Governor. An update on the session. We had our first two bills heard in the Assembly Transportation Committee, Assembly Bill 21, which would extend bond payments out to 30 years, and also, Assembly Bill 43, which is regarding confidentiality of certain documents in the design-build procurement process and the Construction Manager at Risk procurement process. We're going to work with others that have an interest in confidentiality and transparency, so that we can come to some middle ground and get those actual documents identified in the bill. Then we have, later this week, Senate Bill 23 before the Senate Transportation Committee. It will also give our NDOT overview, along with the RTC of Southern Nevada and RTC Washoe.

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And I am remiss in acknowledging some of the public servants that are in the room today. I wanted to start with, Larry Brown is the commissioner and the chair of the RTC of Southern Nevada, and Mayor Schieve, I hope I pronounced your name correctly, and Councilwoman Jardon from the City of Reno. Are there any other elected representatives?

Fierro: Ray Fierro, Chairman, Lyon County Board of Commissioners.

Malfabon: Thank you, Commissioner. Continuing on--next slide. I wanted to...

Sandoval: Before you move on...

Malfabon: Yes.

Sandoval: Sorry, Rudy. I keep interrupting you. I apologize. But on the legislative session, isn't there a bill that concerns speed limits in the state that is going to be heard in the very near future?

Malfabon: Senator Gustavson has a bill that would allow NDOT to have a speed limit on interstates up to 85 miles per hour. It was something that was introduced the previous session. We have looked at speed studies on certain corridors of I-80, I-15, and there were a couple of areas, I think, where we could increase. It doesn't mandate a speed limit increase, but it does allow NDOT to consider if appropriate. A couple of stretches on I-80, but we want to consider what that does for safety as well. Is it going to be safe?

Sandoval: Well, of course we do. And so I'd be interested in what our testimony was -- or your testimony, NDOT's testimony in previous sessions, and then -- so it sounds to me as that it's enabling legislation, and that the final decision would be up to you or to this Board?

Malfabon: For speed limit?

Sandoval: Yes.

Malfabon: Typically, we would be very cautious about increasing the speed limit to 85 miles per hour. I don't really foresee -- there were stretches, I think, that looked like they could go up to 80, but we want to check with, obviously, other states that have that type of enabling legislation and what it's done to their safety numbers. Particularly for -- our concern would be

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run-off-the-road accidents at that speed and the severity of the crashes and fatalities.

Sandoval: Yeah. And when you say we, who is we? Is it this Board, is it you, or...

Malfabon: It's delegated to the Director of the Department of Transportation, but I would definitely take the lead from the Board on concerns with traffic safety with this issue.

Sandoval: Okay. Member Fransway has a comment.

Fransway: Thank you, Governor. Commissioner and Director, I believe that that bill is SB2.

Malfabon: Yes.

Fransway: And if we do give testimony, please take seriously our goal of zero fatalities, and I will tell you that I had a reader board when I came over this morning, just outside of Lovelock, and it said something like, "Leave early. Drive slower. Live longer." Seems to me that's a contradiction with SB2. So, anyway...

Sandoval: And that was one of our reader boards?

Fransway: Yes.

Sandoval: Ours being the Nevada Department of Transportation.

Malfabon: Yes. We put that as part of our zero fatalities program.

Fransway: And some of those roads that they say are open and may be candidates for speed limit increase, I'll bring your attention to a stretch between Lovelock and Fernley that I have a hard time going by there without seeing an accident. I don't know why. I think that people -- it so open, I think people get mesmerized maybe, by the openness or whatever, but it's got a history of nasty wrecks and fatalities, and if you increase the speed 10 miles an hour, I don't think it's going to be good.

Malfabon: Governor, we'll work with your staff on our testimony, but with respect to last session, we were neutral on the bill but cautionary about the impact on the safety.

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- Sandoval: Well, I'd imagine it would be easy enough to gather the fatality and accident statistics over the past 5 to 10 years, so we could have a better idea of what's going on in those stretches that would be proposed to have that increase. Mr. Controller.
- Knecht: Thank you, Governor. And I heard you ask for the previous testimony. Will that be served on all Board members?
- Malfabon: We have our previous testimony that we could share. We'll email that to Board members from last session's testimony.
- Knecht: Okay. And one additional comment. I had the pleasure of driving out to Elko and back, and down to Yerington, and up to Lovelock and back this weekend, and although the conditions were awful Friday, they were good otherwise, and you all seem to be doing a good job out there, so keep it up.
- Malfabon: Thank you, Mr. Controller. Next slide. I would respectfully request that we bring in the interest of a serious issue of pedestrian safety, to have Item 11, which is the briefing on pedestrian safety efforts and a list of potential safety projects, brought up earlier on the Agenda to--after the approval of the minutes, Governor, if (inaudible).
- Sandoval: No, that's fine. And I can see there's several individuals that have an interest in that. To be respectful of their time, we'll definitely move that up.
- Malfabon: Thank you, Governor.
- Sandoval: We can even move it up after public comment. We'll make it number three.
- Malfabon: That would be great. Okay. Next slide, please. EPA stormwater update. We did have our follow-up meeting on January 13th. It was attended by the Governor's liaison, Nevada Division of Environmental Protection -- Department of Environmental Protection, pardon me. Executives from the Director's office, myself included, and district and headquarter staff. So it was well attended. And US EPA will be sending us a draft document that shows what actions that they're proposing that NDOT has to take in order to be in compliance, along with timelines to meet in that. They have not mentioned fines during these discussions, but we'll see what's in the final draft that they provide to NDOT.

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Next slide is similar to what you saw last month. We're in the first quarter, so we're in the RFP phase for NEON. Next slide. We issued the draft. We received over 300 questions related to the draft, and we're having one-on-one meetings this week with proposers, and we'll respond to those questions. We also had a meeting with our insurance advisor regarding what's called an Owner Controlled Insurance Program or OCIP. We directed them to do a fuller study called a feasibility study of this for Project NEON. In an Owner Controlled Insurance Program, the state would actually carry the insurance for the contractor, the engineering companies working on the design-build team, and the subs. So it is something that's new for the Department, and we feel that a more thorough study is required before we could enact it on Project NEON.

Sandoval: Okay. Before you move on, the Controller has a question.

Knecht: Thank you, Governor. Director, looking back at your Project NEON design-build delivery schedule...

Malfabon: Previous slide, please.

Knecht: Yeah. Thank you. We're at early February, and it looks like the RFP response and evaluation and preferred proposers selected, is going to take something like eight or nine months. For those of us who are new, can you give us a quick explanation to understand why it takes eight months or more for that?

Malfabon: Certainly. So in March, we release the final RFP, and we give them sufficient amount of time to put together their proposals, which require quite a bit of engineering, as well as technical write up of their approach to the project. They're receiving, and they will receive an updated schedule for right-of-way acquisition. So they have to determine what's their best approach to deliver the project. You'll recall last month, I discussed some of the incentives that we're allowing them to earn, based on their establishment of the schedule. So it takes some forethought on the part of the design-build teams to address how they're going to tackle the project and deliver it in a timely manner, with the least amount of disruption to the public, and address a lot of the technical issues.

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They also develop what are called alternative technical concepts. So, maybe they want to be very innovative, and provide a proposal that takes some time for them to propose it to us. If it's acceptable to the Department, we allow it from the teams to propose innovative solutions to deliver the project. So it takes some time. And then once we receive those proposals, I think it's in -- they're due in -- where's John? July? So, they're due in July, and then it takes us a couple of months to review those, determine who has been the team that we feel, based on accommodation of price and technical proposal score combined, 60% price, who we recommend to the Board.

Knecht: Thank you. And that's helpful to me because what's not apparent on the face of that page is the engineering and technical alternatives work that you mentioned. So something substantive is going on there, and we are pushing the ball down the court.

Malfabon: Yes.

Knecht: Thank you, Governor.

Malfabon: Okay. Next slide, please. So in terms of the right-of-way acquisition, the Transportation Board will be receiving several requests for condemnation in the coming months. Condemnation actions are when we cannot come to terms with the property owner. We provided -- in following the Uniform Relocation Act, which is the federal requirements for acquiring private property for a project, if we follow that, come to an assessment of the value, and appraisal, and all of the other additional costs associated with that, such as relocation. If we can't come to terms with an owner, then it comes to the Board to enter into condemnation action, and we go through the court process to determine what's the fair value to the property owner.

But we will, during that time, even with condemnation actions from the Board, we still continue to try to pursue settlements with property owners, and sometimes even to the point of being in a trial and reaching a settlement during trial. But we do our best to be fair in this process, to provide a fair offer for the highest and best use of the property, and then the owner has the ability to reject that offer. In that event, then we do require condemnation action and go to court. And if there's a legal settlement, that goes to the Board of Examiners for their consideration and approval. Next slide.

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We're working on an interlocal agreement with the City of Las Vegas to include a bridge over the railroad tracks there. The city will cover the construction costs and acquire the right-of-way for that additional scope of work in the project. And, since it involves federal funds in the future years, the Federal Highway Administration and the RTC of Southern Nevada are involved in those discussions, so that if agreements need to be amended with RTC's agreement with NDOT related to another project that was anticipating use of those funds, we will make those amendments in those interlocal agreements as appropriate, and satisfy all the requirements of the Federal Highway Administration.

But, I wanted to make the point that the city is covering those additional costs. We will have to update our project financing plan for Project NEON to add that additional scope, and the value of that work, and how it's going to be paid for. We have a business community outreach event, and I wanted to thank Commissioner Brown for the assistance of Tina Quigley and others at RTC as they've worked with NDOT to put on this community outreach event for businesses on February 11th. We'll have a separate one focused on Disadvantaged Business Enterprises, which is a minority of women-owned firms under the federal US DOT program. So we have one specific for NEON, but this is -- in general, NDOT has been doing more outreach in Southern Nevada, with some of the local minority firms and women-owned firms. Next slide.

An update on Interstate 11, Boulder City Bypass. The recommendation to award will be presented under Item 5 today. And the Board of Commissioners for the RTC of Southern Nevada expects to award their phase two design-build project later this week. And NDOT is requesting proposals for construction management support for our project. Next slide. An update on USA Parkway. The Statement of Qualifications is due February 27th from the design-build teams. This is basically, the prequalification process. So, we'll short list three to five teams by April 13th after review of those qualifications, and then the project is on schedule. Next slide.

The operational audit, we did reach out to various accounting firms, did make a minor change regarding the budget for the operational audit, but that's negotiable based on the actual scope that we negotiate with the

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selected firm. So it was reissued as a request for proposal, and proposals are due March 17th. The firms that we contacted indicated that with the clarification that they've received, that they will submit proposals. Next slide.

And then on recent settlements, no settlements expected at the Board of Examiners meeting this week. We hope to have some in future months, as we negotiate settlements on Project NEON acquisitions. Regarding the construction claim on Meadowood Interchange, this was a Meadow Valley Contractors Incorporated project in Reno that went over the time allotted, to construct the project. We did an audit of the Meadow Valley Contractors Incorporated books using a forensic accountant, and we'll have an internal meeting with NDOT, the AG's office, and our outside counsel, and the district staff that were involved in the project, later this week to go over those findings of that audit. Next slide.

That concludes the Director's report. And Governor, did you say before public comment that we would...

- Sandoval: No.
- Malfabon: Or just after public comment, okay. Thank you.
- Sandoval: Are there any questions from Board members with regard to the Director's report?
- Martin: Yes, sir, I have one.
- Sandoval: Okay. Mr. Martin, please proceed.
- Martin: Rudy, could you have Reid give me a call after you guys have sat down and reviewed this Meadowood deal? I seem to find myself embroiled in this morass, and I need to -- I want to be kept up to date. Okay?
- Malfabon: Yes, Member Martin. We will certainly do that. Reid Kaiser will contact you after we have that internal meeting. And I know that Greg Frainer has been calling you a lot. He's the person employed by Meadow Valley, a claims consultant, and we'll have counsel...
- Martin: Yes, have counsel available.

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- Malfabon: Okay.
- Martin: Thank you.
- Malfabon: Okay. Any other questions, Governor?
- Sandoval: I see no questions. We'll move to Agenda Item No. 2, public comment. I'll first ask if there is any public comment from Las Vegas.
- Male: None here, sir.
- Sandoval: Thank you. Public comment from Carson City? Commissioner.
- Fierro: For the record, Ray Fierro, Chairman, Lyon County Board of Commissioners, also Chairman of the Carson Area Metropolitan Planning Organization. I come here today to bring attention to an unsafe condition in Lyon County regarding US Highway 50, and more specifically the intersection of Fortune Drive. Our highway has been called one of the deadliest highways in Northern Nevada. As a commissioner representing over 52,000 people, I'm concerned about this intersection. NDOT has conducted a traffic study. They did it back in June of 2012. We're concerned that that traffic study didn't -- the timing was ill conceived because school was just getting out of session.
- We had a public meeting last year in June. We had public testimony from our fire chief, our sheriff, school board members, county manager, Carson-Tahoe Hospital. We all have requested that NDOT install this light. NDOT has already required the developer to do improvements on the intersection. Today, we have four posts with no arms, no signals, and the response that we get from NDOT is, "The light's not warranted." So, June 11, 2014, Mason Valley News, "NDOT says no traffic signal at Fortune Drive." RGJ up in Reno, "Reversal. NDOT now says signal needed on deadly road."
- If we're told that a signal must meet warrants and we accept that, that's great. If NDOT says that to another community, we're all on the same playing field. But when you reverse a decision, that's when we're going to come here and we're going to say, "Why aren't you reversing the decision on our intersection?" I also have minutes from our Campo meeting and a resolution that was unanimously passed by Campo, asking for that light to be installed. I appreciate the time that you've given me today. Thank you.

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- Sandoval: Thank you, Commissioner. And may I have copies?
- Fierro: I'll give them to you right now.
- Sandoval: All right.
- Fierro: Thank you.
- Sandoval: Thank you.
- Fransway: Governor?
- Sandoval: Yes, Member Fransway.
- Fransway: Would it perhaps be possible to address this issue on a future Agenda, when we can have everything in our packets, and have the ability, if we need to, to take some kind of action?
- Sandoval: Agreed. And you're anticipating at least one of my questions on Agenda Item No. 11, is there's -- the Department has predetermined the preferences for safety projects in the state, and I don't know how that list was compiled, and it obviously didn't consider this project on Highway 50 because it's not on there. So I'm real curious to see how those rankings occurred...
- Malfabon: We'll address that, Governor.
- Sandoval: ...and if there are others, and how it was scored, et cetera, and where this Highway 50 situation in Lyon County fits in with all of that. Because basically, this is money that's been -- that you said that we have available, and if this is going to exhaust all of that money, there may not be money left for Lyon County if it's as critical of a need as the Commissioner has stated to the Board. So I'll wait until we get to that agenda item, but Member Fransway, I completely agree with you.
- Fransway: Thank you, Governor.
- Sandoval: Yeah. Member Skancke.
- Skancke: Thank you. And, I can wait for this until the next -- until that item, but my instincts tell me that we're going to run in, Rudy, to the same thing that we ran into last year, which is there's going to be some leftover dollars at the end of the year because we always find projects -- the money is not all used

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for a project and we can move things around, right. So, maybe what we can do is take a look at an assessment of what might be coming, say, in the next six to eight months, and I think you guys, internally from a financial point of view and cash flow point of view, can take a look at what might be coming. And, I think the Board could probably, without micromanaging that, but might be able to help where some of those dollars could go for these type of safety programs.

Additionally, this is my soapbox speech. This is precisely the reason why we need the Federal Government and Congress to act on additional funding for surface transportation projects. We're out of dough, and the public needs to do something about that. So, whether it's a safety project or an interchange or a signal or a stop sign, states need more money, and Nevada specifically, needs more money. So, whether it's legislative action or it's Congress, we -- this is precisely the reason why we need to act on additional funding. And so, I'm happy to work with you any way I can to help identify where those dollars are. But, I think there's probably a larger list than what's here right now, and we should probably do a quick evaluation of what that entire list is across the state, not just a few million dollars.

Sandoval: Any further public comments in Carson City? I'll close public comment, and we'll move immediately to Agenda Item No. 11, which is the briefing on pedestrian safety efforts and list of potential safety projects.

Malfabon: Thank you, Governor, for allowing this important item to be brought forward earlier in the Agenda. I'd like to thank you, Governor and your staff, for the leadership on the issue of pedestrian safety, and also thank Ryan Sheltra for the time meeting with me a few weeks ago to show me his concerns on site. Not only did we walk around the location on site, but he also took me up on his roof so I could get a bird's eye view of, kind of, the lay of the land, see the curves of the road, some of the speed issues, and really see his concerns personally.

A few weeks ago, I directed NDOT staff to do our typical analysis called a Traffic Signal Warrant Analysis. So we had staff go out there, take traffic counts, review the crash history at this location, and it did not meet the traffic signal warrant that are from the Manual Uniform Traffic Control Devices, MUTCD, which is a federal document. But it was unacceptable to rely solely on that guidance. I felt that it was my engineering judgment that

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a traffic signal -- after reviewing the site and reviewing some of the things that you'll see graphically depicted in Ryan's video, that based on my engineering judgment, a traffic signal is needed. And that's not only based on the physical characteristics of the road and the speed that people are traveling in their cars along that route, but also just the complete disregard for pedestrians in the crosswalk by those vehicles, by those motorists, putting pedestrian's lives at risk.

And I initially thought that advanced warning would do the job there, but as you'll see from the surveillance video that Ryan is going to show, there just - - even with law enforcement being present there and having a presence several days, the motorists were still ignoring the pedestrian flashers and placing pedestrian lives at risk. So at this point, before I get into some of the more detailed discussion, I wanted Ryan Sheltra, the general manager of the Bonanza Casino to come up and show a very graphic video. And I wanted to warn those in the audience and those observing on the internet, that this is very graphic. You'll see images that are more graphic than what was shown at the Reno City Council meeting a few weeks ago. So, Ryan if you...

Sandoval:

Before you do that, Mr. Sheltra, I've got some comments. So, we definitely want to hear from you. I guess my question is this, Rudy, is this all happened in the last few weeks. This concern, and my understanding from Mr. Sheltra, has been -- the Department has been aware of it for years. And why is it that it took years to finally get to this point and have a change of mind, and then suddenly say in an engineering judgment, we need to do this when, my understanding is, Mr. Sheltra has been trying to work with the Department for a very long time to get to this. And I -- correct me if I'm wrong, this Board wasn't aware of this longstanding issue either, and I didn't become aware of it until I opened the newspaper and saw it for myself. And then I asked my staff to call Mr. Sheltra to see what was going on.

We talk about highway safety every day -- I mean, every meeting, and this has been a longstanding problem. And I don't know if there's a better explanation than suddenly it appeared in the Gazette Journal, and has been brought to the attention by Mr. Sheltra and some of our representatives from the city council, what changed. But why wasn't -- why didn't we know about this years ago when it was brought to our attention then?

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Malfabon: Governor, in response, there was a letter that Mr. Sheltra provided to me, that was written to a previous director in 2006. I had not seen that letter before. I was just like you. My first knowledge of this was when Mr. Sheltra showed the video at the city council meeting. I immediately got with staff in District 2, in Reno, and here in headquarters and asked, "What contact has been made by Mr. Sheltra requesting a signal?" They were not aware of that. The District 2 staff eventually did find a copy of this letter from 2006 that Ryan had already given to me. But that's what I was able to determine was that it was written to a previous director in 2006 and no action was taken, and I was unaware of it.

Sandoval: Yeah. I just -- with Commissioner here from Lyon County, it sounds like -- I'm not saying it is, but it just sounds like there are some safety projects out there, if they don't fit within the manual in terms of where traffic lights go, we suddenly say no, and that's it, and don't take any input. And in the meantime, people get hurt and people get killed. And, I'm glad we're going to take care -- I mean more than -- glad is not the right word, but it's important that we listen and take action immediately, particularly in a dangerous situation like this. But, Mr. Sheltra will be coming out, and so I'm going to ask him the same thing in terms of what the history has been in this case, because I don't think years have gone by without communication from him, with regard to what was going on there on North Virginia Street.

So, in any event, I want to get to the truth here, and I also want to make sure that we know how we came with this ranking of safety projects across the state, to make sure that we haven't missed out perhaps on something that is a longstanding safety issue as well in other parts of Nevada. So Mr. Sheltra.

Sheltra: Governor Sandoval, thank you very much for the opportunity to be here; Lieutenant Governor Hutchison, one of my bosses in another role, the Board, thank you. Director Malfabon, thank you for the invitation. Video. So, I've been working for 15 years to try to make change up at a very dangerous intersection, and over the years I've trained my surveillance cameras. I've got four different cameras that record this intersection 24/7. I want to take you through just a few examples. I have many--I have 10 years of history on this intersection.

One of the things you're going to see early on in this video, there are 40,000 people in the north valleys and RTC, the main bus transit system, rolls right

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through here. So all of the pedestrians that rely on public transit, this is the main bus stop, this one and one across the street serving North Reno, which creates a lot of pedestrian traffic crossing a very busy and fast -- what used to be a rural highway, which is now more of an urban road.

Reno Police Department has called this road the most dangerous road in Northern Nevada. They've categorized three of them, three problem areas. This is one. I want you to notice the flashers are on, it's broad daylight, cars still flying through. What's ironic on this one, even the bus rolls through the crosswalk with the pedestrian still in it. Twelve people have died on this road, five people have died right in front of my casino in this crosswalk since I've been employed at the Bonanza.

Here's an elderly couple pulling out of my parking lot. It's not just pedestrians. You've got the sun right in your face as you pull out on an elevated incline. These two folks -- this is right after the New Year. These two folks -- could you pause that for a sec, please. Both of those individuals were transported by REMSA. They could not see with the sun in their face and the cars coming from the left. They just -- they didn't have ample time. And aerial maps don't show this, and I really appreciate Director Malfabon came up, gave me an hour and a half of his time. We walked every piece of my property that is relevant. He literally stood with me in this intersection as we looked at the sun and to the left, and saw exactly what that elderly couple just saw.

This next accident is a teenage boy. Flashers are on, it's lit, he's hit. If you look at the rear panel of the car, you can see the flashers reflecting in the left panel up there. What's just disgusting about this video to me is four cars see this, one stops. The car that hits him takes off, very callous. It's a teen -- it's just a teenage boy. Flashers were on. He's in the crosswalk. They're just not stopping. This is Cold Springs seventh grade middle school teacher, Norman Waller. It's a rainy light, flashers are also on. Watch the circle. This is one of my older cameras, not as good of video as I have today. He's hit at a high rate of speed. The car that hits and kills him -- if you'll notice, a second car comes right away. If he's not hit and killed by the first car, he would've been killed by the second car. Cars are flying through there.

Pause for a sec here. This fourth one, this is the most recent fatality we've had up there. This is Vincent Yao. This is about 4:50 in the morning. What

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I want -- ask the Board to pay attention on this video, Vincent is in the crosswalk for 21 seconds, 21 seconds. At a high rate of speed, at 60 miles an hour, 21 seconds, he's hit in the fifth lane. That car was four-tenths of a mile away when he stepped into the crosswalk. I showed Director Malfabon what four-tenths of a mile looked like coming down off the freeway down North Virginia Street. It is highly likely, when this gentleman stepped in the crosswalk, that he saw nothing because of the bend of the road, the speed of the cars, the distance of that car. He stepped into a five-lane road, the four lanes with the middle, and it was pure black.

Now, someone has been made in the media that he didn't hit the flashers. He didn't. Vincent Yao didn't have 100% of his mental faculties. He was a good man. He was a caring man. It was a great -- he was in the crosswalk. He did, in my belief, everything he could do to be safe. There was no cars in the road. Like I said, he probably saw nothing. This is tough to watch. Please. 21 seconds. Watch the second car.

I have a couple of follow-up videos. Since this is where my presentation ended for the city council, we've kept the cameras rolling, and I've got a few more videos right at the end here I'd like to show you. Can you please pause here? The afternoon I presented to the Reno City Council, Mayor Schieve, Councilwoman Jardon, the entire council was very supportive and immediately called to action what was in their power, and they instructed our PD to immediately take action on our intersection, and they did. And Chief Pitts responded, and the next morning I had the head of traffic for RPD, Sergeant Joe Robinson, up placing, I don't know what they're called, the trailers, the warning trailers with the lights. And he placed one south of the Bonanza, he placed one north of the Bonanza, and they were flashing, "Please slow down, pedestrian crossing." Those trailers are still there today.

So he had just finished placing them. This is 7:30 in the morning. Go ahead and play it. It's the morning traffic. There is -- he has -- you don't see his police car in view. I see it from another camera. His police car is in view on the high side. Watch his hand, as soon as he hits the button. Count the cars. So I have a fully uniformed Reno Police Officer with his squad car in view of the cars, traffic trailers flashing, 10 cars fly through. The flashers are going off right now. The overriding theme that's just over and over here,

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is the flashers are not stopping traffic. With the warning lights and a uniformed police officer, and cars aren't stopping for him.

Every day, my cameras catch three, four, half a dozen more. Here's another one. This is just about a week and a half ago. Watch the gentleman hit the flashers. You'll see them flashing. Count the cars as he's trying to go through. He's right in the middle. It's not like these cars don't see him. Again, the flashers, they're not stopping traffic, and I've got to think it's just the high rate of speed on this road, which is coming off of 395. I just have one more video to show you. This one is -- I had NDOT in my lot finishing the traffic warrant. It was ironic, so I wanted to include this. Lights flashing, again, the warning trailers are on each side. Watch the top screen. He's pulling the car counter off, and you'll watch a pedestrian go through and nearly get hit.

I want to thank you. That concludes the video presentation. I want to thank the Governor and Director Malfabon. I would very much like to say, Director Malfabon has responded immediately. I have been working on this problem for 15 years, and I never ran into a roadblock with him. He's been a breath of fresh air. But Governor, your intervention has changed everything here. It started at council level, and I appreciate their support, but without your direct intervention, I don't know that we're here today, and the whole team has pulled together, and I'm very, very appreciative on behalf of myself and our property.

Sandoval: Thank you, Mr. Sheltra, and I apologize. I can't even articulate how sick to my stomach I am, that this has happened, and that it has taken 15 years you say?

Sheltra: Yes, sir.

Sandoval: Fifteen years to get something done. And, as you say, the video says it all. And for those families that have been affected by these tragedies, I really appreciate your never giving up on this. And, I want to get to the bottom of what this communication stream was, because it can't happen again. We can't have people be killed like this, for no good reason, none. We could've had a light in there years ago. And I don't understand why this department hadn't responded. Why this department didn't bring it to the attention of this Board. Why I have to pick it up and learn about it on the front page of the

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newspaper. Why my staff has to call you directly and ask you to come in or speak with us so we can know exactly what's going on, and then we have to call over here to the department to get action.

And so, this is one of those days where I cannot tell you the depth of my disappointment here, in terms of what has happened. And I knew Vincent, and for that to happen, it didn't have to happen. And so, I don't know what it's going to -- we are going to fix that, period. And we are going to do it as soon as we possibly can. We are going to put it on the fast track. I know I'm only one vote, but I hope I can speak for the rest of this Board. But, this is going to be done immediately, and we are going -- and that's why I want to know a ranking for what is going on, not only in these projects that have been identified, but also a survey done throughout the state. Because at the end of the day, at least my impression is, and please correct me if I'm wrong, is 15 years have gone by because that project didn't fit neatly within a little book, with a little engineering specification. In the meantime, people died. And it can't happen again, period.

I mean, we preach every month about fatalities, and how we have zero tolerance and zero is our limit, and then we see videos like this, and this department was on notice that it was happening. So, maybe this is a good day in terms of, in the future, we're going to listen to the commissioners, we're going to listen to local government officials and find out exactly what's going on out there. And perhaps sometimes you do have to think out of the box. And everything doesn't fit within a nice manual where it says, you don't have one traffic light so much distance from another. Because as you see, there are slopes, there's light, there are fast speed limits. There are a lot of variables that don't fit within that little, nice, comfortable box of the manual.

So in any event, Mr. Sheltra, what has happened in these past 15 years in terms of communication with the Department and why nothing got done sooner?

Sheltra:

We ran into that box you just described. We first started talking with NDOT back around '99, 2000. The letter of '06 was the one thing that I had in writing, many conversations directly with Scott Magruder -- former employee, Scott Magruder, Scott Rawlings. They were both wonderful. They were trying to guide us through the channels of NDOT. I engaged --

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our government affairs group with McDonald Carano Wilson has been engaged on this for at least a decade. I've got Mike Pawnee and Jim Endres here today. But Mike Pawnee, back literally in '05, '06, might have been with me sooner, we just -- when I sent that letter in '06 asking for a warrant analysis, I never even got a response. I never got a letter back saying no. I never got a phone call. I know they did it. I saw them come out. I saw the strips go.

Back channel, it got back to us through -- I believe it was through Scott Magruder, that we within 1,000 feet of the other light, so it wasn't going to happen. Quite honestly, and I never had a director like Director Malfabon. I can't tell you how impressive or impressed I was with him. I expected -- when he came to meet with us, I thought it would just -- it was just a courtesy meeting, that he was there so he could tell you guys that, yeah, I went out and met with the Bonanza, and my answer is still no, and it wasn't that. He was wonderful. He was very sincere. He spent a lot of time with us.

I wish, perhaps if Director Malfabon would've been the director 10 years ago, a couple of people would still be with us today. I don't know. I don't have an answer for NDOT's lack of action prior to his time at Director. I know we tried, and not just me directly but through our law -- our legal team, I know we tried. So, it was through the frustration of being turned down, I'm sorry, Governor, that I turned the cameras on, because I realized if they're not going to -- if going back channel and writing letters isn't going to work, I'm going to bring a video forward at some point, and that's how we got to this point today and your direct involvement.

Sandoval: No, and I'm -- thank you for not giving up. And unfortunately, a couple of people had to get hurt and die, again, to get to this point. That can't happen again. And if there are other projects out there that this is happening, we need to know about it, we as a Board. And, I don't want this Board to have to micromanage every little thing, but at the same time, if issues like this are buried within some administrative quagmire and nothing is happening, and then a property owner has to resort to having to take videos to make his or her point, we can't get to that again. So I'm going to quit preaching about this, and I hope the Department appreciates, at least, the depth of my frustration on this.

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But again, all we can do is look forward now, and not have to see another video like that. And I know there are always going to be bad drivers out there who speed and don't pay attention to traffic laws, but if we can take some more protective and safety measures to get this done, then we'll do it. So I have a question or a comment from the Controller, and then from Member Skancke, then Member Fransway.

Knecht:

Thank you, Governor. And I want to second a couple of things that you said, and follow up on some of the details. First of all, the events shown in this video and the situation there are very distressing; second, the history is also very distressing; and third, Mr. Sheltra, thank you for what you're doing on behalf of the public interest, your neighbors, your customers, et cetera. Thank you for sticking with it. You've done a really good public service there.

My follow up on the details, Governor, goes to this. I had about three takeaways from this video; that there were issues of visibility, both with the sun, up the hill, et cetera. There were issues of grade, people coming downhill at high posted rate of speed and high actual rates of speed. And there was what I think is another issue, and that's the frequency and severity of the events, the accidents, as we call them. And my question, Rudy, is this: are any of those issues addressed at all, in the standard, in the book that tells us where and when to put these lights? Does it address things like the frequency of accidents, the visibility, the grade, that sort of thing? Are those factors that are taken into consideration under the current practice? And like the Governor, I don't want to micromanage this, but I would like to understand exactly what our process involves and how we got to this point.

Malfabon:

Mr. Controller, in response, the manual takes in to consideration the frequency of crashes, but you point out exactly what I saw when I met Mr. Sheltra out there, the curves, the speed limit, the trees that he showed me, could obstruct a view as someone is coming downhill. And, just the disregard shown with the video of the Reno Police Officer crossing the crosswalk, showed me that there is other factors. Even though it's not as frequent as demands a traffic signal, I felt that it was absolutely necessary to apply my engineering judgment to those types of factors, and require it.

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To my knowledge, this is the first time that the Department is approving a traffic signal that does not meet traffic signal warrants, but I felt that it was appropriate.

Knecht: One other question on the dollars issue that was previously raised, in your Item 11 report, the second page, if I'm reading this right with my (inaudible), there is a little table here that shows current balance, \$322 million after NEON, desires minimum of statewide (inaudible) we've got \$56 million. And then we're talking about (inaudible) down here, locations where pedestrian safety projects (inaudible) using state funds up to \$10 million. I'm sorry. I thought I had done that. And is that \$10 million cumulatively that could come out of the \$56 million?

Malfabon: Yes.

Knecht: Okay. And so, in addition, we could be looking at more projects like the Lyon County project. We'd have \$46 million more there than the \$10 million for the eight projects here?

Malfabon: No, not necessarily because the point in the write up was that there's still other expenses that come out of that \$56 million, besides capital improvements. What I wanted to do was to show the Board that there is sufficient funds in the highway fund, and primarily, the offset was the fact that, as I reported previously, that the Department received \$11.2 million of obligation authority from other states that didn't spend their obligation authority last fiscal year. So that meant that \$11.2 million more reimbursement is received, which would fund the improvements that we're proposing for Board action.

Knecht: So we've got the money, you have the discretion, we have the discretion, it is now a matter of making sure that we promptly do something about this.

Malfabon: Exactly.

Knecht: Governor, at your pleasure, I'll be happy to offer a motion in support of completing this project and going forward with studies of others, including the Lyon County project, but you tell me if and when that's an appropriate motion.

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Sandoval: And we'll get closer to that. I guess what I also would like, as part of what we consider here in the future, is whether we can move money to actual projects versus how much money we spend on studying safety and buying stickers and that kind of thing, and moving the actual dollars to building safety projects instead of studying it. And so that -- again, that -- I'm not looking for an answer today, but I want to see if there's some discretionary money there. So, we're going to move to Member Skancke.

Skancke: Thank you, Governor. Having worked around this for the better part of 24 years, 25 years, warrant studies are very problematic on many levels. In my experience, often times they are used for a reason for something not to happen. And I think at the end of the day what we have to do, is we have to find a reason why things can happen. At some point in the transportation world, we have to put our people before our policies and the politics. And that's not a smack at the Department or anybody else. We have to prioritize, and when you put people first always, the policy comes afterwards.

Having been involved, again, with lots of these things around signals over the years, these warrant studies are really difficult, and I don't know how we can change the manual, other than to bring these projects to the Board and have the Board use their discretion to prioritize what these are, Governor. But I will tell you in my experience, warrant studies have always been used for reasons why things cannot happen, and I think we have to start finding reasons why things can happen. And, I really think my recommendation is we dig down deep to find additional funding, because I know that there's more than this and there's more than Lyon County. They're all over the state. And I can tell you, Governor, \$10 million is a postage stamp for what the needs really are, and under your direction today of changing this, that we may need to review the warrant process and the manual.

There are special circumstances, and I'd hate to see us use that manual as a reason why something cannot happen. Again, I think it should be incumbent upon us that we should find reasons for things to happen, particularly in these economic times and what we're doing. So, I would support the motion for this project and any other project today that is up for consideration.

Sandoval: We'll go to Member Fransway and then Member Savage.

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- Fransway: Thank you, Governor. Likewise, very disturbing video. Governor, you said it best. You said simply, no more. No more injuries, no more fatalities. I think that this Board needs to put that in motion with some sort of a directive to staff. I don't exactly know how that directive would be worded or the language to it, but I don't think it would take us very long to figure it out. We do have the ability to take action on this item today, and the way that absolutely is evident. The public is ready for this, and this Board is ready for this. And so, Governor, with your lead, I am in favor of doing something today that puts teeth into what you said. Thank you.
- Sandoval: Thank you, Member Fransway. Member Savage.
- Savage: Thank you, Governor. Along with other Board members, Mr. Sheltra, (inaudible) the people and the lives that were lost (inaudible). This is a compassionate Board. As Member Skancke and the Governor have said, Member Fransway, we will (inaudible). I appreciate your perseverance over the years. I know it's the Department's responsibility to act quickly. I understand enforcement is an issue with the speed limit. I was up there yesterday, and demographics present themselves as very challenging and it was very clear. I'm sorry.
- So with that being said, I know this is on a fast track project, and I'm sure that you'll cooperate in every which way possible regarding right-of-way, to make this move quickly and expedited for the Department, for the safety and the benefit of our community. Thank you, Governor.
- Sandoval: Comments from Southern Nevada?
- Hutchison: Governor, thank you very much. This is Mark Hutchison. I can't see on the video there, I assume Mr. Sheltra is still at the podium.
- Male: He sat down.
- Sheltra: Yes, Lieutenant Governor.
- Hutchison: Thank you very much. Thank you for the presentation. Thank you for all that you're doing to bring this to the attention of those who can do something about it. And again, my heart goes out to the families. Let me just -- let me follow up. I want to just address two things. One is, I want to understand NDOT's awareness of this issue. I heard you say that you talked

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with, I think you said a Mr. Magruder, a Mr. Rawlings, and then you had your government affairs folks back in '05 and '06 start this whole process of beginning to try to educate, I think, NDOT about the problem out there. The Governor referred to this kind of maybe as an administrative quagmire that we got caught up in here. But what I want to understand is, what's happened in the last couple of years? Can you give us a little more timeframe in terms of -- because the last that I heard was a written letter in '06. Your government affairs was engaged in '05, '06, but take us forward.

Take us forward in terms of -- I'm not talking about just necessarily written instruments (inaudible) because we can communicate in so many other ways besides writing a formal letter to NDOT. Have there been phone calls, have there been texts, have there been emails, that you have been engaged in personally, or those that you know of, have been engaged in personally, to try to make NDOT aware of this situation. And then I've got some follow up for you, but I'd like to first just understand the communication side of this from you personally or from those that you're aware of, moving us forward beyond 12 years ago.

Sheltra:

Yes, sir. Every major accident, we re-engaged. I can't tell you what a great friend the press can be. Anjeanette Damon didn't write all of the articles, but she's written them all lately, and every single time there was a serious incident up at the Bonanza or somebody was killed, it was hot on the burner, we knew the iron, it was time to strike. So, you're asking 2006 forward. So 2006 we do the warrant study, which I don't believe there's a record of. We asked for it, but talking to Director Malfabon, back, again, before his time, that study has been able to have been found. But I know they did it because I saw the strips up there. So we were told no.

We roll forward, and I cannot recall if in '08 or '09 we engaged. I will tell you we engaged heavily in '12 when Norman Waller, the seventh grade middle school teacher, was run down in our crosswalk and tragically killed in '12. We engaged NDOT again on a full court press. I did this through our government affairs division at McDonald Carano. NDOT did react. We didn't get a light, but they did come in and they installed, I believe, four light poles, two on each side on the west side of Virginia Street, which is why when you look at the video that I just showed of the school teacher being killed, that roadway is very, very dark. When you see Vincent being killed,

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it's lit up. And part of that is because I have better technology with our cameras--and it was raining in the first one, but the second part is because NDOT did respond in '12. We didn't get the light, traffic wasn't slowed down, but they did light the roadway better.

It would've been more helpful to have lights on both sides of the road, but I'm thankful that we did get those western lights. I would like to say, just being an advocate for the entire city of Reno and all of North Reno, not just the Bonanza crossing, North Virginia Street from McCarran Avenue to Panther, the entire section is black. It is very, very dark. I had this discussion with Director Malfabon. There's seven crosswalks in that stretch. The speed limit coming off that freeway is 50. It does slow down to 40 in front of us, but often cars are going much faster. But you've got seven crosswalks, three are protected by a stoplight; one, ours, has flashers that's not effective; and the others have no protection at all, so they're dark, you've got a steep road, and cars going fast. So the entire roadway is very, very dangerous and really needs to be addressed. And Director Malfabon is aware of that, and I believe he's making recommendations to that effect.

So we got the lights in '12. When Mr. Yao was tragically killed and the Governor's office got directly involved, and Director Malfabon, in the last two weeks, honestly, I've seen more action than in the last 15 years. We've had two crosswalks on that corridor repainted, ironically, one the day that Director Malfabon came to see me. I joked with him about that, that the Department was working hard to make it to look good in front of him. New signage has been going up. So I definitely see that NDOT is engaged right now, again, more so in the last 10 days than in the previous 15 years combined.

Hutchison: Thank you very much for that clarification. I want to be even a little bit more granular here if I can. So in '06 you have a warranty study, and it's determined there's not a problem. In '12 you say you become heavily engaged, and you run a full court press with NDOT, and as a result of that there were, what, four lights installed that you just referenced, right?

Sheltra: Yes, sir.

Hutchison: What does that mean; heavily engaged and run a full court press? Does that mean that you just had your government affairs folks go over and start to see

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NDOT? Does it mean you sent emails? Does it mean you went and had personal meetings? What does that mean; full court press, fully engaged, after that tragic accident?

Sheltra: Could I, if it is okay with you, Lieutenant Governor, I've got Mike Pawnee from McDonald Carano here. Could I invite him up to the podium to answer that question directly?

Hutchison: Sure, as long as somebody just then brings me forward from '12 to '15, in terms of where there further full court presses, were there further heavily engagements. I want to understand, because we're kind of talking in generalities here, and it's a very serious issue that the Governor has raised in terms of, what do we need to do with the Board. Do we need to change a policy somewhere, and that's going to depend on how much engagement and how much notice NDOT had. It if was sort of sporadic and people were really not calling attention to this, it's one thing. If it was systemic, repeated instances of heavy engagement, repeatedly contacting NDOT, and we go for years without response, and the public can't get a response from NDOT, then that's a different question we've got to address.

Sheltra: Well, I don't want to mischaracterize that we were calling NDOT on a monthly basis. We did, with every incident, get back in the game with them. I will tell you from the '12 press, it was Scott Magruder, and we had lots of conversations with NDOT employee, Scott Magruder through myself and through Mike Pawnee, with McDonald Carano. I wish now, in hindsight that, like I did in '06, that I would've had a paper trail, so--a binder to hand you guys. I don't. But I can tell you -- I can pull billable hours with my law firm and you're going to see lots of conversations about this.

But again, the answer we always received -- in fact, I'll tell you the answer we always received was, "You don't qualify. You're within 1,000 feet of Parr Boulevard." And the answer -- and it was consistent, I mean, from the middle 2000, up until November, running until Vincent's tragic death. "You're within 1,000 feet of Parr Boulevard. You don't qualify for a light. It will create more accidents to give you a light because you'll have rear end collisions." And I'm not a traffic engineer, but my come back to that was, "Really?" Because if you just time the lights, if you just sync the lights, tell me how it makes it more dangerous than when flashers go off, and they stop un-synced with another light, and you've got cars flying through, and that

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creates the rear ends. If you just sync the lights, why would that make it any rougher.

But it was an absolute, the box, that Board Member Skancke mentioned. The box was hard. I mean, you didn't get through the box. If you didn't qualify, end of discussion.

Hutchison: Let me follow up and just ask this follow-up question. You started saving and recording video.

Sheltra: Yes, sir.

Hutchison: When did you start doing that, and did you show anyone at NDOT those videos and they still said, "You don't qualify"?

Sheltra: I started saving video after -- in about the '06 timeframe. So I've got about 10 years worth. I could go days of video for you gentlemen. NDOT -- no, NDOT had never seen the video. Our conversations with employees, Magruder and Rawlings, I don't recall if we made them aware of the video. I've got to think that I probably did, but I can't tell you that I did. I just -- we never got a director to -- nobody ever picked up the phone like Director Malfabon did and called me back type deal. So, no, NDOT never saw the video until post the Reno City Council meeting.

Hutchison: Well, Governor, I'll defer other questions. I don't want to belabor the point but...

Sandoval: Yeah, the deposition is finished, Lieutenant Governor.

Hutchison: Right. And I've got to be careful not to fall into that mode, and I apologize, Governor. One thing we may want to consider is just -- and again, I'm new in this and maybe it already exists, but it seems that maybe there could be a policy where if there are pedestrian fatalities, or driver fatalities, or serious injuries, and somebody brings to NDOT's attention, we need a signal out there, we need some sort of traffic device out there, and it's denied, that we at least as a Board ought to know about that. But anyway -- and allow for public comment. But I'll go ahead and defer and cut my deposition short. Thanks, Governor.

Sandoval: No, you ask all the questions you want, Mr. Lieutenant Governor. And just as an aside, I'm not looking for an answer today, if a traffic light wasn't

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going to work through all of those years, why wasn't it ever considered to have a pedestrian bridge across North Virginia Street?

Malfabon: I can only suspect that it was a combination of factors, what right-of-way NDOT owned, what we would have to acquire, and the cost of that, versus the volume of pedestrians. I'm not certain, Governor, if ever that was considered at the Department.

Sandoval: All right. Other questions from Board members? Mr. Controller.

Knecht: Thank you, Governor. And I have just one follow up. Rudy, I mentioned the question of what factors are considered in the manual. Mr. Skancke talked even further about that and the role of discretion, and you've got discretion. My question to you would be, is there some way that we can influence the people who maintain and promulgate the manual, to emphasize the discretion and emphasize that the manual should be used as a general guide and not as a reason to say no? Is there something we can do about that, or you can do about that?

Malfabon: The manual is updated periodically, so certainly there's opportunities provided to the Federal Highway Administration.

Knecht: I would appreciate it if you would take those opportunities, and thank you, Mr. Malfabon. Thank you, Governor.

Sandoval: Member Skancke, if you...

Skancke: Thank you, Governor. I have to beat this horse, I'm sorry.

Sandoval: Is your mike on?

Skancke: It is.

Sandoval: Okay.

Skancke: It probably shouldn't be at this point. The warrant manual actually doesn't give anyone any latitude because it's dictated by the Federal Highway Administration, and that's the problem. What happens is, and it's a cultural thing across every transportation agency, someone is always looking to blame someone else why something can't happen. At the local level they blame NDOT, at NDOT they blame Federal Highway Administration, at the

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Federal Highway Administration they go back to the local government. It is a circle of horrible communication. And the culture has to change of why things can't happen as to why things can happen.

So instead of saying, we're going to do a warrant study, all you have to do, in my opinion, is say, it's done. It's that simple. It's just that simple. So instead of finding a reason to do this, why don't we do this and just fix it? But, if we're dictated by the Federal Highway Administration, and then the Federal Highway Administration comes back and just throws it back at somebody else, the problem, Mr. Controller, is that no one wants to make the decision. At the end of the day, someone just needs to say, we're going to do that. And what's happened here is the Governor has said, "We're going to do it." I think what the Board has to do is take a look at all of the other must dos and give the Department the cover to get the job done, to spend the money, to make all of these projects work. That's the only way. Because the manual they have to follow is Federal Highways, and the Federal Highway Manual probably hasn't been updated since 1860.

So until the Federal Government brings the regulations into the 21st Century, we're stuck. So, I appreciate what the Governor is doing to take a leadership role and this Board, and if I were the Director, Rudy, I'm not, thank God, but if I were, I would bring all of these projects to the Board, every last one of them. And let us decide and help you make those decisions to get around the manual. Otherwise, this stuff is going to continue all across the state.

Sandoval: All right. Thank you, Member Skancke. We have a lot to cover. Member Fransway, if you have a comment, I don't want to limit you.

Fransway: Just one short comment. If, in fact, Mr. Skancke is correct with this being mandated by the Federal Highway Administration, I'm suggesting this is a state's rights issue, Governor, and this is protecting our people. And what are they going to do, hold back funding? I doubt it. That's my comment.

Sandoval: Okay. Member Savage.

Savage: Thank you. Very briefly, just a technical question, Governor. Is it actually Wall Street or is it Bailey?

Male: It's Wall Street, sir.

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- Savage: I thought Wall Street was further toward the north.
- Male: It's directly across from the Bonanza.
- Savage: Okay.
- Male: They're two different names.
- Savage: Because I thought that Wall Street was further north into the mobile home park. So I just wanted -- for technical purposes, I want to just clarify before the motion is made that Wall Street is the correct street, and I thought it was...
- Male: What sounds a lot better is Bonanza Crossing...
- Savage: Bonanza Crossing or Bailey, okay. Just a clarification.
- Sandoval: Thank you. Before we move on, I know that the Mayor and the city councilwoman are here. Did you want an opportunity to say anything, Madam Mayor or Madam Councilwoman?
- Schieve: They don't make these for short people. Is it on? Can you hear me? I'll just make this really brief. I know you have a long meeting. But on behalf of the City of Reno, I can't tell you how grateful we are, and truly your comments today certainly hit home. And I would just like to say to Mr. Sheltra, thank you for all your hard work, and honestly, it's truly unfortunate that you have to show a video to really come across so graphically everyone can see the demand for this need. Unfortunately, I truly believe had you not had this video, I'm not so sure people would be taking as seriously today. But again, thank you, Governor Sandoval. Truly, I feel blessed that you represent our state and are listening to us today. Thank you.
- Sandoval: Thank you, Madam Mayor.
- Jardon: Thank you. Councilwoman Jardon for the record. I did want to thank the Governor sincerely, for bringing this to this Board, and bringing it to the issue at hand that needs to be corrected and quickly. I guess my question is this. I understand that it will be expedited, but the process in which to go through the bidding process could take potentially three months to put the light in, and I wonder if that process can be expedited. I think 15 years has been long enough, so I wonder if there is some flexibility in that as well.

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Sandoval: Okay. Mr. Director.

Malfabon: Well, what I propose to do is have a temporary signal, so wooden poles. We might have to work with the property owners if we don't own the right-of-way where the poles would sit. But we want to do everything that we can to get a temporary signal while we get the permanent signal bid out and put in place.

Jardon: Okay. Thank you very much.

Sandoval: Thank you.

Gibson: Thank you, Governor. For the record, Lee Gibson. I'm the Executive Director of the RTC of Washoe County, and I want to thank my Board members, Chairwoman Jardon, and Mayor Hillary Schieve. From the perspective of the RTC, I just wanted to add that we're going to work very cooperatively with Rudy on a couple of initiatives. One, we'll be preparing a complete street master plan for the Reno/Sparks urbanized area. This will be a plan we'll help lay out, specific design solutions that will protect pedestrians, bicyclists, and automobiles. We've had an extremely great amount of success when we have used what are called road diet methodologies. Wells Avenue is the one I like to point to where we've seen a significant, on the order of a 40% reduction, in total accidents in those corridors where these types of design methodologies have been used.

So this metropolitan wide plan will help us set the priorities. This will not be a plan that will just simply set on a shelf. We will be using our preservation program, on the order of \$10-\$15 million, a little bit more actually, per year that we use to help repair our roads in Washoe County. We'll be using those to also put in place pedestrian enhancements so that we can leverage -- I'm sorry, so that we can continue to move forward with improving pedestrian, bicycle, and automobile safety in our region.

We had a great deal of success last year where we actually expedited the local process, put in a crosswalk on Virginia Street near the junkies stores, and to the safety of everyone involved, that awareness just that that initiative generated was something we're very proud of. And I think that's the point I want to really hammer home today. Let's not forget this subject in six months. We're going to be in an aggressive public outreach campaign in our

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complete street master plan. It's important that the engineering be backed by education, enforcement, and also bringing the emergency responders to the table, so that our plans, our programs, our engineering design solutions are comprehensive in scope, and bring all of the community players to the table so that this problem will no longer be a problem, and in fact all of our resources from the RTC's fuel tax, sales tax, our federal funds, the NDOT state and federal funds, all get leveraged to build the type of transportation system we think our citizens in Washoe County deserve. Thank you very much.

Sandoval: Thank you, Director Gibson. Mr. Sheltra, I want to give you the last word, if you want it, if you have any closing comments.

Sheltra: Governor, thank you--Sandoval. I just, from the absolute bottom of my heart, representing the Bonanza, the citizens of North Reno, and our customers, the pedestrians and motorists up there, thank you for directly getting involved to fixing this problem. I want to thank this entire Board. Your support is certainly hitting home. The Reno City Council, their unanimous support, it just -- everybody -- it feels so good right now, after such a long struggle, a long road that we've trudged, that it feels like everything is coming together, and we're finally there. But, sir, without you -- I just -- thank you.

Sandoval: Thank you, Mr. Sheltra. Commissioner.

Fierro: Once again, for the record, Ray Fierro, County Commissioner. I'm sorry, I didn't clarify I wanted to speak at public comment and on this one. Zero fatalities, it's a lofty goal, but I'll tell you what, it's the right goal. What Mr. Sheltra spoke to you today, it's almost déjà vu what's going on with another situation in Lyon County, with a crosswalk at Pike Street and Highway 50, and the stories just mesh together. We don't have the problem like they do. I mean, it's hard to hold yourself together when you see a video like that. But we have a similar situation, crosswalk across the highway. We've come to NDOT, we ask for help. At first there's reluctance, and then we keep pushing and pushing, and we got the one overhead light now, but we still have a problem. And we're a bedroom community, so we have morning commute traffic and the late afternoon commute traffic, and for some reason where that intersection lies, it's just hard to see people, and people are not

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focused on pedestrians. All they're focused about is either getting to work or getting home.

And so, my public works director has contacted NDOT multiple times, and we've requested what's called a rectangular rapid flashing beacon to be installed at that crosswalk, and we've been turned down. And I'm asking you guys to consider that, also. And to Mr. Sheltra, I consider you a hero for not giving up on an issue like this that's this important. Thank you.

Sandoval: Thank you, Commissioner. And just so we have it on the record, if we could follow up with the Commissioner and perhaps put that on a future Agenda because it's not within the items that are identified in Agenda Item No. 11. So what I want to do is this. Given the prominence of what we've just discussed, I'll take this North Virginia project as a separate motion, and then we'll talk about these other items that are also included in Agenda Item No. 11. The Controller has asked to make the motion.

Knecht: Thank you, Governor. And my motion would be to approve the Bonanza Crossing stoplights, including all feasible temporary interim measures that Director Malfabon discussed, as absolutely soon as possible, as expeditiously as possible, and that the Director has the, not only authority, but the direction expressly from this Board to do that as quickly as possible and to get it in place. So I'll -- as you've asked, I won't make the second part of the motion. I'll reserve that for another action. But that would be my motion.

Sandoval: You've heard the motion. Is there a second?

Fransway: Second.

Sandoval: Second by Member Fransway. Any questions or discussion on the motion? My question is, Mr. Director, does this motion and the action taken by the Board today, enable NDOT to commence with the project, and installing the temporary light, and then the installation of the permanent structure?

Malfabon: Yes, Governor.

Sandoval: And what is your estimated timeline to get that all accomplished?

Malfabon: I would have to get with staff, but I've seen in the past that the temporary signals can go up within about three months after looking at design. We're

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assuming availability of power because there is a power line going through there. Hopefully, NV Energy can work with us if there's additional power drop needed for that.

Sandoval: So three months before anything happens. Is there anything else that can be done? I think I saw a photo in the newspaper with one of those trailers parked on the side of the road with cones to warn people to slow down. Can we put -- can we decrease the speed limit through there until the installation of the temporary light and the permanent light?

Malfabon: We will -- I'll have staff directed, so...

Sandoval: Because what is it, 50, right now, 55?

Malfabon: It's 40.

Sandoval: 40? And is it City of Reno that patrols that or NHP?

Malfabon: City of Reno PD.

Sandoval: I mean, we can't tell -- I guess that's up to the mayor to increase enforcement up there.

Schieve: We've already started on that process.

Sandoval: Okay. Whatever measures, mitigation measures, that can be taken to provide more safety and protection to those pedestrians that we can do today, then let's do it. And then, if it takes three months, that sounds like a long time to me. We did better than that in Southern Nevada when we installed the light there, the traffic signal when we had a crosswalk problem there. But in any event, I think the message is clear to staff and anyone else who is involved with this, that we have to move expeditiously.

Malfabon: Yes, Governor.

Sandoval: Okay. So, we've got a motion and a second. Any further discussion? All in favor of the motion say aye.

Group: Aye.

Sandoval: Opposed, no. Motion passes unanimously. Again, thank you, Mr. Sheltra. You are indeed the hero in this matter. Thank you for looking out for the

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people of Washoe County and everyone else. Thank you. All right then, Mr. Director, do you have further presentation on this Agenda?

Malfabon:

Yes. I'll be brief, Governor. But--next slide, please. I wanted to also thank Anjeanette Damon for her articles regarding our process. I read through our manual and saw that we needed to commit state highway funds, the manual that currently looks at federal funds and incorporating safety projects into our preservation projects. I want to do stand alone projects, and I've directed staff to do so using state funds to develop those projects and to reach out to local agencies to identify the locations of those projects. Also, a better tracking system, I've directed staff to develop a tracking system. They currently have one that's based on spreadsheets and it's cumbersome, and I want to have a tracking system so that we can tell, at the executive level and at Board level, what's been proposed, what's recommended, and what's been enacted.

I've also told staff that it's unacceptable to say that -- rely on a local agency as an excuse to not maintain some of the devices that we need to put in. So we will have a maintenance contract to maintain these devices, if a local agency is unable to help us. NDOT does not maintain traffic signals. We typically rely on cities and counties to do so, but that should not be a limitation for installing a traffic signal, or any other devices that will improve safety.

We've already started a project prioritization process. One of the first things that I did as Director was to start us on this path. We've got a contractor that's developing this system with input from the appropriate areas that deliver projects, various projects, of the Department, including safety projects. And then, as Executive Director Lee Gibson mentioned, we support complete street projects when appropriate. We think that we want to study this section on North Virginia to see where we can make some changes, because if we can modify the road, we should be able to have slower speeds through that area.

Also, I will bring forward any traffic signals that staff bring to my attention, that currently have been denied due to not meeting warrants, so that on a future agenda item, the Board will be informed of that and we'll take appropriate action. I'm going to have PD Kaiser come up and give a presentation of the projects that were recommended, realizing that the signal

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at Wall Street and Bailey Drive, was already approved. But PD, if you could address the question of how did we develop these projects and priorities for the projects.

Kaiser:

Okay. PD Kaiser, NDOT Traffic Safety Engineering. The ones that you see -- the projects that you see on the graphic are projects that have been identified in road safety audits that we had completed or safety management plan, specifically Kietzke. The one on Kietzke is a road safety outlet that was followed up by a safety management plan. In some of these projects, the project up at Incline, the design was already underway, and we're really close to having that completed and getting ready to go out to bid. So we wanted to try to -- any of those projects that were originally slated for federal funding and could be done in a short order, we put those on the list, and so you'll see that on both the Northern Nevada and the Southern Nevada locations.

On North Virginia Street, we also had identified three other locations where -- that are more, kind of, related to bus stops. People get off the bus, run across the street to get over because all of the -- if you're going up Virginia Street, most all of the development, until you get up to Parr, is over on the left-hand side or the west side of the roadway. One of the problems is that it is very dark. You've heard that already. Probably over 75% of the pedestrian fatalities in Nevada occur at night, and a lot of those occur in dark areas, as you saw in the video. Most of that occurred at night.

So we really want to bump up the lighting. We want to use a higher wattage of lighting or a higher lighting source at those locations to really light up those crosswalks. I think part of the problem is that sometimes when the pedestrians are wearing dark clothing and it's at night, it's very difficult to discern them, so we really want to do that. We are also looking at using the rapid flashing beacons at those locations where the pedestrian can push the button to activate those. A big concern that we always have, is making sure the pedestrians push the button. We have numerous pedestrian fatalities in the state where they had that available and they didn't use it. So you just lose the effectiveness when that happens. But certainly, we're going to have to have an education campaign to get out the message to the pedestrians when they do that.

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Of course, the traffic signal, we have already talked about that location. These three locations, the ones that have been identified, where we've either had pedestrian crashes or near misses, and so we want to try to address those as quickly as we can. Up on Sun Valley Road, also, there's three locations that we're looking at a similar situation where it's a multilane roadway, speeds are a little higher, and there's crossings. The one at Sixth Street, I think, is also being used by schoolchildren. It has school zone flashers there already, but there's nothing at the crosswalk. And so, it would have a similar -- we're looking at -- wherever we can, we'll try to create a pedestrian refuge, and there's some photos to show what those look like to help them get -- if they can't get all the way across the road, get at least to a refuge area in the middle of the roadway when they can, but using also, the rapid flashing beacons.

Kietzke Lane was the first safety management plan that was done in the State of Nevada. It's about a three and a half mile long corridor, and there's a lot of safety issues that were identified there, as well as ADA issues and that type of thing. So these streets that we have listed here are ones that we've identified to have some type of a treatment. And what we're looking at there, again, are the rapid flashing beacons, the pedestrian activated. Because that road is five lanes, two lanes in each direction with a center turn lane, we want to get those flashers out over the roadway, not over on the side of the roadway. That's one of the problems. They work well down here on Stewart Street, but it's a narrower road. So, we really need to get those flashers up and over the roadway. So that's the plan, as well as getting the higher density -- or higher level intensity of lighting at those locations.

I can't emphasize the lighting enough. It's been a real problem here in the state. I mean, we're in an epidemic situation with pedestrian fatalities right now. I mean, we've got, I think, 10 just in the month of January, and that's probably double what we had last year. So, it's hard to tell what's causing that to happen, but it's out there and so -- but most of those were at night, so we really need to address that with the lighting. And again, the one up at Incline, we had a double fatality up there a couple of years ago. We've identified two crosswalks that will have the pedestrian activated flashers with the higher intensity lighting at those locations, and so that will help quite a bit. You want to go to the next slide?

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By the way, the Northern Nevada ones, the estimate for those is just under \$3 million for those that we just looked at. In Southern Nevada, again, we've picked projects. Up in the upper right-hand corner, we've got three projects that we've already done the studies. We're starting -- some of those are close to being designed, and so we just basically wanted to get those out as soon as we could. Charleston Boulevard -- and actually, the yellow goes all the way over to Nellis. That was our fault for not getting that completely over here. It was all the way over here in the middle.

Charleston Boulevard, if you look at a 10-year history of pedestrian fatalities, there's a lot of them along Charleston. Again, it's a five-lane-section roadway. It's probably got over 40,000 cars a day. Speeds are pushing 50-55, and there's a lot of residential areas along there, and a lot of people crossing all over the place. And so, in that project we're actually looking at controlling the pedestrians, putting fencing down the medians, trying to control where they cross, giving them pedestrian refuges or the Danish offset, which we'll talk about in a minute, as well as the rapid flashing beacons. So, it's got a lot of other issues but -- ADA and that sort of thing, but we're really trying to focus on the pedestrian issues in those projects.

The project at Sun Valley and Boulder Highway, again, there's a lot of pavement out there. It's located where there's the Cannery Casino on one side and a restaurant on the other side, and you just get a lot of pedestrian traffic going back and forth. So that was identified, as well as in previous studies that we've done. Lake Mead is one of the road diet projects that we're going to be doing, one of the first. Lee talked about what they're doing up in Reno. We basically, are applying that concept down here, and to give wider sidewalks, kind of really squeeze the roadway down, control speeds. It's probably -- controlling the character of the roadway is probably -- or changing the character of the roadway is probably one of the most effective speed control things that we can do. So, when you've got a lot of pavement, a lot of lanes, people feel like they need to drive faster, but by squeezing that down, we can control the speeds in that location.

And last but not least, are the two locations out on the Blue Diamond Highway, at the intersection of El Capitan and Fort Apache Road, where traffic signals have met the warrants, and we have had some serious crashes,

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as well as fatalities at those locations, and so those will be included in this project. Can we go to the next slide, please?

Just got some photos of some of the things, the rapid flashing beacons, as you can see. Some, where the road is narrower, is going to be on the side of the roadway. On the wider roadways, we would have the flashing beacons out over the roadway. We get fairly good compliance from drivers with those. Next slide. These are some of -- the upper left-hand corner is the Danish offset where as you go across you can get over to the center. It forces you to look back into the direction that traffic is coming so that you can see the vehicles coming before you step out into the street. Bulb-outs, we also are trying to utilize the bulb-outs. The two photos on the right-hand side, that just kind of squeezes the road down, brings the signing and the flashers out closer to where the vehicles are.

And then the lighting, as you can see in the lower left corner. NDOT now uses the LED lighting. It's the bright, white light. It gives you really good color contrast, so even if people are wearing dark clothing, it makes it a little easier for the drivers to see those people. And then the last five, I had a quick video of the -- oh, this is the complete street project on Lake Mead Boulevard where you can see the sidewalks will go from about 5 feet to 11 feet. There will also be a bike lane, as well as a buffer for the bike lane, and then the two -- the lanes have been narrowed up to 11 foot, and so that's basically, the alternative that we're going to be going with, with that one. Next one.

I thought I had a video, but I don't. So, the video was just to show what the rapid flashing beacons look like. I'm sure most of you have seen those. Any questions?

Sandoval: I do. Will this list exhaust our available funds for other safety projects?

Kaiser: We still have the federal funding that we get, although most of that funding gets obligated or gets programmed in, like, a five-year plan. And so, I mean, we do have some flexibility in moving projects around and so forth. The nice thing about the funding that Mr. Malfabon has offered, is that we can do that without having to follow the federal regulations that always makes projects last longer or takes them longer to get done. With the state funds, we can move a lot faster. And, in response to some of what you've

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heard from the audience today, we're developing a list of projects. Once the word got out that this money was going to be available, we heard from everybody. And so, we are considering a lot of -- the location in Dayton. I've already talked to the Public Works Director on that. That's on our list.

I mean, we've got obviously more projects than we've got money, but now we need to, kind of, really prioritize those projects and decide which ones need to be done quickly.

Sandoval: Well, that's my point. If we approve all of this today, does that exclude everybody else that you've recently -- these projects have come to your attention.

Kaiser: Well, this is about \$10 million worth of projects that you see here, between the \$3 million up here and a little over \$7 million down South.

Malfabon: Governor, I can add to the response. What I directed staff to do was to come up with projects that they were aware of that they could get out quickly, but also to reach out to the local agencies for identification of other projects. What I foresee is that we would make a commitment to an ongoing annual basis of spending money towards pedestrian safety, state funding towards pedestrian safety, so that we didn't have to worry about availability of federal funds, that we would basically control our own destiny with this program.

Sandoval: Okay. Because what I don't want to happen is for us to approve this today and then say, sorry, Commissioner, we can't do anything in Lyon County because there's no money left. So you're telling me right now that there's still going to be a pool of funds available to address other projects that are coming to our attention now, other than the ones that are in our Agenda today.

Malfabon: I want staff to have a project list that they present to the Board annually, that shows the commitment to pedestrian safety, specifically with state funds.

Sandoval: Okay, that's -- but...

Malfabon: There is money...

Sandoval: ...the question is, are we going to still have money to address other safety projects in the state...

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- Malfabon: Yes, Governor.
- Sandoval: ...if and when we approve today?
- Malfabon: Yes, Governor. And that's basically because of that issue with NDOT obtaining other state's obligation authority, federal obligation authority. It gives us more cushion on the state funding side.
- Sandoval: Okay. Other questions? Mr. Controller.
- Knecht: Thank you, Governor. Rudy, if we pass a motion today, to approve this \$10.86 million in eight projects with direction for NDOT to move forward expeditiously as possible, is it possible for you to bring back, next month, an initial survey of other projects, starting with the Lyon County project, and a prioritization, and schedule, and possible action item on those at next month's meeting?
- Malfabon: Yes, Mr. Controller. We will bring at least what we're aware of, what we've heard from local agencies, and also the point about any traffic signal requests that have been previously denied.
- Knecht: Thank you, Rudy. And Governor, is it timely for me to make that motion?
- Sandoval: It is not.
- Knecht: I always ask my chairman.
- Sandoval: So I have a question from Mr. Skancke and then Member Fransway.
- Skancke: Thank you, Governor. Rudy, are these -- the 10 projects that are here, are these projects that are shelf ready to go today, all of the engineering is done, all of the work to get these in the ground and going, is that how these were selected?
- Malfabon: No, those are not ready to go. We've asked staff what they could expedite quickly that were already on their list of improvements that could be delivered and expedited.
- Skancke: Okay. And so, on the Lyon County project, as an example that we were made aware of today, if that were shelf ready, would we be able to find, from another project or some additional funds, an opportunity to move that project, either on this list, or bring it back to us next month for approval?

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- Malfabon: It could be possible next month for approval.
- Skancke: Okay.
- Malfabon: I wanted to mention that some of those projects could be developed very rapidly; the pedestrian refuges, lighting, if there's no additional service needed from NV Energy. But some of those are going to take more time to do the design, like a signal system.
- Skancke: Thank you. And then my final suggestion on this type of a matter is, you just said that you'd bring a list to the Board annually. My suggestion would be, is you bring a list to us quarterly...
- Malfabon: Okay.
- Skancke: ...with an annual review of the success of the program, so that we can measure what we've done, and know what we've invested in as a state. But as involved as this Board is, my suggestion is that we look at these quarterly, and if we have to, we'll do it monthly. But I think on an annual basis, that's too much time in between for us not to see what's happening, and I think for your benefit it would help both sides.
- Malfabon: Quarterly is doable.
- Skancke: Thank you, Governor.
- Sandoval: You're welcome. Member Fransway.
- Fransway: Thank you, Governor. Rudy, could you go back to your bullet-point slide there, right there, one, two, three, four, five bullet points.
- Malfabon: Four slides back.
- Fransway: That one.
- Malfabon: Yes.
- Fransway: I'm going to suggest that we consider adding one, and that would be -- I believe it would be appropriate for this department to initiate a serious public outreach campaign, designed through the media, to address pedestrian safety statewide. And perhaps Governor Sandoval would be willing to make an appearance in that video to stress the safety to, not only

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the people crossing the crosswalks, but to the people who approach them in a vehicle. So, could I add that?

Sandoval: I don't think it hurts to add that at all.

Malfabon; We actually do that, Governor and Member Fransway. But what I did was concentrate on capital improvements that we could do rapidly, but we can -- in the next month's, we could get into what we're actually doing for public outreach. I just wanted to focus in on projects that we could deliver rapidly. But, we do a lot with the zero fatalities and our partners that are assisting in this effort on pedestrian safety, so we'll address that.

Fransway: And I do feel that it would have a very beneficial impact on the citizens if the Governor would be willing to make a statement, or at least be seen on the video. Thank you.

Sandoval: That may cut both ways, Mr. Fransway. We'll see about that. But we'll rely on the experts for that. Questions or comments from Southern Nevada.

Hutchison: Thank you, Governor. Mr. Malfabon, I just have a follow-up question to your commitment to bring to the Board the projects that have been requested but the signals have been denied. I assume that includes other types of devices as well, whether it be flashers or lighting, that sort of thing, and I'll let you answer that. Let me just follow up with it, and you can kind of answer it all together. In order for this to really, from my view, to be a meaningful experience for the Board, and really for us to really consider policy questions, which really when you create a project list, that's policy. It's competing interests, it's competing projects that have to have allocated to them scarce resources.

It seems that we need to also have an opportunity to hear from known interested parties, like we did today. So you would not just simply bring a list that said, here's the project list, and here's the ones that we denied, and we just don't think that there's a reason for it, or it doesn't fit within the warrant study or whatever it was. It would be very interesting to hear from people like Mr. Sheltra on projects so they can tell us, well, I get it. It may not fit within a manual, but let me show you some videos, or let me tell you what our experience has been. So, it seems like if we're going to be fair for those who have been denied signals, we've got to give them an opportunity

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to be heard before the Board as well. Then the Board can really make some informed decisions, and as I say, make policy decisions based on scarce resource allocation. Is that doable? Is that format doable?

Malfabon: Yes, Lieutenant Governor. And that's exactly what I intended was to review that. We'll definitely reach out to those advocates locally for those projects that are proposed that either were previously denied or not forwarded through a construction phase. So that's my idea is to revisit those that were not enacted, and then see what we can do and, as Member Skancke said, bring those on a quarterly basis to the Board for formal approval.

Hutchison: Wonderful. Well, you're a step ahead of me. I just wanted to make sure we're giving folks an opportunity to be heard, and I appreciate your efforts there. Thank you very much. Thank you, Governor.

Sandoval: Thank you, Mr. Lieutenant Governor. You raise a great point. And I don't know if there's a scoring schedule, but we score these highway projects. For instance, USA Parkway was a 9 to 1, Project NEON is a 2 or 3 to 1 cost benefit ratio. Is there a similar type scoring system that could be beneficial to the Board as we consider these different projects?

Malfabon: That's what we're developing for all types of projects that NDOT delivers, not just the big projects have a benefit costs, but for traffic safety projects have a criteria that are very specific. And then have the opportunity for Board input as well as, obviously, input from executive leadership at the Department, but finally present it to the Board for your approval. But, I want to have a better process for ranking these projects, and it's very thoughtful and considers all these types of factors. Because right now, we don't have that in place other than for the larger projects that have that benefit cost ratio.

Sandoval: And I'd like to see some outreach to the county commissions, just throughout the entire state, the transportation boards, because there may be things that we're not even aware of that -- I want to get the entire universe of projects out there on the state roads. So, making people aware that this Board is going to be going through this process of reviewing proposals. Because what I don't want to happen is perhaps somebody in Lyon County, or Esmeralda, or Mineral, or what have you, if we would have known, we would have made a submission.

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- Malfabon: Yes. We will definitely do more outreach, and I believe that we -- recognizing that this process is changing, that we give everybody that opportunity. It's the fair thing to do and the right thing to do.
- Sandoval: Okay. Member Skancke.
- Skancke: Thank you, Governor. I would just caution when, when we look at analysis and processes and policies, that we don't put something else in place that's worse than the warrant studies so that it slows the process down one more time. We can do all the analysis, but if it's a project that has to be done, please do not put a process or a policy in front of what needs to get done. These are critical projects to the citizens and for our safety, and sometimes you just have to do it. So I'm going to just caution you to be careful. I wouldn't be overly conservative on how you put that together so that it puts us in a spot, Governor, where we're back here again saying, what was the policy that was put in place to stop that from happening.
- Malfabon: We will not do that, Member Skancke. And we definitely -- as we're developing that process that has a better consideration of what criteria to rank project, it did not prevent us from bringing forward this list of projects. I think that we have an opportunity here to improve our process, and definitely it will not slow down bringing those projects to the Board on a quarterly basis.
- Sandoval: Any other questions or comments on this agenda item? Member Skancke:
- Skancke: Governor, I would make a motion to approve the 10 items, is that right, eight items, it's that new math, eight items that are a part of Agenda Item 11, with the caveat that the Department will bring back to us within the next 60 days a list of some other projects that need to be considered. I'm sorry, is it next month? What timeframe did you give us, Rudy? I apologize.
- Malfabon: What I proposed to bring back next month would be the list of other projects that we've heard from local agencies, and also where we're aware that we've either not taken action on a signal request, denied it, such as that, so that the Board is informed about that. So it will be another opportunity for the Board to give direction to the Department on kind of the next phase of projects, and then we'll thereafter do it on a quarterly basis.

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- Skancke: Okay. So, I'll amend my motion then. So, I'll make a motion to approve these eight items, in addition to having the Department come back to the Board at the March meeting with a list of additional projects, and from that point forward, then you'll present to us on a quarterly basis additional projects with an annual -- the year end annual review of the projects that we've approved.
- Malfabon: Yes.
- Sandoval: We have a motion. Is there a second?
- Savage: Second.
- Sandoval: Was that Member Savage? Yes. All right. Thank you. We have a motion and second. Any further discussion or questions on the motion?
- Fransway: Question, Governor.
- Sandoval: Yes, Member Fransway.
- Fransway: Mr. Skancke, does that include the possibility of establishing a media campaign?
- Skancke: To my colleague, if you would like to make that a part of the motion, I'm happy to amend it. I'm not quite certain if we need it.
- Gallagher: Excuse me, Governor. For the record, Dennis Gallagher, counsel for the Board. Board Member Fransway, that's not part of the Agenda. What the Board is being asked to do, is review these eight items.
- Malfabon: And we already have that, and I'll report more on that next month, Member Fransway.
- Fransway: Okay. That will take care of it. Thank you.
- Sandoval: Thank you. We have a motion and a second. Any further questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no. The motion passes unanimously. Thank you. So if there are individuals who would like to excuse themselves so you don't have to sit

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through the rest of our Agenda, this would be the appropriate time to do so. Thank you, Mr. Sheltra.

Malfabon: Governor, we could then return to the regular Agenda after everything is settled down here, back to Item 3 and 4.

Sandoval: All right. We'll move to Agenda Items 3 and 4, which is consideration of the December 15, 2014 NDOT Board of Directors meeting minutes, as well as the January 12, 2015. My only change on the January 12th minutes is I must have not hit the microphone, but if you would add just, good morning.

Male: Yes, Governor.

Sandoval: I have no other changes. Board members, any changes to the draft minutes?

Fransway: Governor, is this relative to December 15th, Item 3 or both?

Sandoval: Both.

Fransway: Okay. December 15th, Item No. 3, I would ask for a change at page 34. If we would change my comment in the center of the page where it says, "Okay." So, it's maintenance discrepancy, I'd like to change that to discretion if we could. That's all I have for Item No. 3.

Sandoval: Any other changes? Mr. Controller.

Knecht: Thank you, Governor. And not a change but a question for counsel or for the Chair, whoever wants to field it. As one who was not a member of this Board at the time of the December meeting but was in January, is it appropriate for me to vote on both of them? Because I also wasn't here for the December meeting, and so I can't speak from personal knowledge to the validity. I'm certainly willing to accept them or do whatever, but what's appropriate in this case?

Gallagher: For the record, Dennis Gallagher, counsel for the Board. Mr. Controller, I would recommend that you recuse yourself and do not vote for the December meeting where you were not present, and the same with the Lieutenant Governor. It shouldn't be a problem because we have the remaining members, constitute a quorum.

Knecht: That's what I'll do, Governor, and you can handle that procedurally however.

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- Sandoval: All right. Any other comments with regard to the proposed minutes for December 15, 2014 and January 12, 2015?
- Fransway: Governor, January 12th please.
- Sandoval: Why don't we move on December 15, 2014.
- Fransway: Oh.
- Sandoval: Do you have another change?
- Fransway: No, not in that one.
- Sandoval: Okay. Let's move on Agenda Item No. 3. So is there a motion to approve the proposed minutes for December 15, 2014?
- Skanccke: Governor.
- Fransway: And make that motion with the change?
- Sandoval: Yes. So, Member Skanccke has moved to approve the minutes of December 15, 2014 with the proposed changes stated by Member Fransway. Is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Questions or discussion? This would be the time for the Lieutenant Governor and the Controller to make their disclosure.
- Knecht: Thank you, Mr. Chairman, Governor. I will be abstaining on this vote upon advise of counsel.
- Hutchison: And Governor, this is Mark Hutchison. I will be abstaining as well because I was not present for the meeting.
- Sandoval: All right. Any other further questions or discussion? Hearing none, all in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no. Motion passes unanimously. If you would mark the Lieutenant Governor and the Controller as abstaining due to their not being

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present at the meeting. We'll move to Agenda Item No. 4, January 12, 2015 meeting minutes. Is there a motion for approval?

Male: I move approval with the "good morning" introduction on page one.

Fransway: I have one more suggested change, Governor.

Sandoval: Member Fransway.

Fransway: On page 31, it represents Mr. Jeff Fontaine as Administrative Director of the Nevada Association of Counties. That should be the Executive Director, please.

Male: I'll accept that as a friendly amendment.

Fransway: Thank you.

Sandoval: So we have a motion to approve the minutes of January 12, 2015 with the changes on page 31 and page 1. Is there a second?

Martin: Second.

Sandoval: Second by Member Martin. Any questions or discussion on the motion? All in favor say aye.

Group: Aye.

Sandoval: Opposed, no. Motion passes unanimously. We'll move on to Agenda Item 5, approval of contracts over \$5 million.

Nellis: Thank you, Governor, members of the Board. For the record, Robert Nellis, Assistant Director for Administration. There is one construction contract under Attachment "A" for the Board's consideration, and the project is the Boulder City Bypass, Part 1, Package 3, to construct, realign U.S. 95 -- U.S. 93 main line from Silver Line to Foothills Road, and includes the new interchange at Railroad Pass and Bypass. There are four bids, and the Director recommends award to Fisher Sand and Gravel Company, in the amount of \$82,999,999. And Governor, that concludes the contracts for consideration under this agenda item. Does the Board have any questions for the Department?

Sandoval: Okay. Could you provide a little bit more background on this, please?

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Nellis: Sure. Do you want to take that, John? Assistant Director, John Terry will provide the background.

Terry: Again, Assistant Director John Terry. This is phase one of the Boulder City Bypass. I believe we have presented to this Board, previously, that there is a phase two, that is being done as a design-build contract. As mentioned earlier, that is on the RTC of Southern Nevada's board agenda, I believe, for this Thursday for approval. We have brought to this Board previously that we have a negotiated agreement with the RTC of Southern Nevada about sharing of funding and our participation in their project. This agenda item is for this phase one contract, which is a design-bid-build project administered and done by NDOT.

Might as well, right up front, discuss the lifecycle cost analysis issue, which makes this different than any bid, which we have done previously. The mainline pavement, not all of the pavement on this job, was evaluated by the Department of Transportation for a 35-year pavement design, and we looked at a pavement design for both asphalt and concrete, and looked at, over the 35-year period, the projected maintenance cost of both asphalt and concrete. And, in our analysis, they came out very close, and so we chose to bid the job with both a concrete and an asphalt alternative. And a value of \$3.6 million would be added to the asphalt alternative to accommodate the more expensive 35-year maintenance of the asphalt, as against the concrete and was prorated back to the year of bid.

And that is why, in the selection, you will see the asphalt added \$3.568 million to accommodate for that. That was fully disclosed to the bidders in advance in both the concrete and the asphalt. The asphalt was contract 3579, and the concrete was 3580, and they were bid out that way. Also included in here is a memo of the BRAT Analysis, which we do on every project, where we analyze the bids. We did look through the bids and found that they met the analysis, and staff is recommending award to Fisher Sand and Gravel.

Sandoval: Thank you, Mr. Terry. And just -- have we ever done it this way before? I don't recall, but that doesn't mean that we haven't.

Terry: No, we have not, except we did somewhat like it on a design-build project, which was the I-80 through Reno where there was alternatives for the

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pavement. But no, we have never done this on a design-bid-build. We did research it. Other states have done this. Lifecycle cost analysis for pavement design has been and is becoming more of a proven approach to projects. We have looked at it on other projects, such as the Carson Bypass that's about to go out next month, and found that they weren't even close, so we didn't go to the trouble of bidding it both ways. That one will go out just asphalt.

Sandoval: What do you mean when you say it's not even close?

Terry: Our lab does an analysis of the concrete pavement design and the asphalt pavement design and the 35-year lifecycle, and brings them back in, looks what we estimate it would be to be the asphalt and the concrete. And if asphalt is just so much cheaper, even with the lifecycle cost analysis, we don't bother. So we always do the analysis -- or at least recently we've done the analysis. This is one of the first ones that ever came out close, and we chose to do this. I will mention as well, we have been under, I won't say pressure, but influence by both the concrete pavement and the asphalt pavement industries to do this. And this is considered a fair way to compare the concrete to the asphalt by using a lifecycle cost analysis over the 35-year period.

Sandoval: So if they were close, why didn't we just bid it out as a concrete job?

Terry: Well, I guess, as you can see, they came out very close. Two bidders bid concrete, two bidders bid asphalt. We saw it was going to be competitive. We put that in there for that reason. So, we made the choice to bid -- and frankly, we're looking at other projects in the future to bid in this same manner. So, if they're nowhere close, we don't bother, but in this case, due to the volume of trucks over the 35-year period, it looked like a reasonable analysis on this project to bid it out this way.

Sandoval: And how did the rest of the project get bid, not our project but the RTC piece?

Terry: The RTC piece was design-build, not design-bid-build. So, there was a pavement design in there, and that pavement design was asphalt. Our lab did run that project asphalt versus concrete. They did not come out as close as this one because that does not have the volume of traffic that this stretch

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does because it picks up the 95 traffic, and it would've been quite a substantial lifecycle cost analysis to add to it, and the decision was made to bid that one just asphalt.

I will note, this concrete section does tie to the current concrete section on I-515, that comes out of Henderson.

Sandoval: Okay. Questions from Board members? Mr. Controller and then Member Savage.

Knecht: Thank you, Governor. A couple of quick technical questions. In Attachment "A" we have an \$88.5 million engineers estimate, and I saw elsewhere a reference to \$85 million to \$100 million, but I didn't see the development of the \$88.5 million estimate. With the range of 83 to 92 or 92.5, can you comment somewhat and explain how it is we came to 88.5 and had the good fortune to come in low with the two bids, one of each I might add?

Terry: I'll try to answer your question, and I'll give you a couple of things. One, the \$88,460,000, that is our estimate for the concrete alternative. We did have an engineer's estimate for the asphalt alternative. Our policy that has been in effect for a number of years, is we do not release the exact engineer's estimate, we release a range. And so, the range you talk about is the range that we release to the teams, and we do not give them our exact engineer's estimate. Of course, we know what it is and we put it in the Board packet then, what our actual estimate is. So, we release the range, and we give this Board our actual estimate, and we do not release that actual estimate to the bidders.

Knecht: Fair enough, and that's good practice, but you do release the quantities in the bid package, right?

Terry: Oh, yes. Highway jobs are not really bid like some other -- like vertical construction jobs. We give them all these quantities, they give a price on each of these quantities, and they all add up to the end to who wins. Whereas in vertical construction, they simply -- they would bid \$82 million, and you wouldn't get any kind of break out. This is how highway jobs are bid, and it is the extension on every single item. Just the same, we don't

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give them our exact engineer's estimate, nor our exact price for every one of those items.

Knecht: I noticed that. If I may continue, Governor. In the comparison that developed the LCEF, the lifecycle cost add or whatever you want to call it, the \$3,568,770 for asphalt, you have the NPV, the net present value, for both asphalt and concrete. And I understand everything you said about the closeness and the reason to bring forth both alternatives or to put out for both alternatives and bring them forth. I think that's good practice. As someone who has written and testified on discount rates and net present values, I've got to ask you, what nominal discount rate did you use to get to those present values? Because when it's this close, basically \$83 million to \$83.568 million, et cetera, when it's that close it could make a difference.

Terry: I'm going to have Darin, who is the head of our materials and testing, answer that, and we even have, if need be, a short presentation on how the lifecycle cost analysis was done.

Tedford: Good morning, Governor, members of the Board. My name is Darin Tedford, Chief Materials Engineer. Mr. Controller, we used 2.8 for our factor. Excuse me. The percent that we used for our discount is based on a 30-year treasury bond. That's advice from FHWA, the origin of the desire for using lifecycle cost analysis and this equivalency factor.

Knecht: You used a nominal 2.8%...

Tedford: Correct.

Knecht: ...per year. If you had used a higher rate, then indeed that \$3.6 million differential would have shrunk because you have, basically, \$4.1 million on the asphalt and \$600,000, more or less, \$561,000 on the concrete.

Tedford: I believe if we used a higher rate, that would indicate more inflation -- more interest, I'm sorry. More interest, so yes.

Knecht: More interest, a higher real rate.

Tedford: That's correct.

Knecht: And if you did that, the adder, the 3.6 would have shrunk.

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Tedford: That's correct.

Knecht: Okay. That does give me pause, although I would like to see, at your convenience outside the meeting, I'd like to see that present worth analysis...

Tedford: Absolutely.

Knecht: ...to satisfy my curiosity. The other item I have here is a question about the -- I'm having trouble giving you a page reference, but we've got a memorandum here from Jenny Irely, BRAT Summary Report from 3579 and 3580, and it says that some of the bid items were mathematically unbalanced. The proposal bid prices were evaluated and determined to be acceptable, quantities were verified, and no errors were found. And then we've got four pages of fold out price sensitivity report right behind that, which shows the significantly unbalanced column and the other key columns there for the two concrete alternatives. What's the technical definition, if you will, of significantly unbalanced, and what's the basis for that determination, yes or no, on each item?

Terry: Once again, John Terry, Assistant Director for Engineering. Our BRAT Committee is bid review and analysis, and they go through and review every bid and frankly, almost every bid, at least every significant bid, has these issues, which our BRAT team sees to be unbalanced. And by unbalanced is, they are significantly above or below the range of engineers estimate that we would assume for that specific item, based upon our historical knowledge of those items.

Knecht: Okay.

Terry: Again, as I described to you, highway projects are bid in this matter, that it is the sum total of your price on every item, and I will pay -- and then we pay them on that item price all the way through. They unbalance them. They move prices around. We look very closely at whether we have any quantity bust or perceived bust that they are taking advantage of the system, and we did not see any example of that in this case.

Knecht: Two final questions. The first one is, on the significantly balanced column, I understand what you said about high and low, especially on a logarithmic basis. You come up with a yes or no on each item, but with lots of yeses in

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that column, we end up, apparently, saying there's no significant overall imbalance. Is that a statistical phenomena that once you add up the pluses and minuses, they, kind of, cancel each other out?

Terry: I wouldn't say it's statistically based. I would say it's judgment based, and often we ask the designers to again review that critical quantity to see if there's any competitive advantage that would be gained by that. I wouldn't say it's necessarily statistically based.

Knecht: Okay. So on the question of competitive advantage and whether our engineer's estimate has hit things right or as well as we reasonably can for the process, that may answer my final question which is, why do we compare the two concrete, which are the high and low bids instead of the low concrete and the low asphalt? And I presume that the answer, and you'll tell me if I err, the answer is that you really can't compare quantities there and glean from a comparison of those two bids any information that would help you with feedback for the engineer's estimate.

Terry: Okay. Part of the problem is, when you big the concrete and the asphalt, there are many quantities that are different because of that. It's not just one or two. The BRAT team, in its deliberations and going through the bids, did evaluate one against the other, specifically the low asphalt against the low concrete, and discussed if there were any unbidding that was done. But you're correct in that the form that we provided to the Board, which is the form we do on every contract, specifically addresses the concrete against concrete. But I can tell you, as an attendee of the BRAT meeting, that we did look at the concrete against the apparent low asphalt.

Knecht: Thank you, Mr. Terry. And Governor, thank you. With those answers, I'm going to make a leap of faith, and even though I can see how the Las Vegas Paving Corp., second lowest bid, could with a discount rate adjustment, actually drop down below the concrete option, I'm ready to support the staff recommendation.

Sandoval: All right. Thank you, Mr. Controller. Member Savage.

Savage: Thank you, Governor. And a couple of questions and a comment. First of all, thanks to Mr. Director and Tracy and Jenny, as well as Dennis Gallagher. We had a briefing last Thursday, scrubbed a lot of my questions

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on this issue. But the Governor did bring up a point, and I need a little bit of clarity, as this has not been done before by the Department, this bid delivery.

Terry: That's correct.

Savage: And is there any way moving forward to get clarity on -- I guess what I'm saying is, contractors are not able to bid both because of the complexity of the bid format. So would the Department have an opportunity, moving forward, to say, if we have a base bid with add alternate or a deductive alternate for asphalt. Because in this scenario, we have two people bidding concrete, two bidding asphalt, none of which bid both. And I don't know if there's an opportunity for a different delivery so that we can ensure that, from a Board's perspective, that we're looking at the best value, at the end of the day, on a bid form.

Terry: As you and I'm sure Member Martin are aware, vertical construction often does bid jobs like you described, with a base bid and with bid alternates to add to it, often times to fit a budget. We certainly have not done that, nor have I seen other highway agencies that have done their design-bid-build with additive items to fit a budget, as you described. I'm not saying it couldn't be done. In this case, it would've been extremely difficult because, like I said, so many individual items were affected by this different pavement section.

We will consider it moving forward, but there are issues with trying to do that. We felt this was a fair way to compare one to the other and give a competitive chance for both industries. Well, yeah. I mean, in essence, yes, what he's saying is they could have bid on both, but why would they? They would know which of their two bids win. They would only submit one of them.

Savage: But I think as a contractor on the other side, it's very difficult to bid both during bid time on the same day, because of the different quantities and the different line items.

Terry: Understood.

Savage: Almost physically impossible.

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- Terry: Understood.
- Savage: So I would really ask the Department to thoroughly investigate the different deliveries moving forward. Second question I have. Is the apparent low bidder, did they satisfy all of the DBE requirements and listings and confirmations of their bid?
- Terry: That's not me. Tracy or Rudy?
- Malfabon; I will respond to that. So, as part of the analysis, we do confirm, per the code of federal regulations associated with DBE rules, we confirm that through quotes received from the DBE companies listed by Fisher, that they did indeed meet the goal.
- Savage: They did? Thank you, Mr. Director. And the last question I have is the warranty on the concrete, if we are to move forward with that. How does the warranty from the concrete differ from the warranty of the asphalt?
- Terry: Again, unlike the vertical world, we really don't do warranties. We get the quality that we desire by extensive testing and oversight of our contractors, while we project 35-year life of our concrete, and in this case 35-year of our asphalt design with future overlays. These are not based upon a warranty that get from a contractor in any means for our pavements. We do not get warranties on our pavements from contractors.
- Savage: So if cracks were to develop on the concrete, within a certain time period, those cracks will remain without the contractor making good on those cracks?
- Terry: I would say that's correct.
- Malfabon: Typically, what I've seen, is on concrete pavements, when they develop -- before the project is accepted for maintenance, they're mandated to go out there and repair those cracks. I also wanted to add that it's critical for us to check every joint, so the placement of the dowel bars at each joint of the concrete pavement are checked using specific equipment that we check 100% of the joints. So we make sure that we have the quality of the concrete pavement that we desired and specified.
- Savage: Okay. Thank you. That's all I have, Governor.

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Sandoval: Other questions from Board members? Any questions from Southern Nevada?

Male: No, sir.

Sandoval: I have one follow up. Oh, Mr. Lieutenant Governor.

Hutchison: Thank you so much. Just a couple of quick questions. Mr. Terry, so Nevada is doing this for the first time in terms of applying this lifecycle equivalency factor analysis. Do other states do that? Are there other municipalities that do that, or is this something that you see in the industry?

Terry: Yes, it is done throughout the industry. Yes. They can't...

Hutchison: Why haven't we done it in the past if other states, other municipalities have done it as a practice?

Terry: Well, again, our normal practice has been for our materials lab to run the analysis up front and give us, the front office, a decision of which concrete type to do, and we move forward. We have learned from other states and through industry, that this method is available, and we would like to use it here, as well as moving forward in the right applications.

Hutchison: And is that method more prominent among states and municipalities, or is it sort of a minority practice, that there aren't as many states doing this and in fact, many states don't do it? I mean, I'm just trying to understand, I mean, are we among a handful of states doing this, or are most states doing this and we weren't?

Tedford: For the record, Darin Tedford. Lieutenant Governor, I believe that the impact of asphalt prices rising and cement prices being stable or lowering slightly, is bringing more and more projects of this size, significant projects, to have similar bids. So you're going to see -- we're going to see from the industry -- as we were talking about the engineer's estimate and the contractor's bids. We keep track of all of those. We use prices from bids that contractors have submitted to develop our future engineer's estimates, and as we see the asphalt prices going up and cement stabilizing, those costs are becoming more similar.

So, as Mr. Terry said, in the past where we've seen 20-25% difference in the initial cost of these projects, those prices are coming closer together. So, if

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we can use this lifecycle equivalency factor to account for what we're going to pay for in the future for asphalt versus cement -- versus concrete, and save the state some money in the future, that's what we'd like to do. And, I think for as many as we see now from municipalities or other state agencies, you're going to see more because of the price fluctuations.

Hutchison: Okay. And, I'm glad you're up there, Mr. Tedford. I just wanted to follow up with your discussion with the Controller about the discount rate. And I think the conclusion was that if a higher discount rate was used, then the LCEF would be lower, and that could affect who actually won the bid. But I think it's important that you establish for the record why it is that you used the 30-year U.S. Bond rate and is that within industry practice. I mean, is that good, sound economic policy that's being applied to the LCEF analysis?

Tedford: I believe it is. I believe we worked with the previous Controller's office and through our accounting division to establish, or basically concede that we would use that number. It's recommended by the FHWA, and it comes down from economic practice and other national guidance that we use that number, reflective of what we would experience as a difference. A discount rate basically, being the difference between inflation projected into the future and interest rates that would be gathered from the future.

Hutchison: So is it fair to say that this 30-year U.S. Bond rate is not only sound economic practice, but it's also clearly within the industry practice, when you're applying this lifecycle equivalent factor analysis?

Tedford: Yes.

Hutchison: Great. Okay. Thank you very much.

Tedford: You're welcome.

Hutchison: Thank you, Governor.

Sandoval: All right. Thank you. And Mr. Terry, one other question that was prompted by the discussion. Did the bidders who were bidding gravel know that there was going to be a lifecycle equivalency added onto their bid?

Terry: Yes, absolutely. And in fact, if you look in the attachment where we have the second sheet behind the photo, we have almost at the bottom of the page the exact quote that was in it. It was in both the concrete and the asphalt

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alternative, right up front, in the notice to contractors, that you would have this amount added, and it was in both up front. And I will say as well, this project had what we call a mandatory pre-bid meeting. In other words, you can't bid if you don't go to the mandatory meeting, and at that meeting, this number was discussed, as well as revealed.

Sandoval: And the formula for how it was going to be determined was revealed as well?

Terry: I believe we shared that formula with industry, but as far as bidding goes, that formula had -- we just gave them the number in the formal bid documents. In other words, industry knew how we came up with it, but in the formal bid documents, it was simply a number with this description.

Sandoval: Okay. Other questions? Member Fransway.

Fransway: Just one quick question relating to Southern Nevada RTC, and their portion of the project that obviously they're going to melt somehow. If we choose the concrete option, will that have an effect on what the RTC does? It won't. Okay. So if you were...

Sandoval: I guess, just for the record, Ms. Quigley is shaking her head. Why don't you come on up, please.

Terry: I believe I can answer that one. I believe I can. Again, John Terry. We took a specific line between our project and the RTC's project. In fact, we moved the limits so that there's no ramps tying in at that point.

Fransway: Okay.

Terry: And we have accommodated for this, and essentially, there will be a point in the pavement where the concrete ends and the asphalt starts, and we believe either option could have been accommodated and has been.

Fransway: Okay. And so, they are compatible in that regard then?

Terry: Yes, sir.

Fransway: Thank you, Mr. Terry, and thank you.

Sandoval: Other questions? Any further questions from Southern Nevada?

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Male: No, sir. Thank you.

Sandoval: Okay. If there are none, Chair will accept a motion.

Knecht: So moved.

Sandoval: Controller has moved for approval of Agenda Item No. 5, and that would be for contract number 3580 in the sum of \$82,999,999 for Fisher Sand and Gravel. Is there a second?

Savage: I'll second.

Sandoval: Member Savage has seconded the motion. Any questions or discussion on the motion? Hearing none, all those in favor say aye.

Group: Aye.

Sandoval: Opposed, no. Motion passes unanimously. We will move on. Are there any further items on Agenda Item No. 5?

Malfabon: No, sir. That's it.

Sandoval: All right. Then we'll move to Agenda Item No. 6.

Nellis: Thank you, Governor. Again, for the record Robert Nellis. There are three agreements under Attachment "A" that can be found on page 3 of 26, for the Board's consideration. The first is in the amount of \$2,400,000. This is for the Traffic Incident Management Coalition that will enhance responder safety, quick clearance, and reliable inner agency communications. And just a quick note on that is that amount of \$2,400,000 is not a lump sum, but is billed hourly so we may not spend that amount.

And then item number two is in the amount of \$2,113,133. This is to develop preliminary engineering and project management assistance to determine the funding requirements of the proposed expansion on the I-15 and 215 system-to-system interchange. And finally, item number three is amendment number one, to increase authority by \$475,000 for continued legal support regarding the Blue Diamond overpass dispute.

And Governor, that concludes the agreements for consideration under Agenda Item No. 6. Does the Board have any questions for the Department?

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- Sandoval: Questions from Board members? Member Fransway and then Member Savage.
- Fransway: Thank you, Governor. Mr. Nellis, I see where item number three is a not to exceed (inaudible); is that correct?
- Nellis: That's correct. Is that correct? That's correct, Member Fransway.
- Fransway: Thank you.
- Sandoval: And just while we're on that one and then I'll go to Member Savage, what's the amount in controversy for that matter?
- Gallagher: For the record, Dennis Gallagher, counsel for the Board. This action, the plaintiff is seeking from the State of Nevada over \$40 million.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. Just two questions, Mr. Nellis, on item number one regarding the traffic incident management agreement. I know we've had this in the past, and it says throughout the document, "The Department has a goal to have these conditions self sustained." And, I didn't know that that goal might be by the Department. This contract goes through 2018, and the way I read that, it was the Department's goal to have this incident group or coalition be self-sustained, and I didn't know what the Department's goal would be for that year.
- Nellis: Denise Inda will answer that question, Member Savage.
- Inda: Good morning. For the record, Denise Inda, Chief Traffic Operations Engineer. Governor and the Board. to address Member Savage's question, what we meant by sustained was that currently we're going to have some support and assistance for facilitation and management of the program. But that as we develop internal champions within the department, as well as with the other partner agencies, we want this coalition, this effort, to be managed and championed by the public agencies themselves, and we're just not quite there yet.
- Savage: All right. Thank you, Ms. Inda. And while you're there, can you provide a couple of examples over the last few years, of what TIM implementation has occurred?

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Inda: Yes, Member Savage. By that, I'm assuming you mean some successful things that have come out of the TIM coalition?

Savage: Exactly.

Inda: Correct. Thank you. We've had a variety of positive things come out of this. The most recent one happened on I-80 where -- and I'm going to look at my note a little here -- it was on I-80, east of Sparks, and we were able to open up the freeway, the interstate, which was completely closed because of a situation where a commercial vehicle, a truck/trailer, had a crash and had closed the road. By working very closely with the county coroner, they allowed the vehicle with the deceased person in it, to be moved out of the travel lanes themselves. It enabled the coroner and the other involved emergency responders to conduct their very thorough and very necessary investigation, while allowing Interstate 80 to be reopened. It shortened it by several hours. And, we all know how much commerce and travel time can be impacted on an interstate with those kinds of things.

We had similar improvements with the coroner down in Clark County when TIM was initiated. It was simply a matter of the highway patrol understanding the right timing to notify the coroner. They didn't want to call the coroner early because they didn't want to keep the coroner waiting, whereas the coroner said, no, call me early, I can put the priorities in place, and that way they could respond in a timely time frame and really get the quick clearance to occur. And opening the roads and getting the incident and all of the people responding to the incident out of the way sooner, it increases safety for a huge amount of people; the responders, everyone who is in that roadway behind that crash, because the longer they're in the roadway, the higher the chance of a secondary incident occurring. So, there's some really big savings safety wise, dollar wise, et cetera. Does that address your questions, Member Savage?

Savage: Yes, it does, Ms. Inda. So, a fact on point, this is about safety.

Inda: Absolutely. That's the primary purpose of this program, is improving safety.

Savage: Thank you very much. That's all I have, Governor.

Sandoval: Mr. Controller.

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- Knecht: Thank you, Governor. And Mr. Nellis, one question on the legal item, the third one, and then another question on the second one after that. The question on the legal item is this. We're going from \$280,000, going up by \$475,000 to \$755,000. It doesn't say so expressly here, but my assumption is that essentially we bid this originally assuming we would settle or something that is a limited scope of legal services, and now we get to the event, there's \$40 million at stake, and the people want to litigate. And so, the reason for this extra \$475,000 is, we're going to court. Is that a fair summary?
- Gallagher: For the record, Dennis Gallagher, counsel for the Board. That is precisely correct. We are scheduled for a four-week trial. It's on a stacked calendar, which means we may or may not go in April, but it's a very contentious case.
- Knecht: Thank you. That's helpful to have on the record. At pages 22 and 23, for the second item, we have an estimate of hours and direct expenses. And what's interesting is that the NDOT man hours were at 9,830, the service provider was down at 7,719, and we ended up at 7,066 even 10% lower there almost. On the other hand, the direct expenses went up from \$474,000 to -- excuse me, we were at \$474,000 with a bunch of things that the bidder added that got us to \$849,000, and we ended up at \$933,000. Can you explain to me how; "A", we got down on the man hours; and how, B, we so far undershot by about 50% or more, nearly 50%, the actual direct expenses?
- Terry: Again, John Terry, Assistant Director for Engineering. Because on our cost plus fixed fee agreements, sub-consultants are direct costs. And so, that can be very much affected by if that particular consultant uses sub-consultants for a significant amount of the work, they fall under direct expenses versus man hours of the prime consultant. So we have to compare the two when we negotiate to get to the bottom line. That essentially explains the difference in those two.
- Knecht: Just a brief follow up, Governor. I understand and accept that, and it's helpful that you explained it. Where were we on this one -- we came in a little bit higher than the original estimate or 10% higher or something like that.

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- Terry: Yes. And if I could answer that if you go to the very first page. What happens in our system is first, we decide we're going to go out to consultants, and in this case, this is the interchange of I-15 and 215, and we have a lot of traffic analysis and other things have to be done. They submit and request the Director give them a budget for that. In the time between he signed this and we went through the whole procurement process; frankly, we tweaked the scope and added a little bit to it. Our estimate and their estimate reflects that. These are some things we wanted to do in terms of traffic. When they got done negotiating, they were more than they had gotten approval to, and we went to the Director and had him approve increasing that budget, and that's why it's reflected that way.
- Knecht: Thank you, Mr. Terry, and thank you, Governor.
- Sandoval: Other questions on this agenda item? Any questions from Southern Nevada?
- Hutchison: Yes. Thank you, Governor. I'm going to start with item number three, and Mr. Gallagher, this is probably best addressed by you. A couple of just quick points here. You said that we're scheduled to go to trial in April. This is probably the first setting though, right? So the likelihood of us going to trial in April are probably about zero if it's our first setting.
- Gallagher: That is correct, Lieutenant Governor.
- Hutchison: And so I would expect then, and you would expect, to come back and amend again to provide for additional legal fees. Just trying to keep it real, right? I mean, we're not at the end of the road here, and unless we settle, the likelihood of going to trial in April is nil, which means it's going to extend on probably, in my experience, another year or two. And so, you fully expect that there's going to be additional legal resources required on this case?
- Gallagher: This figure was arrived at looking at anticipated motions following the close of discovery through trial. So hopefully, I will not be back before the Board, but all things are possible. But I hope not, at least not on this case.
- Hutchison: Okay. Can you just give us -- and again, if you want to tell me off line, I'm happy to talk to you off line, Mr. Gallagher. I don't want to compromise any confidentiality or strategy. You just tell me. But can you tell if there's been

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any efforts to settle the case? In other words, has there been any mediation attempts? Have there been any settlement conferences with the judge? Anything in terms of the parties trying to get together? Or do you sense this is a case that the plaintiff is just going to stick and hold fast to the \$40 million figure, and you're going to trial?

Gallagher: Lieutenant Governor, the prayer for relief has been in excess, or the demand has been in excess of \$40 million. This deals with a large piece of property that sits between Las Vegas Boulevard and Interstate 15, just north of, I believe it's Windmill. The developer or property owner bought some property for NDOT that was adjacent to his property giving him, I believe it's a 66-acre parcel. His allegations are breach of contract by NDOT, various torts, inverse condemnation, misrepresentation claims that we've had dismissed out. He has made one overture for a potential settlement of, I believe it was about \$18.5 million on the condition he kept the property.

Sandoval: That's a pretty good deal. Yeah. What is our appraisal on the property?

Gallagher: Well...

Sandoval: I want to make sure I get that. So, I get \$18 million, plus keep the property?

Gallagher: Yeah. So, we're always open to negotiate these settlements, but so far on this matter, there hasn't been a lot of realistic movement, so we have been preparing for trial. Just last week, Mr. Terry and the Director had the privilege of having their depositions taken, and even after that, they didn't authorize any additional funds for settlement.

Hutchison: Okay. Have there been any mediation sessions yet or settlement conferences with the judge?

Gallagher: No, there have not.

Hutchison: Do you anticipate at some point that happening? And I understand it's all strategy, and you may not, as I said, answer that on the record, but just interested to know if there has actually been a third party intervening here to try to inject some reasonableness in the process.

Gallagher: We hope to get there.

Hutchison: Okay. Fair enough.

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- Gallagher: And I've got no qualms about discussing that publicly. I would invite the plaintiff and plaintiff's counsel to join us.
- Hutchison: In a very public way, we're going to invite them to join un in being reasonable on this case. Mr. Gallagher, thank you. And Governor, I just had a couple of questions on item number one, if I may.
- Sandoval: Please proceed.
- Hutchison: Thank you very much. And I guess I could kind of sum up my thoughts about -- really all of my questions and try to really expedite my questions on this and that is; it seems like this is an ongoing program, which has already been demonstrated through questions before. The TIM coalition program very helpful, very successful with traffic safety and public safety, and I get the sense that this is sort of a temporary thing, that we're just trying to use consultants to really maybe educate and provide experience for personnel within NDOT. We've got a four-year contract here, \$600,000 a year. And I guess maybe the way to sum up my question, and whoever wants to take it can certainly take it, is this way: why is it a better use of our resources to enter into a four-year, \$2.4 million contract, in order to promote and to manage this TIM coalition effort rather than trying to maybe have a shorter term contract, maybe a two-year contract, and then see if we can do that in house? And does that save money if we did go that route?
- Malfabon: I'll respond to that, Governor. Lieutenant Governor, we definitely -- if we get the structure in place and we can take this over on our own, we would do so and we have the means in our contract that allows us to do so.
- Hutchison: Short of the four-year contract life?
- Malfabon: Yes.
- Hutchison: Okay. Great. Then that answers a lot of my questions. And I take it, Mr. Director, that's the direction we head -- that is my sense of the briefing on this.
- Malfabon: Yes.
- Hutchison: So we've got a four year contract. You're all trying to take this in house. We may bring it in house in a year or two years or three years, just

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depending on how quickly we can get our personnel educated and trained, and up to speed.

Malfabon: Exactly.

Hutchison: Wonderful. Okay. Thank you very much, Mr. Director. Governor, thank you.

Sandoval: And just a follow up on number three. Mr. Gallagher, have we done an appraisal? And again, I don't want to get into any confidential information, but what was the appraisal on that piece of property?

Gallagher: The portion that he bought from NDOT years ago was appraised. Unfortunately Governor, I cannot think of what that appraisal was. I believe it was (inaudible).

Sandoval: Say that again.

Gallagher: I believe it was over \$20 million. (Inaudible). The exact figure escapes me. I should point out too, the...

Sandoval: Just a second. In Southern Nevada, your mic is still on. Thank you. Yeah, would you repeat that, please? Mr. Gallagher.

Gallagher: Governor, I'd like to point out to the Board, in this matter, the state has filed a counter-claim against the land owner for breach of a settlement agreement that had been entered into at the time we sold the property, as well as for attorney's fees.

Sandoval: Board members, any further questions with regard to Agenda Item No. 6? If there are none, the Chair will accept a motion for approval.

Skanche: So moved.

Sandoval: Member Skanche has moved for approval...

Fransway: Second.

Sandoval: ...of the agreements over \$300,000 as identified in Agenda Item No. 6. Member Fransway has seconded the motion. Any questions or discussion? All in favor say aye.

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- Group: Aye.
- Sandoval: Opposed, no. Motion passes unanimously. We'll move on to Agenda Item No. 7, contracts, agreements, and settlements.
- Nellis: Thank you. Again, for the record, Robert Nellis. Governor, there are two attachments under Agenda Item No. 7, for the Board's information. And beginning with Attachment "A", there is one slurry seal contract found on page 4 of 9. The project is located on U.S. 93 in Lincoln County and Valley Fire State Park in Clark County, to micro surface existing roadways. There were two bids, and the Director awarded the contract to Intermountain Slurry Seal Incorporated, in the amount of \$1,538,538. Does the Board have any questions for the Department regarding this contract?
- Sandoval: Let's move on.
- Nellis: Thank you, Governor. There are 27 executed agreements under Attachment B, found on pages 7 through 9 for the Board's information. Items 1 through 5 are cooperative and interlocal agreements; 6 through 10 are acquisitions and appraisal, an event contract and two facility agreements; 14 through 16 are leases and a property sale; and items 17 through 27 are right-of-way access and service provider agreements. And Governor, that concludes all of the items under Agenda Item No. 7. Does the Board have any information for the Department on any of these agreements?
- Sandoval: Board member questions? Member Savage.
- Savage: Thank you, Governor. Mr. Nellis, three questions or comments beginning with item number 23. With the DBE program assistance, who is ACC Inc.?
- Nellis: Tracy Larkin-Thomason, Deputy Director for Southern Nevada will respond.
- Larkin-Thomason: It is Airport Concession Corporation, but because they -- because that's when they started doing -- it's a DBE support system, and we have such a backlog right now that we entered into an agreement with them. They're used by the other certifying agencies. They're very familiar -- other certifying agencies within Nevada, and they're also very familiar with our DBE program and all the federal regulations. But they use the initials now, as opposed to the full name.

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- Savage: So are they a consultant or a man power tool?
- Larkin-Thomason: It's a DBE firm. It's a consultant firm.
- Savage: It's a consultant firm. Okay. Thank you, Tracy. And two other questions on point. Item number 26, for the laundry of \$208,000; was that a bid item? It's a lot of laundry.
- Sandoval: Which one were you on?
- Savage: Item number 26, for the laundry services of \$208,000.
- Sandoval: Yeah. For laundry of laundry, not money, right?
- Malfabon: Governor, to Member Savage, this is a bid.
- Savage: That was low bid?
- Malfabon: Yes, low bid.
- Savage: Okay, low bid. And the last item, for the decorative rock, again, it just stuck out. Why is there an out of state contractor doing decorative rock in downtown Las Vegas?
- Male: We were afraid you might ask that question, Member Savage. I don't think - - do we have an answer to that one? I don't think -- that was just the low bid.
- Malfabon: Yes. This again is the low bid to place decorative rock. In this area, near Washington and I-15, we just completed that F Street project at I-15, so we wanted to make it look nicer in that area, entering into the F Street project, which has a lot of aesthetic built into it. So it was...
- Sandoval: No, we get that part. I think the question is, do we have to take the low bid, or is there a local bidder preference on contracts this small?
- Malfabon: Oh, I see. On contracts this small, this is using the quote process or informal bid process, which is allowed by Nevada Revised Statue, so any projects that are less than \$250,000, we can do a rapid bidding process, just requesting quote from three or more bidders.

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- Sandoval: All right. Again, the question is, are we bound by the low bid, or can we give some consideration to doing this work to a local contractor even if that local contractor is not the low bidder?
- Malfabon: I'll have to look into that with legal, Governor. But typically, we have -- since it's state funded, we can do that. We just have to make sure that the bid documents would state that, and see if that's in line with NRS.
- Savage: So the question -- it's an informal bid, so you go out to three or four different contractors to get the bids, but why not a state contractor? That's my frustration, and I think it's quite evident here. So I think the Department needs to...
- Malfabon: I don't know. Mary, do you have any information? Mary Martini in Southern Nevada (inaudible), or is that just the name of the local contractor?
- Martini: So, for the record, my name is Mary Martini. I'm the District Engineer for District 1, which is Southern Nevada. Basically, the quote system, we have a number of contractors that put themselves on the list. We let them know that we're going out for a quote. We solicit the quotes. When the quotes come in, we basically take the low one. Our understanding is that we can apply out of state penalties, I guess, but we haven't done it. And in this particular case, we received a small number of responses, and our normal contractors that we see locally actually didn't respond.
- Malfabon: Thank you, Mary.
- Sandoval: Follow up? Member Skancke.
- Skancke: We're giving away money and there weren't any local contractors? Did I understand that right, Mary?
- Martini: Yes, you did. We can give you the exact number of people that submitted bids, but we're actually seeing that the smaller projects are not as responsive as they have been in the past, and the prices are actually creeping up significantly.
- Sandoval: Okay. Mr. Controller, on this item. We're still on Mr. Savage.
- Knecht: I have one on item 7, going back to the...

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- Sandoval: Okay. I wanted to wait until Member Savage had completed all of his questions before I go to you.
- Savage: Thank you, Governor. I think it's just evident that the Department has to do a better job in outreach with local contractors on informal bids, to ensure that the dollars are kept local. Thank you, Governor.
- Sandoval: I guess I'll highlight that. But if they're close, I just don't see any reason why we wouldn't go with the local. And I would hope that we keep an eye to that on these smaller contracts that are exclusively state funds. I get that when there are federal funds involved, that we're required to take the low bid, but if it's a state contract and one of our locals is close, that we really look hard at that.
- Malfabon: Governor, we'll look into enacting that, see what NRS allows.
- Male: If I'm not mistaking, Governor, if it's state funds, there is -- and you have a local provider and an out of state provider, there is a 5% bidder's preference within the State of Nevada on any project that has state funds in it, and that applies to county, state, city, all the government-related entities. And I think it's -- I won't quote the statute.
- Sandoval: All right. Well, if we can look into that and we don't -- this is an informational item, but I don't know if this contract has been let yet, but if it has not, that we could take another look at it.
- Malfabon: This one was let, Governor, but we will look at it.
- Sandoval: Okay. All right. Mr. Controller.
- Knecht: Thank you, Governor. Very briefly, back on page 4 of item 7, the award to Intermountain Slurry Seal, the engineer's estimate was almost 2.3. We got off for 30% or one-third less than that, something like that at 1.54. How did we do that?
- Terry: Again, John Terry, Assistant Director for Engineering. And some of the other Board members are aware of this issue, we struggle on the engineer's estimates on what are almost single quantity, very rural projects. We're trying to do better, but our engineer's estimate for these type of items in a very rural area are problematic, and our engineer's estimates aren't very

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good. But I will say, the two bidders were very close to each other, and we considered them reasonable bids.

Knecht: They were both lower. I guess it's what the economists would call a thin market phenomena in the rural areas. Thank you, and thank you, Governor.

Sandoval: Any questions from Southern Nevada?

Male: No, sir.

Sandoval: All right. I want to move to contract number four, which is research. I'm not questioning the university, but it says, "Taking bridge innovation into the field statewide," and \$125,000 for that. Do we need that?

Malfabon: I believe this was on the list when we had the short list of research projects that were selected. The Research Division at NDOT does not enter into an agreement unless it was on that list of proposals. The proposal process is that the technical reviewers at NDOT rank them. I don't think that I can gather from the title, everything that's involved in it, so I would have to look into that, Governor, and provide any more specific information about what the benefits are. But as I said, we rely on technical reviewers from Bridge Division. I don't know if there's anybody in the audience from Bridge Division that could respond to the benefits of this research or from Research Division. Seeing none. Did you have any more familiarity with the benefits of this topic or would we have to reach out to Bridge Division?

Male: (Inaudible).

Malfabon: Okay. So, it looks like we have (inaudible).

Sandoval: No, it just may be. The way it's entitled makes me question whether -- is that -- it seems that it's research for the sake of research, and is there a benefit for it.

Larkin-Thomason: Governor, for the record, Tracy Larkin, Deputy Director for NDOT. I believe this is the one where we're looking at using some innovative ones from another state that looks like -- a precast -- like using a precast as a form work over there. But in other states, they have different criteria that is over - - it was from, like, Western Texas. It has a different overriding factor. So I believe one is looking at how we can use that innovative, what do I want to say, work method here, but with a seismic factor in it and see if...

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- Sandoval: And we can't figure that out in the Department?
- Larkin-Thomason: That's not my area. I was trying to help.
- Sandoval: And then the other one, we're spending -- and this is contract three. We're spending \$125,000 to determine whether the -- to help the department allocate the limited resources most effectively and efficiently; Douglas, Clark, Washoe, Pershing, and Esmeralda. So, I guess what it makes me wonder is, if we've got limited resources, are we spending \$125,000 of that - - what are we spending another \$125,000 to figure out there?
- Malfabon: The benefit cost studies are something that is required. We can look, Governor, at what we can do in house, but typically these contracts with both universities have them perform the benefit cost analysis for the Department on larger projects that we have to report to the legislature on. But I don't know what specific project in those other counties typically -- most of the projects are in Clark and Washoe, Storey County more recently, and Carson. But this is a contract with UNR, we have one with UNLV, to provide these services on an ongoing basis to calculate benefit costs on various projects.
- Sandoval: And as I said, I don't want to go through all of this again. I just want to make sure that we're getting benefit out of this research, and we're not just paying for -- it's my understanding, for some of these at least, is it's the researcher who approaches up and says, here's some research that might be beneficial, and then we say okay, and we pay for it. I just want to make sure we're getting -- we're using it.
- Malfabon: Yes, Governor. And I think it's along the lines of the Lieutenant Governor's point, is that if NDOT can do this work in house, then we should start weaning ourselves off of outside service providers, whether it's the university or a consultant.
- Sandoval: Yeah, I don't want to be doing research to validate things that we already know or have a pretty good idea of. If it's meant to meet some type of reporting requirement for the legislature or the Federal Government, and we don't have the in house capability of doing it, I can see that. But...

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- Malfabon: I believe that's the case for this. It's not research. It's to perform the studies instead of going out to a consultant service provider, which would be more costly. It's to use the university, which is much more cost effective.
- Sandoval: And then on number two, that's existing research that we're extending and that's, in my mind, if we're spending this money, the research should be finished in a timely manner.
- Malfabon: Agreed.
- Sandoval: Okay. That's all I have. Board members, any further questions with regard to Agenda Item No. 7?
- Male: Governor, Mary has a clarification on that one item regarding Arizona Civil Contractors.
- Martini: Yes. Arizona Contractors is actually a local company. They were all local companies, and the other two bids -- there was the next higher one from ENM at 199 and LVP was at 344. But Arizona Civil Contractors is a local firm; just the name.
- Sandoval: That solves that problem, but it's an interesting name. Yeah. All right. Member Fransway, did you have a question?
- Fransway: I did, Governor. It's basically a follow up on your comments. I believe that what we're after here, relative to any items, specifically the research, is that we're not doing something that is frivolous. And I believe that what need to do is make every effort to make sure that when we are approached by a vendor, that we definitely make sure that it is in NDOT's best interest to proceed with an expenditure. Thanks.
- Sandoval: Any other questions or comments? That completes the discussion on Agenda Item No. 7. We will move to Agenda Item No. 8, briefing on Las Vegas Boulevard, Tropicana Avenue, pedestrian escalators and elevators on pedestrian overpasses.
- Nellis: John Terry will present this item, Governor. Just to mention, that he will be briefing the Las Vegas Convention Visitors Authority Board on this project as well this week, because they're funding the project.

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Terry: Again, John Terry, Assistant Director for Engineering. Do you have that PowerPoint? We've got a couple things to do here. We've got some new Board members that aren't kind of familiar with how we got to this point, so I've got to go through some of that. And again, we are presenting to the Convention Visitors Authority Board tomorrow, as it is tied to their money. Could you go to the next slide, please?

This project is a continuation of the AB595 funding that provided money to the Department of Transportation through the bond -- through the room tax in Las Vegas and the bonding done by the LVCVA. We did the express lanes on I-15. We did design-build south. We have \$19.6 million left in that bond sale. They would like us to expend that money relatively quickly because this is a bond sale that was done many years ago. So, sorry for kind of flying through this. We presented this to the Board of the LVCVA that this project would be used to spend the rest of the money, as well as this Board back in 2013. Next one, please.

If you're not familiar with the escalators, these are the first group of bridges built over Las Vegas Boulevard, very timely in that pedestrian safety. When we go back -- I don't know if he's still here. PD and I were both in the traffic section of NDOT back in the late '80s and early '90s when this was the pedestrian safety issue in the state, was when we started building these pedestrian bridges, and the situation we had on Las Vegas Boulevard before these pedestrian bridges were built, was very, very serious. And the result has been bridges up and down Las Vegas Boulevard.

So, originally built by NDOT 20 years ago, original construction. In '94, the escalators are obsolete and need replacement, and we went to CMAR, selected CMAR, and been through that process. And frankly, we wanted to be here talking to this Board about approval of the guaranteed maximum price for the CMAR, so we were moving ahead quicker, and we're behind that point. Next one, please.

Part of the reason we're behind is we got feedback from the resorts, from the county, and I'll talk about later on the Tropicana expansion. They wanted other aesthetic improvements, upgrading these to look closer to some of the other pedestrian crossings that you see up and down Las Vegas Boulevard. We wanted to have an open dialogue with the resorts to get what they wanted in here. The Las Vegas Arena is opening in 2016, is going to add

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more pedestrians to the area, we believe, and the Tropicana retail expansion construction in 2015, we're not 100% sure. Next slide, please.

So the Tropicana, one of the four corners, wants to do retail expansion, kind of make it like when you go into the Bellagio, where when you come out of the pedestrian over crossings, you're essentially in some sort of upstairs mall that's on that second level. And they've gone back and forth. We're trying to accommodate them. We're trying to work with them. But the bottom line is, where we're at now, is we want to kind of isolate that corner, spend as little money as possible, go to the next structural joint on the bridge, remove the escalators, and put the stairs in so we're not spending a lot of money. Maintain the elevators so that they can come through with their mall and not a lot rebuild. We just weren't able to incorporate their project into ours, and frankly, it's delayed our project. Next, please.

The other three corners, we're going to replace the escalators, upgrade the mechanical equipment and all of the aesthetic improvements to the bridges that have been part of the coordination. So the bottom line of all of this coordination, as well as coordination with Clark County -- next one, please -- is we're behind schedule. We're proceeding with the developer agreements. In fact, we're in the last stages of the agreement with the Tropicana Resort, finalizing the agreement with Clark County for maintenance and operation now that we know what we're actually proposing to turn over to them, and completing design and construction. Next one, please.

But because of that, we anticipated the CMAR guaranteed maximal price in December of 2014, and it will probably be put off until spring or summer of 2015, which is behind our schedule. And frankly, when we brought this project to you, the Director and I, and then to the LVCVA, we wanted to spend their money, we wanted to spend it quickly. This was something we already had underway. This is something we could do quickly, but these agreements with the Trop and the resorts, it just turned into a project that we just couldn't deliver that quickly. And we're behind schedule. We're going to go tell them. I've had conversations with the LVCVA. As long as -- we think what they're going to say is, as long as we give them revised cash flow projections of when we're going to spend that money, they think they're

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okay on their bond and arbitrage issues. But frankly, we've got to catch up and get through this because it's something we said we'd deliver earlier.

I'm sorry I flew through it so quickly, but these are the major issues we're facing, and frankly, we're behind the schedule we had originally anticipated.

Sandoval: But in your defense, you're behind because you're trying to accommodate those projects. Does there come a time where -- because you raise a really good point with that arbitrage, is that you've just got say, we've got to go and...

Terry: That's kind of where we're at. That's why the nuance in there is what I said is, the Tropicana corner, we're going to do almost nothing. We're going to take out the escalators and put in stairs. So the only ADA thing is to use the elevators. Spend as little money there as possible so they can build their mall separate from us. It took us awhile to get to that point. We kept trying to work with them on trying to incorporate them in. And Tracy has been very involved. So, we're trying to accommodate them. I think, perhaps, the mistake we made was originally saying this was a good project to get going quickly because this money needs to be spent. And frankly, we should have known all of those projects up and down the strip have all been troublesome in terms of schedule, because of all these complexities. Maybe we should have seen that coming, but I think we've got a work around, but we're behind schedule.

Sandoval: But you want to do it right too.

Terry: That too.

Sandoval: But there is a -- with the construction of that arena, you want it to be done before that -- or at least the same that arena is completed because there is going to be a lot of foot traffic there.

Terry: And they're going fast.

Sandoval: Yes.

Terry: It's hard for us to go that fast, but we're trying to move forward.

Sandoval: You can't let them build an arena faster than we build crossovers.

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- Terry: I hope not.
- Sandoval: In any event -- and then with regard to the county on the operations and maintenance, I recall having this conversation when I was the Attorney General, sitting on this. So, are we going to have some closure with regard to that issue? My recollection was, is that there was concern that the county wanted brand new escalators and all of that, and then that would be the point at which there could be a transfer. Are we still in that position?
- Terry: That is the simple version of the agreement. It gets a little more complicated when you get into the details. I have told our staff that right now, we're not going to spend the big money. By the big money, either going forward with a construction contract or the ordering of the big equipment, without that agreement in place or some letter from the county that they're going to take it over. But we may get to the point where we have to proceed at the risk of our money, in order to get that agreement. We continue to work with the county on it though.
- Sandoval: No, and Commissioner is here, and we'll have that conversation, and I think everybody wants finality to all this. So I look to that conversation and getting that done.
- Terry: And the good news, I think the way we're doing it, we're going to get good equipment that doesn't break down as much, and we're going to get some of the aesthetics that the resorts want in there. And I think it'll be a better facility, closer to the other ones that are on the strip. It's just been a difficult thing to deliver quickly. And frankly, we had to put both our designer and our CMAR contractor on hold while we got some of these scope issues worked out.
- Sandoval: Other questions from Board members? Member Fransway.
- Fransway: Thank you, Governor. I assume, Mr. Terry, that when it comes time to work with Clark County, as far as finalizing the agreement, that will come before this Board as a relinquishment?
- Terry: That's a good question. We've been working on it as an agreement. Does it fall under our new relinquishment policy? That applies to roads and...
- Madewell: I can answer that for you.

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- Terry: Okay.
- Madewell: Good morning, Governor and members of the Board. Bob Madewell for the record. The answer is, we have a revised version on how to deal with those kind of issues, when we talk about them in terms of either surplus property and/or something that's an aesthetic to a roadway. So, we can very fast track that. The agreement would have language in there of transfer, but you would still have a document that would be a relinquishment transfer to that property.
- Fransway: Okay. So, it really didn't answer my question. Will it come before the Board as a relinquishment?
- Madewell: It would have to. Yes, sir.
- Fransway: Okay. Thank you.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. A question regarding the delays that you had mentioned. Is the Department subject to additional costs by the CMAR contractor, as well as the designer, or are they cooperating and understanding that it was outside of our control?
- Terry: Kind of a yes and no. I believe we owe both the designer and the CMAR contractor additional compensation because essentially, in the designer's case he was near 90% design and then had to do a new design that incorporated some of these aesthetic elements. In terms of the CMAR contractor, I believe he will have to (inaudible) -- he's not under his construction phase yet because we haven't done a GMP. He's still under his services during the design, but we now are going to have to have him price things that he didn't price before, so some compensation. But I believe both of those we minimize by putting them both on hold until we could get the scope resolved. So, I think we've dealt with that issue, but I think we owe both of them extra money.
- Savage: And where will those additional dollars come from?
- Terry: Okay. Part of that same 19.6, both design and construction, we are charging to that bond. But I will say, with some of these aesthetic improvements and some of the other improvements to it, we may have to put, and probably will

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have to put, some state funds in, in addition to the 19.6 because it may not cover all the things that have been added to it. So design, as well as construction, is under the LVCVA bond issue. So, both the design, as well as design phases of the contractor are against that bond.

Savage: Thank you, Mr. Terry. Thank you, Governor.

Sandoval: Other questions from Board members? Any questions from Southern Nevada?

Male: No, sir.

Sandoval: All right. Anything else, Mr. Terry?

Terry: No, thank you.

Sandoval: All right. That was on as an informational item, so we'll move on to Agenda Item No. 9, which is the proposed enhancement to the Department's bonding policy.

Nellis: Governor and members of the Board. For the record, Robert Nellis. While we're waiting for the PowerPoint to come up, it's just a quick summary of what we discussed last month, not to rehash too much there. We discussed the proposed enhancement to our bond policy. Basically, we're requesting approval for a couple of thresholds for senior and subordinate lien bonds, and the policy language was provided to us by the Bond Council in coordination with the treasurer's office. And for your reference, that new language can be found on Attachment "A". It's in bold and underlined in your packet. And if you'd like to see the original policy from 2007, that's Attachment B. So you can see there's not many changes to that policy.

Real quick, we did receive a AAA credit rating from Standard & Poor's when we sold our \$100 million right-of-way bond, and we believe the case can be made to improve our rating with Fitch and Moody's, which is why we're bringing this to you today. And what that senior lien annual debt service would look like is approximately \$89 million when you take our total state revenues, the gas tax, and the fuel tax, add them together, divide by three. That brings us to \$89 million. And just to give you a point of reference, in 2009 our highest payment was \$88.5 million. So we don't anticipate having to exceed that limit.

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And just a quick note, like we knew last month, our projected peak debt service in 2021 for Project NEON is \$89 million in 2021. And Governor, with that, just like to mention that this has the potential to lower rates on Project NEON. There may be potential refinancing opportunities that come available if we do this for our previous bonds. And in no way does this limit the Board's authority on future bond issuances.

Sandoval: Thank you, Mr. Nellis. And perhaps it was in last month's Agenda. Do we have a letter on treasurer letterhead saying that this is in the best interest of the state and recommending to us that we take this action?

Nellis: We don't actually have that on the Treasurer's Office letterhead. We do have Deputy Treasurer Lori Chatwood here who can provide comment if you'd like that.

Sandoval: I'd like to have a letter on letterhead, stating that this is in the best interest of the state and recommending that the Board take this action. I don't know. I don't know if there's any agreement from other Board members. Member Skancke.

Skancke: Thank you, Governor. Absolutely, I would agree with that. I think it just -- it sends the right message, and I think it's what the Board needs.

Sandoval: If this were to be delayed for one more month, is there any jeopardy to the analysis?

Nellis: There's no jeopardy -- again, for the record, Robert Nellis. There's no jeopardy, Governor and Board members. However, we were hoping to brief the rating agencies last month on this, and we've rescheduled to brief them this month on the change in the policy. One suggestion may be potentially a motion that this is approved contingent upon receiving a letter from the Treasurer's Office.

Sandoval: And the rating agencies wouldn't accept that the recommendation is at least - - let me back up. In other words, you're saying that you've briefed the Board, and the Board had asked for this confirmation and letter from the Treasurer's Office, that wouldn't be acceptable to them?

Nellis: Actually, having -- again, for the record, Robert Nellis. Having something in writing from the Department is really what we're after. It's good to still

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have that, the vote from the Board or recommendation. However, we believe, speaking with our financial advisor and the Treasurer's Office, actually having the policy in writing is what will make the difference in potentially pushing either Fitch or Moody's over the edge in that next level.

Sandoval: Well, I'm willing to take a motion to approve contingent upon that letter on treasurer letterhead. Again, that letter should have included within it that it recommends that we take this action, and that it's in the best interest of the Department and the state.

Nellis: Thank you, Governor.

Hutchison: Governor, may I ask a question?

Sandoval: Yes, Mr. Lieutenant.

Hutchison: Just real quickly. Thank you very much. I just noticed in the briefing that there mentions that if we take this change of policy and go with the change in recommended policy, that it may secure the credit rating improvements that we're seeking, and it could potentially lower our borrowing costs. My question is, is there anything else that we could do to make that more definitive, or is this what we need to do? There's nothing else that you're asking the Board to do to be even more definitive. Rather than it may, is there anything that we could do to say, it will result in lower rates?

Nellis: Again, for the record, I don't think we can say here what exactly the rating agencies would do. We can put our best foot forward, and we believe that by having this policy in place, that is putting our best foot forward to say that our senior lien debt will not exceed \$89 million annually. So we're really looking at this like a mortgage. We're taking our income and dividing by three and saying, that's our upper limit for our first lien, and then anything else -- it doesn't mean we can't have a mortgage beyond that.

Hutchison: Yeah. I understand the policy. My question really is, is there anything more you're asking the Board to do to increase our opportunity to have a better bond rate or lower rates. It sounds to me like, nope, this is what you need to do, this is what we're asking you to do, there's nothing else you could do. And if that's the case, great.

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- Nellis: That's correct, Lieutenant Governor. This is what we need from the Board right now.
- Hutchison: Great. Okay. Thank you very much, Governor.
- Sandoval: Thank you. Member Skancke.
- Skancke: Thank you, Governor. Mr. Nellis, is there a time of the essence for this? When is your briefing with the bond companies?
- Nellis: We're actually scheduling that meeting with them right after this Board meeting, so any time within the next week or two. Whenever they're available, we'd like to be able to brief them over the phone.
- Skancke: So Governor, if it's all right with you, I would -- I know the Controller made the motion. I would like to just add one piece, that we get a letter from the Treasurer's Office in 48 hours so you can move your negotiations forward. I would hate to have this drag out a month or two. Not that they would do that, but let's just get it done. Or Friday, whatever is feasible and realistic.
- Chatwood: Thank you. For the record, Lori Chatwood, Deputy Treasurer of Debt Management for the Treasurer's Office. Through you, Governor Sandoval, to Mr. Skancke, I cannot speak on behalf of the treasurer and his availability to provide that within 48 hours. I can tell you that our office is in agreement. We think this is good for the program. It allows the flexibility, and for the bonds of the state to get credit for the coverage that they carry. But I cannot make the commitment that I can deliver that within 48 hours, having not even spoke to the treasurer.
- Skancke: Okay.
- Sandoval: I think, at the soonest possible opportunity then.
- Knecht: Governor, I'm happy to accept that as a friendly amendment. I believe we vetted this thoroughly last time. I'm fully satisfied with it. The Treasurer's Office has expressed its satisfaction, so I think we're ready to go forward.
- Sandoval: No, but I -- I'm ready to go forward, but I still want that letter.
- Knecht: I mean, in that context.
- Sandoval: Yes. Okay. So will you restate the motion, Mr. Controller? Thank you.

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- Knecht: I move approval of the staff recommendation, and that the staff be instructed to ask the Treasurer's Office for a letterhead statement of approval as soon as possible, preferably within 48 hours, so that they can move forward briefing the bond rating agencies.
- Sandoval: All right. You've heard the motion. Is there a second?
- Skanccke: Second.
- Sandoval: Second by Member Skanccke. Question or discussion on the motion?
- Fransway: Yes, Governor. Thank you. Will that letter be addressed to you, Governor, or to the Director?
- Sandoval: I think it should be directed to the Board.
- Fransway: Okay. To you as Chairman of the Board, and to the Board. I agree. Thank you, Governor.
- Sandoval: Thank you.
- Hutchison: And Governor, one question here. The motion was phrased as directing the staff to ask the Treasurer for the letter. I would suggest and maybe the Controller can clarify this, but this motion is conditioned on receiving a letter, not just simply asking the Treasurer. So, I'd ask that the motion be revised with that clarification, or maybe that's what was intended.
- Knecht: I can certainly accept that. We've had a representation from the Treasurer's Office, so I'm comfortable with conditioning it on that.
- Skanccke: I'll amend my second.
- Sandoval: All right. So we've amended the motion that approval is contingent upon receipt of a letter from the Treasurer's Office, that it recommends this action, and that it is in the best interest of the State of Nevada. Any further questions or discussion? Hearing none, all in favor please say aye.
- Group: Aye.
- Sandoval: Opposed, no. Motion passes. Thank you, Mr. Nellis. We'll move on to Agenda Item No. 10, equipment in excess of \$50,000, fleet replacement.

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Larkin-Thomason: For the record, Tracy Larkin-Thomason, Deputy Director for NDOT. I'm just waiting for it to come up. I find with equipment, pictures do help. As per NRS408.389, all equipment requests over \$50,000 needs to be approved by the Board, and as a matter, of course, we always report purchases underneath. The next one. In the biennial legislative budget, we had \$5 million approved for each year, fiscal year '14 and fiscal year '15. In the fiscal year 2014, we moved \$1.5 million over to the rebuild program on there, and that was the intent to do for this year, also. In previous meetings, the Board had approved \$7 million worth of equipment purchases when Kevin did his really great presentation. And we have a remainder of \$1.5 million that we're putting over the three districts.

The money from the original \$1.5 million in the rebuild program has not yet been fully spent out of the fiscal year '14. What we're finding is after several years of working on it, some areas -- some pieces of equipment are more apt for the rebuild program than others. So we have some success stories and some lessons learned, and basically moving forward. So at this point, we do have \$1.5 million that we'd like to put forward on a couple pieces of equipment.

This is a Class 12. This is one of the ones we're looking at turning in, but it's one of the major workhorses. This is a slightly smaller one. We're actually kind of moving away from these, and I'll show you on the next slide. So, we're moving more towards a Class 13. We will be maintaining a few Class 12's because they work better in the urbanized area. They have greater maneuverability. But the Class 13 will be for -- it has more capacity, and the Class 15 is basically used in a high elevation area. So we'll use them in the Sierras. We use them in places like Ely where we have passes.

Now, we showed two different pictures here, showing you how the flatbed where they're moving there, but also in the wintertime we put in sanders or brine things. So they're used year round for a multiple -- these really are the workhorses out there. And on the next picture, this is a Class 54 tractor. This we use -- we pull for mowers, we pull for reseeding, it's used in vegetation management. And in the next -- if you'll notice on there, we have a request for seven pieces of equipment, and then also if there should be sufficient funds left over, that would really depend on the purchasing when

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it comes in, we're requesting to purchase another programmable message board.

This goes back -- I think this one is like 27 years old, back when the floppy disc was the high tech part. Basically, it's difficult to program anymore. It can only use canned messages, and it doesn't fully light. Exactly. So on the next one, basically this is the proposed list of vehicles that we're requesting.

Sandoval: And just to make sure, you said that there was unspent money. We're not spending the money for the sake of spending the money, there's a true need out there, correct?

Larkin-Thomason: There is. For the historical part, we used to spend \$10 million a year on equipment replacement, as a matter-of-fact, and we were probably losing about 1-2% ground each year. During the height of the recession, we went six years without any purchases of major equipment, and this marks basically, the first two years where we have started to purchase equipment again. And while we understand the need for it, the fleet has taken a hit by not having the replacement over those years.

Sandoval: And is there any legislative approval required for this purchase, or is this part of the budget, this is a pre-approved.

Larkin-Thomason: This was approved in the budget, and we just need your approval to purchase the equipment.

Sandoval: All right. Other questions from Board members? Member Fransway.

Fransway: Thank you, Governor. Yes, Tracy, I see that District 3's request, the reader board or the portable message board puts us over the cap by \$10,000, and personally, I would like to see that expenditure happen, but I understand that there's a limit. And so, what I'm hoping is that there can be a savings somewhere to be able to afford that unit because I think it's very necessary and aging, and it needs to be replaced for the public's protection.

Larkin-Thomason: We are also hoping for a savings so that we can purchase it at this time. If not, it will come forward in a new request later on.

Fransway: Okay. So, you're going to try and find a savings to do it if we make a motion to approve these expenditures of \$1.5 million.

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- Larkin-Thomason: Yes.
- Fransway: Okay. All right. Thank you. Thanks, Governor.
- Sandoval: Member Savage.
- Savage: Thank you, Governor. Just compliments to you, Tracy and Kevin Lee up in District 3. Very thorough, good comparisons. To me it was -- I mean, the 273,000 miles on one of the Class 13 vehicles was a point well made. I mean, that's money well spent over the last many years, and just compliments for the comparison justifying the need to purchase. Thank you, Governor.
- Sandoval: Any other questions or comments? Hearing none, the Chair will accept a motion to approve the purchase of the equipment as described in Agenda Item No. 10.
- Savage: So moved.
- Sandoval: Member Savage has moved for approval. Is there a second?
- Fransway: Second.
- Martin: Second.
- Sandoval: Give it Member Martin. We have a motion and a second. Any questions or discussion? All in favor say aye.
- Group: Aye.
- Sandoval: Opposed, no. Motion passes unanimously. We'll move on to Agenda Item No. 12, old business.
- Malfabon: Thank you, Governor. The report of outside counsel costs on open matters is provided, as well as the monthly litigation report. Our Chief Deputy Attorney General, Dennis Gallagher is available to answer any questions related to items "A" and B of Item 12.
- Sandoval: Questions from Board members on Agenda Item No. 12?
- Hutchison: Governor, I just have a couple of questions, but I'm going to take it off line if you don't mind, please.

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Sandoval: So you're going to -- I'm sorry, I couldn't hear you clearly, Mr. Lieutenant Governor.

Hutchison: Oh, I'm sorry. I said, I just have a couple of questions, but I've talked with Mr. Gallagher before. I'll just take these off line with him again. I just wanted to alert him that I'll give him a call or he can call me later.

Sandoval: All right. Thank you. Any other questions? Okay. Then let's move to public comment. Is there any member of the public in Las Vegas that would like to provide comment to the Board?

Male: None here, sir.

Sandoval: Anyone present in Carson City that would like to provide public comment to the Board? Hearing none, the Chair will accept a motion for adjournment.

Knecht: So moved.

Fransway: Second.

Sandoval: Controller has moved, and Mr. Fransway has seconded the motion. All in favor say aye.

Group: Aye.

Sandoval: Motion passes. This meeting is adjourned. Thank you, ladies and gentlemen.

Secretary to Board

Preparer of Minutes



MEMORANDUM

March 2, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015, Transportation Board of Directors Meeting
Item #5: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from January 16, 2015, through February 13, 2015.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute all new agreements, new task orders on existing agreements, and all amendments which take the total agreement above \$300,000 during the period from January 16, 2015, through February 13, 2015.

Analysis:

These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures. They represent the necessary support services needed to deliver the State of Nevada's multi-modal transportation system.

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, January 16, 2015, through February 13, 2015

Recommendation for Board Action:

Approval of all agreements listed on Attachment A

Prepared by: Administrative Services Division

Attachment

A

State of Nevada Department of Transportation
 Agreements for Approval
 January 16, 2015 to February 13, 2015

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|----------------------------------|---------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|-----------------|---|
| 1 | 52414 | 00 | ATKINS NORTH AMERICA, INC. | DESIGN SERVICES | N | 500,000.00 | - | 500,000.00 | - | 3/9/2015 | 3/31/2016 | - | Service Provider | ERIC MACGILL | 03-09-15: DESIGN SERVICES FOR SIGNAL, LIGHTING, AND ITS PROJECTS. INITIAL ONE YEAR AGREEMENT WITH OPTION TO RENEW. STATEWIDE. NV B/L#: NV19981347315-R |
| 2 | 09315 | 00 | KIMLEY-HORN AND ASSOCIATES, INC. | DESIGN SERVICES | N | 500,000.00 | - | 500,000.00 | - | 3/9/2015 | 3/31/2016 | - | Service Provider | ERIC MACGILL | 03-09-15: DESIGN SERVICES FOR SIGNAL, LIGHTING, AND ITS PROJECTS. INITIAL ONE YEAR AGREEMENT WITH OPTION TO RENEW. STATEWIDE. NV B/L#: NV19911015458-R |
| 3 | 09415 | 00 | C.A. GROUP, INC. | DESIGN SERVICES | N | 500,000.00 | - | 500,000.00 | - | 3/9/2015 | 3/31/2016 | - | Service Provider | ERIC MACGILL | 03-09-15: DESIGN SERVICES FOR SIGNAL, LIGHTING, AND ITS PROJECTS. INITIAL ONE YEAR AGREEMENT WITH OPTION TO RENEW. STATEWIDE. NV B/L#: NV20081407877-R |
| 4 | 56314 | 00 | DIVERSIFIED CONSULTING SERVICES | CONSTRUCTION AUGMENTATION | Y | 1,308,789.94 | - | 1,308,789.94 | - | 3/10/2015 | 6/30/2016 | - | Service Provider | MEGAN SIZELOVE | 03-09-15: CONSTRUCTION AUGMENTATION SERVICES OF CREW 905 FOR I-580 FROM MOANA LANE TO THE TRUCKEE RIVER PROJECT. WASHOE COUNTY. NV B/L#: NV19901019853-R |
| 5 | 09615 | 00 | KIEWIT INFRASTRUCTURE WEST CO. | STIPEND | Y | 1,500,000.00 | - | 1,500,000.00 | - | 3/9/2015 | 1/31/2016 | - | Service Provider | DALE KELLER | 03-09-15: PAYMENT OF STIPEND TO UNSUCCESSFUL PROPOSERS FOR SUBMISSION OF RESPONSIVE PROPOSAL FOR PROJECT NEON DESIGN BUILD. CLARK COUNTY. NV B/L#: NV19831003238-R NOTE: NOT PAYABLE TO SELECTED DESIGN BUILDER |
| 6 | 09715 | 00 | LAS VEGAS PAVING CORP. | STIPEND | Y | 1,500,000.00 | - | 1,500,000.00 | - | 3/9/2015 | 1/31/2016 | - | Service Provider | DALE KELLER | 03-09-15: PAYMENT OF STIPEND TO UNSUCCESSFUL PROPOSERS FOR SUBMISSION OF RESPONSIVE PROPOSAL FOR PROJECT NEON DESIGN BUILD. CLARK COUNTY. NV B/L#: NV19581000650-R NOTE: NOT PAYABLE TO SELECTED DESIGN BUILDER |
| 7 | 09815 | 00 | NEON MOBILITY CONSTRUCTORS | STIPEND | Y | 1,500,000.00 | - | 1,500,000.00 | - | 3/9/2015 | 1/31/2016 | - | Service Provider | DALE KELLER | 03-09-15: PAYMENT OF STIPEND TO UNSUCCESSFUL PROPOSERS FOR SUBMISSION OF RESPONSIVE PROPOSAL FOR PROJECT NEON DESIGN BUILD. CLARK COUNTY. NV B/L#: NV20021419753-R NOTE: NOT PAYABLE TO SELECTED DESIGN BUILDER |

Line Item 1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

February 12, 2015

TO: Reid Kaiser, P.E., Assistant Director Operations
FROM: Eric MacGill, Project Manager
SUBJECT: Negotiation Summary for RFP P524-14-016 Traffic Operation's Consultant Design Services

A negotiation meeting was held via phone call on February 12, 2015 with Joey Paskey of Atkins (SERVICE PROVIDER) and Eric MacGill of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at percent (0%).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The schedule was agreed to by both parties in accordance with the scope of services described in the RFP P524-14-016.

Key personnel dedicated to this project are as follows:

| | |
|---------------------|-------------|
| Project Manager | Joey Paskey |
| QA/Resource Manager | Jim Hanson |

The DEPARTMENT's original estimate was \$500,000 including direct labor, overhead, fee, and direct expenses (including sub-consultant expenses). This is a task based contract and will be used on an as needed base.

The negotiations yielded the following:

1. The total negotiated cost for this agreement, including direct labor, overhead, fee, and direct expenses will not exceed \$500,000.

Reviewed and Approved:



Assistant Director

MEMORANDUM

September 4, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting N. Lanuza 9/18/14
3. Rudy Malfabon, P.E., Director

FROM: Denise M. Inda, P.E., Chief Traffic Operations Engineer [Signature]

SUBJECT: REQUEST TO SOLICIT CONSULTANT SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Traffic Operations is requesting approval to solicit consultant services for the design of signals, lighting and ITS projects on a statewide basis. One RFP will be issued and three consultants will be selected to perform \$500,000 of work each. Traffic Operations requires consultant support to complete the design of projects scheduled for construction in FY15 and FY16 of the five year plan.

The scope of services will be to develop plans, specifications and estimates as needed to support the Traffic Operations signals, lighting and ITS efforts statewide.

The estimated cost for the services are \$1,500,000.00, 100% State funded for FY15.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 06, Object 814E, Organization C016. The A04 Financial Data Warehouse Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the division head. Return this memo to me for inclusion in the project.

Approval of this memo by the Director's Office authorizes the request to solicit consulting services.

Approved: [Signature]
Director

Approved: [Signature] 9/12/14
Budget Section

Requires Transportation Board Presentation Requires IT Review

COMMENTS: On calls with 3 consultants are acceptable as state funded, however, FHWA will not fund on-cell type of service unless indefinite qty, indefinite delivery (ID/IO). Ru

RECEIVED
SEP 26 2014
NEVADA DEPT. OF TRANSPORTATION
REC'D ACCOUNTING
SEP 18 2014
Traffic Operations

Line Item 2

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

February 12, 2015

TO: Reid Kaiser, P.E., Assistant Director Operations
FROM: Eric MacGill, Project Manager
SUBJECT: Negotiation Summary for RFP P524-14-016 Traffic Operation's Consultant Design Services

A negotiation meeting was held via phone call on February 12, 2015 with Mike Colety of Kimley-Horn and Associates, Inc. (SERVICE PROVIDER) and Eric MacGill of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at percent (0%).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The schedule was agreed to by both parties in accordance with the scope of services described in the RFP P524-14-016.

Key personnel dedicated to this project are as follows:

| | |
|-------------------|------------------|
| Project Principal | Pierre Pretorius |
| Project Manager | Mike Colety |
| Task Lead | Michael Mosley |

The DEPARTMENT's original estimate was \$500,000 including direct labor, overhead, fee, and direct expenses (including sub-consultant expenses). This is a task based contract and will be used on an as needed base.

The negotiations yielded the following:

1. The total negotiated cost for this agreement, including direct labor, overhead, fee, and direct expenses will not exceed \$500,000.

Reviewed and Approved:



Assistant Director

MEMORANDUM

September 4, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting N. Lanuza 9/18/14
3. Rudy Malfabon, P.E., Director

FROM: Denise M. Inda, P.E., Chief Traffic Operations Engineer [Signature]

SUBJECT: REQUEST TO SOLICIT CONSULTANT SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Traffic Operations is requesting approval to solicit consultant services for the design of signals, lighting and ITS projects on a statewide basis. One RFP will be issued and three consultants will be selected to perform \$500,000 of work each. Traffic Operations requires consultant support to complete the design of projects scheduled for construction in FY15 and FY16 of the five year plan.

The scope of services will be to develop plans, specifications and estimates as needed to support the Traffic Operations signals, lighting and ITS efforts statewide.

The estimated cost for the services are \$1,500,000.00, 100% State funded for FY15.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 06, Object 814E, Organization C016. The A04 Financial Data Warehouse Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the division head. Return this memo to me for inclusion in the project.

Approval of this memo by the Director's Office authorizes the request to solicit consulting services.

Approved: [Signature]
Director

Approved: [Signature] 9/12/14
Budget Section

Requires Transportation Board Presentation Requires IT Review

COMMENTS: On calls with 3 consultants are acceptable as state funded, however, FHWA will not fund on-cell type of service unless indefinite qty, indefinite delivery (ID/IO). Ru

RECEIVED
SEP 26 2014
NEVADA DEPT. OF TRANSPORTATION
REC'D ACCOUNTING
SEP 18 2014
Traffic Operations

Line Item 3

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

February 12, 2015

TO: Reid Kaiser, P.E., Assistant Director Operations
FROM: Eric MacGill, Project Manager
SUBJECT: Negotiation Summary for RFP P524-14-016 Traffic Operation's Consultant Design Services

A negotiation meeting was held via phone call on February 12, 2015 with Chad Anson of CA Group, Inc. (SERVICE PROVIDER) and Eric MacGill of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at percent (0%).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

The schedule was agreed to by both parties in accordance with the scope of services described in the RFP P524-14-016.

Key personnel dedicated to this project are as follows:

| | |
|---|---------------|
| Project Manager and Signal Design | Chad Anson |
| PM and Signal, Lighting, and ITS Design | Fidel Calixto |
| PM and ITS Design | Dean Mottram |

The DEPARTMENT's original estimate was \$500,000 including direct labor, overhead, fee, and direct expenses (including sub-consultant expenses). This is a task based contract and will be used on an as needed base.

The negotiations yielded the following:

1. The total negotiated cost for this agreement, including direct labor, overhead, fee, and direct expenses will not exceed \$500,000.

Reviewed and Approved:



Assistant Director

MEMORANDUM

September 4, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting *N. Lanuza 9/18/14*
3. Rudy Malfabon, P.E., Director

FROM: Denise M. Inda, P.E., Chief Traffic Operations Engineer *DM*

SUBJECT: REQUEST TO SOLICIT CONSULTANT SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Traffic Operations is requesting approval to solicit consultant services for the design of signals, lighting and ITS projects on a statewide basis. One RFP will be issued and three consultants will be selected to perform \$500,000 of work each. Traffic Operations requires consultant support to complete the design of projects scheduled for construction in FY15 and FY16 of the five year plan.

The scope of services will be to develop plans, specifications and estimates as needed to support the Traffic Operations signals, lighting and ITS efforts statewide.

The estimated cost for the services are \$1,500,000.00, 100% State funded for FY15.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 06, Object 814E, Organization C016. The A04 Financial Data Warehouse Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the division head. Return this memo to me for inclusion in the project.

Approval of this memo by the Director's Office authorizes the request to solicit consulting services.

Approved:

Rudy Malfabon
Director

Approved:

Donna Spelts 9/12/14
Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS: *On calls with 3 consultants are acceptable as state funded, however, FHWA will not fund on-cell type of service unless indefinite qty, indefinite delivery (ID/IO). Ru*



NEVADA DEPT. OF TRANSPORTATION
REC'D ACCOUNTING
SEP 18 2014

Line Item 4

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

MEMORANDUM

February 23, 2015

TO: Reid Kaiser, Assistant Director

FROM: Megan Sizelove, Project Manager

SUBJECT: Negotiation Summary for RFP P563-14-040 Project ID 73788 / Project No. NHP-580-1(031), Construction Engineering Services for Augmentation Services for Crew 905, I-580 from Moana Lane to the Truckee River

A negotiation meeting was held at NDOT HQ Building in Carson City on February 23, 2015, with Mike Glock of Diversified Consulting Services and Megan Sizelove of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at zero percent (0%).

The scope of services that are to be provided by the SERVICE PROVIDER was reaffirmed by both parties at the outset.

Consultant shall provide qualified personnel and equipment; up to eight (8) Inspectors level IV / Testers, and necessary equipment including nuclear gauges, trucks and cell phones.

Key personnel dedicated to this project are as follows:

| | |
|--|-------------------------------|
| Dan Howerton | Engr Tech IV Insp |
| Larry Westmoreland | Engr Tech IV Insp |
| Brand Duc | Engr Tech IV Insp |
| Tom Adams | Engr Tech IV Insp |
| John Watson | Engr Tech IV Materials Tester |
| Mel Ford | Engr Tech IV Materials Tester |
| Quality Construction Testing Services (sub) | Engr Tech IV Materials Tester |

The DEPARTMENT's original estimate was \$1,404,761 million which included direct labor, overhead rate, a 10% fee, and direct expenses (including sub-consultant expenses).

The SERVICE PROVIDER's original estimate was \$1,610,534.41, including direct labor, overhead rate of 150%, a 10% fee, and direct expenses (including sub-consultant expenses).

The negotiations yielded the following:

1. Reduction in number of working days associated with the required scope for this project. Hours worked by the Service Provider are at the direction of the Resident Engineer.
2. Based upon recent audit performed by NDOT Internal Audit Division an overhead rate of 150% is being used.
3. Reducing the number of anticipated nuclear gauges.
4. Due to this contract being documented electronically with the FieldManager software the Department will provide the inspectors laptops for the duration of this project. Thus, we were able to eliminate this line item from their original cost proposal.

5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$1,308,789.94.

Reviewed and Approved:

DocuSigned by:

Reid G. Kaiser Reid G. Kaiser

2/23/2015 | 12:45 PT

22B87BD707CB4CD...

Assistant Director

NOV 03 2014

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

FINANCIAL MANAGEMENT

MEMORANDUM

October 23, 2014

TO: 1. Donna Spelts, Budget Section
2. Norfa Lanuza, Project Accounting
3. Rudy Malfabon, P.E., Director

Const. Rec'd
12/9/14

FROM: *for* Jeff Shapiro, P.E., Chief Construction Engineer

SUBJECT: REQUEST TO SOLICIT CONSTRUCTION CREW AUGMENTATION SERVICES FOR CREW 905 AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Due to the need to provide construction crew augmentation support because of the workload, size, and scope of the project, the Construction Division will be contracting for the above referenced Consultant services.

The scope of service include providing Construction Augmentation services of Crew 905 for Project ID 73788 / Project No. NHP-580-1(031), I-580 from Moana Lane to the Truckee River, MP WA 22.58 to 25.34. The estimated duration of this project is 200 working days.

The total estimated cost for the services are \$ 1,404,761 million total with 95% Federal-aid and 5% State funding for Fiscal Years 2015 through 2016.

FY 2015 – \$819,781 Fed Funding and \$43,146 State Funding
FY 2016 – \$514,742 Fed Funding and \$27,092 State Funding

Approval of this memo by the Budget Section of Financial Management Division indicates funding authority is available for Budget Category 06, Object 814B, and Organization C040. The A04 Financial Data Warehouse, Budget by Organization Report No. NBDM30 must be attached. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head/District Engineer. Return this memo to the originator for inclusion in the project.

Approval of this memo by the Directors Office grants authorization to proceed with the agreement.

Approved: *[Signature]*
Director

Approved: *[Signature]* 11/3/14
Budget Section

COMMENTS: Consultant vehicles grand total = \$56,000.00
Consultant Cell phones grand total = \$ 2,800.00
Consultant Nuke Gauges grand total = \$12,000.00
\$ 70,800.00

Estimates only - construction can refer to historical cost information during actual negotiation - cu.

Norfa

Line Item 5

REQUEST FOR QUALIFICATION LANGUAGE RELEASED TO INDUSTRY 09/23/2014

1.21 PROPOSAL STIPEND

The Department will provide a stipend to Proposers on the Short-List. The stipend will be in the maximum amount of \$1,500,000.00. Specific details regarding the maximum stipend amount to be paid out by the Department, a Proposer's eligibility to receive a stipend, the timing of stipend release to eligible Proposers, and the terms of stipend acceptance will be described in the forthcoming RFP documentation.

Line Item 6

REQUEST FOR QUALIFICATION LANGUAGE RELEASED TO INDUSTRY 09/23/2014

1.21 PROPOSAL STIPEND

The Department will provide a stipend to Proposers on the Short-List. The stipend will be in the maximum amount of \$1,500,000.00. Specific details regarding the maximum stipend amount to be paid out by the Department, a Proposer's eligibility to receive a stipend, the timing of stipend release to eligible Proposers, and the terms of stipend acceptance will be described in the forthcoming RFP documentation.

Line Item 7

REQUEST FOR QUALIFICATION LANGUAGE RELEASED TO INDUSTRY 09/23/2014

1.21 PROPOSAL STIPEND

The Department will provide a stipend to Proposers on the Short-List. The stipend will be in the maximum amount of \$1,500,000.00. Specific details regarding the maximum stipend amount to be paid out by the Department, a Proposer's eligibility to receive a stipend, the timing of stipend release to eligible Proposers, and the terms of stipend acceptance will be described in the forthcoming RFP documentation.



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

March 2, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015, Transportation Board of Directors Meeting
Item #6: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

The purpose of this item is to inform the Board of the following:

- Construction contracts under \$5,000,000 awarded January 16, 2015, through February 13, 2015
- Agreements under \$300,000 executed January 16, 2015, through February 13, 2015

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to “[e]xecute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter”. Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements are presented to the Board of Examiners, with the support and advisement of the Attorney General’s Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts, settlements and agreements constitute all that were awarded for construction from January 16, 2015, through February 13, 2015, and agreements executed by the Department from January 16, 2015, through February 13, 2015. There were no settlements during the reporting period.

Analysis:

These contracts have been executed following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures.

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded - Under \$5,000,000, January 16, 2015, through February 13, 2015
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, January 16, 2015, through February 13, 2015

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED - INFORMATIONAL
January 16, 2015 to February 13, 2015**

1. An Emergency Contract, 805-15, was issued on February 3, 2015, SR147, Cheyenne Avenue Westbound, just east of Revere Street to lift and stabilize the soil foundation, and re-profile the pavement surface.

Eaglelift, Inc.....\$326,900.00

Engineer's Estimate\$500,000.00

The Director awarded the contract February 6, 2015, to Eaglelift, Inc., for \$326,900.00.

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
January 16, 2015, to February 13, 2015

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|----------------------------|---------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|-------------|-----------------|--|
| 1 | 10115 | 00 | CITY OF LAS VEGAS | IDENTIFY ROLES FOR PROJECT NEON | Y | 51,000,000.00 | - | 51,000,000.00 | 51,000,000.00 | 3/9/2015 | 11/4/2026 | - | Cooperative | DALE KELLER | 03-09-15: IDENTIFY ROLES, RESPONSIBILITIES, AND FUNDING TO CONSTRUCT PROJECT NEON DESIGN BUILD GRAND CENTRAL/INDUSTRIAL CONNECTOR AND NEON GATEWAY. CLARK COUNTY. NV B/L#: EXEMPT |
| 2 | 05215 | 00 | COUNTY OF ELKO | NDOT PROVIDING STRIPING | N | 100,515.52 | - | - | 100,515.52 | 1/29/2015 | 1/31/2017 | - | Cooperative | SANDY SPENCER | 01-29-15: NDOT TO PROVIDE STRIPING SERVICES TO COUNTY, ELKO COUNTY. NV B/L#: EXEMPT |
| 3 | 05511 | 01 | CITY OF WEST WENDOVER | WEST WENDOVER WELCOME | N | 91,000.00 | 12,000.00 | 103,000.00 | - | 2/3/2011 | 8/31/2015 | 1/22/2015 | Cooperative | SANDY SPENCER | AMD 1 01-22-15: INCREASE AUTHORITY BY \$12,000.00 FROM \$91,000.00 TO \$103,000.00, AND EXTEND TERMINATION DATE FROM 02-07-15 TO 08-31-15 TO ALLOW TIME TO NEGOTIATE THE RELINQUISHMENT OF WELCOME CENTER TO CITY AND TO PAY TO PROVIDE SERVICES FOR THE CENTER FOR AN ADDITIONAL SIX MONTHS DURING NEGOTIATIONS. THE ADDITIONAL TIME IS NECESSARY BECAUSE ORIGINAL NEGOTIATIONS DID NOT INCLUDE RELINQUISHMENT. THE RELINQUISHMENT WILL TAKE A LITTLE LONGER, BUT WILL BE BETTER FOR THE STATE IN THE LONG TERM. 02-03-11: PROVIDE OPERATION OF WEST WENDOVER WELCOME CENTER, PAY FOR JANITORIAL SERVICES AND ALLOW THE CITY OF WEST WENDOVER TO STAFF THE NDOT FACILITY, ELKO COUNTY. NV B/L#: EXEMPT |
| 4 | 07315 | 00 | CITY OF NORTH LAS VEGAS | TRANSFER PORTION OF LV BLVD | N | 4,200,000.00 | - | 4,200,000.00 | - | 2/5/2015 | 1/1/2029 | - | Cooperative | DEAN MORTON | 02-05-15: TRANSFER OWNERSHIP AND MAINTENANCE RESPONSIBILITIES OF LAS VEGAS BLVD BETWEEN TONOPAH AND CAREY AND PROVIDING THE CITY OF NORTH LAS VEGAS WITH THE MONEY THAT THE DEPARTMENT WOULD HAVE USED TO REHAB THE PAVEMENT IN THOSE LIMITS, CLARK COUNTY. NV B/L#: EXEMPT |
| 5 | 38114 | 00 | RTC OF SOUTHERN NEVADA | COST PARTICIPATION US 95 NW | N | 6,400,000.00 | - | 6,400,000.00 | 6,400,000.00 | 1/23/2015 | 5/1/2016 | - | Interlocal | JENICA KELLER | 01-23-15: ADDRESS EACH PARTY'S RESPONSIBILITIES CONCERNING COST PARTICIPATION FOR US 95 NW PHASE 3A, CLARK COUNTY. NV B/L#: EXEMPT |
| 6 | 52814 | 00 | UNIVERSITY OF NEVADA, RENO | RESEARCH | Y | 209,946.00 | - | 209,946.00 | - | 1/16/2015 | 2/28/2017 | - | Interlocal | MANJU KUMAR | 01-16-15: CONDUCT RESEARCH ON "DEVELOPMENT OF A NEVADA STATEWIDE DATABASE FOR SAFETY ANALYST SOFTWARE," STATEWIDE. NV B/L#: EXEMPT |
| 7 | 55414 | 00 | UNIVERSITY OF NEVADA, RENO | RESEARCH | Y | 115,869.00 | - | 115,869.00 | - | 1/28/2015 | 9/30/2016 | - | Interlocal | MANJU KUMAR | 01-28-15: CONDUCT RESEARCH ENTITLED "TOWARD IMPLEMENTATION OF PREFABRICATED DECK PANELS TO ACCELERATE THE BRIDGE CONSTRUCTION PROCESS," STATEWIDE. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|------------------------------|------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|-------------|-----------------|---|
| 8 | 55514 | 00 | UNIVERSITY OF NEVADA, RENO | RESEARCH | Y | 209,617.00 | - | 209,617.00 | - | 1/28/2015 | 3/31/2017 | - | Interlocal | MANJU KUMAR | 01-28-15: CONDUCT RESEARCH ENTITLED "DEVELOPMENT OF EARTHQUAKE-RESISTANT PRECAST PIER SYSTEMS FOR ACCELERATED BRIDGE CONSTRUCTION IN NEVADA," STATEWIDE. NV B/L#: EXEMPT |
| 9 | 55714 | 00 | UNIVERSITY OF NEVADA, RENO | RESEARCH | Y | 220,452.00 | - | 220,452.00 | - | 1/28/2015 | 3/31/2017 | - | Interlocal | MANJU KUMAR | 01-28-15: CONDUCT RESEARCH ENTITLED "DEVELOPMENT AND CALIBRATION OF REGIONAL DYNAMIC TRANSPORTATION ASSIGNMENT MODELS FOR THE ESTIMATION OF TRAFFIC PERFORMANCE MEASURES IN NEVADA," STATEWIDE. NV B/L#: EXEMPT |
| 10 | 01515 | 00 | AOW REO LLC | PARCEL I-015-CL-042.059 | Y | 230,000.00 | - | 230,000.00 | - | 1/16/2015 | 1/31/2016 | - | Acquisition | TINA KRAMER | 01-20-15: ACQUISITION OF PARCEL I-015-CL-042.059 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV1995135191 |
| 11 | 06715 | 00 | MOVE 4 LESS | PARCEL I-015-CL-040.962 | Y | 4,996.01 | - | 4,996.01 | - | 2/5/2015 | 2/1/2016 | - | Acquisition | TINA KRAMER | 02-05-15: RELOCATION COSTS FOR PARCEL I-015-CL-040.962 AS PART OF PROJECT NEON, CLARK COUNTY. NV B/L#: NV20041105072-S |
| 12 | 57814 | 00 | MOVE 4 LESS | PARCEL I-015-CL-041.508 | Y | 5,985.75 | - | 5,985.75 | - | 1/20/2015 | 12/31/2019 | - | Acquisition | TINA KRAMER | 01-21-15: RELOCATION COSTS FOR PARCEL I-015-CL-041.508 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20041105072-S |
| 13 | 02515 | 00 | ASSET INSIGHT OF NEVADA, LLC | APPRAISAL AND EXPERT WITNESS | Y | 45,000.00 | - | 45,000.00 | - | 12/10/2014 | 12/31/2016 | - | Appraisal | TINA KRAMER | 01-27-15: REAL ESTATE APPRAISAL, REVIEW, AND POTENTIAL EXPERT WITNESS SERVICES FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20091439872-S |
| 14 | 02615 | 00 | SOUTHWEST GAS CORPORATION | MANHOLE AND VALVE COVERS | N | 13,600.00 | - | 13,600.00 | 1,360.00 | 1/22/2015 | 6/30/2015 | - | Facility | TINA KRAMER | 01-22-15: SEVENTEEN MANHOLE AND VALVE COVERS IDENTIFIED ON SR 593, TROPICANA AVENUE FROM EASTERN AVENUE TO BOULDER HIGHWAY, REQUIRED TO BE LOWERED PRIOR TO CONSTRUCTION AND RAISED AFTER COMPLETION OF CONSTRUCTION CLARK COUNTY. NV B/L#: NV19571000091 |
| 15 | 03515 | 00 | CARSON CITY PUBLIC WORKS | MANHOLE AND VALVE COVERS | Y | 4,000.00 | - | 4,000.00 | - | 1/27/2015 | 1/31/2016 | - | Facility | TINA KRAMER | 01-27-15: FOUR MANHOLE AND VALVE COVERS IDENTIFIED FROM US-50 AND SOUTH CARSON STREET TO SNYDER AVE ARE REQUIRED TO BE LOWERED PRIOR TO CONSTRUCTION AND RAISED AFTER COMPLETION OF CONSTRUCTION, CARSON CITY. NV B/L#: EXEMPT |
| 16 | 08215 | 00 | NV ENERGY | LINE EXTENSION | Y | 3,653.00 | - | 3,653.00 | 500.00 | 1/26/2015 | 2/28/2018 | - | Facility | TINA KRAMER | 01-26-15: LINE EXTENSION ALONG SR 259, CARSON STREET, CARSON CITY. NV B/L#: NV19831015840 |
| 17 | 03910 | 01 | ORMAT NEVADA INC | LEASE | Y | 2,575.00 | 1,675.00 | - | 4,250.00 | 2/22/2010 | 1/31/2020 | 2/11/2015 | Lease | TINA KRAMER | AMD 1 02-11-15: INCREASE AUTHORITY BY \$1,675.00 (\$335.00 PER YEAR) FROM \$2,575.00 TO \$4,250.00, AND EXTEND TERMINATION DATE FROM 01-31-15 TO 01-31-20 FOR MULTI USE LEASE. 02-22-10: LEASE FOR HEATED WATER PIPE LINE AND LANDSCAPING, WASHOE COUNTY. NV B/L#: NV19921016142 |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|--|--------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|------------|-----------------|--|
| 18 | 57214 | 00 | ADRIANA MEDINA | PARCEL I-015-CL-041.508 | Y | 87,700.00 | - | - | 87,700.00 | 12/22/2014 | 12/21/2020 | - | Lease | TINA KRAMER | 12-22-15: LEASE FOR PROPERTY LOCATED AT 1221 RICHARD COURT IN LAS VEGAS, PARCEL I-015-CL-041.508, FOR A TERM OF 60 MONTHS AT \$1,495.00 A MONTH, CLARK COUNTY. NV B/L#: EXEMPT |
| 19 | 03615 | 00 | OVERLAND LEASING | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/27/2015 | 1/31/2017 | - | ROW Access | TINA KRAMER | 01-27-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 20 | 03815 | 00 | JSH PROPERTIES | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/27/2015 | 1/31/2017 | - | ROW Access | TINA KRAMER | 01-27-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 21 | 03915 | 00 | LAKE CROSSING INVESTMENT | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/9/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-09-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 22 | 04315 | 00 | NEVADA DIVISION OF STATE LANDS | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/28/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 01-28-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 23 | 04415 | 00 | GURR FAMILY TRUST | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/28/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 01-28-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 24 | 04515 | 00 | GAGE VILLAGE COMMERCIAL DEVELOPMENT, LLC | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/28/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 01-28-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|--------------------------------|--------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------|-----------------|--|
| 25 | 04615 | 00 | SHEEHAN DESCENDENT'S TRUST | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/28/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 01-28-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 26 | 04715 | 00 | EHE, LP | PERMISSION TO ENTER LAND | N | - | - | - | - | 1/28/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 01-28-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 27 | 06115 | 00 | F. E. CHOQUETTE LLC | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/4/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-04-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 28 | 06215 | 00 | 125 EAST GLENDALE AVENUE LLC | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/4/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-04-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 29 | 06315 | 00 | AUTOMOTIVE IND MACHINE SVC INC | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/4/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-04-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 30 | 06415 | 00 | GRANITE CONSTRUCTION COMPANY | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/4/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-04-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 31 | 06515 | 00 | F & T ENTERPRISES | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/4/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-04-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|---------------------------|---------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|-----------|------------|------------------|------------------|---|
| 32 | 07415 | 00 | FEDERICO AND VERA MIRANDA | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/11/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-11-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON PRESENT HOMELAND DRIVE FROM BROILI DRIVE TO DEMANDS DRIVE, WASHOE COUNTY. NV B/L#: EXEMPT |
| 33 | 07515 | 00 | CLC PROPERTIES | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/11/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-11-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: NV20011041201 |
| 34 | 07615 | 00 | HODGKISS LIVING TRUST | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/11/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-11-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 35 | 07715 | 00 | CITY OF RENO | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/11/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-11-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: EXEMPT |
| 36 | 07815 | 00 | REMC | PERMISSION TO ENTER LAND | N | - | - | - | - | 2/11/2015 | 1/31/2018 | - | ROW Access | TINA KRAMER | 02-11-15: NO COST AGREEMENT FOR CONSTRUCTION AND RECONSTRUCTION OF HIGHWAY, AND OF CURB, GUTTER, SIDEWALK, CURB RAMPS, AND DRIVEWAYS ON SR 648, GLENDALE AVENUE, FROM KIETZKE LANE TO MCCARRAN BOULEVARD, WASHOE COUNTY. NV B/L#: NV20071173591 |
| 37 | 54914 | 00 | OZ ENGINEERING | DATA EXCHANGE DEVELOPMENT | N | 200,000.00 | - | 200,000.00 | - | 1/6/2015 | 6/30/2015 | - | Service Provider | JIM WHALEN | 01-28-15: SOFTWARE DEVELOPMENT FOR NDOT'S DATA EXCHANGE (NDEX), DEVELOPING A DATA VISUALIZATION TOOL FOR NDEX AND INTERFACE DEVELOPMENT FOR OTHER AGENCIES TO COLLECT DATA FROM NDEX, STATEWIDE. NV B/L#: NV20151054690-S |
| 38 | 03713 | 01 | LEMONS GRUNDY EISENBERG | AD AMERICA VS NDOT/NEON | N | 205,250.00 | - | 205,250.00 | - | 1/22/2013 | 1/31/2016 | 1/20/2015 | Service Provider | DENNIS GALLAGHER | AMD 1 01-20-15: EXTEND TERMINATION DATE FROM 01-22-15 TO 01-31-16 TO ALLOW TIME TO RESOLVE THE LAWSUIT. 01-22-13: LEGAL SUPPORT FOR INVERSE CONDEMNATION RE: AD AMERICA VS.NDOT FOR PROJECT NEON, CLARK COUNTY.NV B/L#: NV19741002526 |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|--------------------------------|-------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|------------------|------------------|--|
| 39 | 07113 | 01 | SYLVESTER & POLEDNAK LTD | STATE V WYKOFF A-12-656578 | Y | 275,000.00 | - | 275,000.00 | - | 1/29/2013 | 1/31/2017 | 1/23/2015 | Service Provider | DENNIS GALLAGHER | AMD 1 01-28-15: EXTEND TERMINATION DATE FROM 01-31-15 TO 01-31-17 TO ALLOW TIME FOR THE LAWSUIT TO COME TO A RESOLUTION. 03-08-13: LEGAL SUPPORT FOR CONDEMNATION RE: STATE V. WYKOFF, (WARM SPRINGS PROJECT), CLARK COUNTY. NV B/L#: NV19981131366-S |
| 40 | 07313 | 01 | SYLVESTER & POLEDNAK, LTD | STATE V K & L DIRT A12666050 | Y | 275,000.00 | - | 275,000.00 | - | 1/23/2013 | 1/31/2017 | 1/23/2015 | Service Provider | DENNIS GALLAGHER | AMD 1 01-28-15: EXTEND TERMINATION DATE FROM 01-31-15 TO 01-31-17 TO ALLOW TIME FOR RESOLUTION OF THE LAWSUIT. 03-08-13: LEGAL SUPPORT FOR CONDEMNATION RE: STATE V. K & L DIRT,(BOULDER CITY BYPASS PROJECT), CLARK COUNTY.NV B/L#: NV19981131366-S |
| 41 | 05715 | 00 | PENNA POWERS BRIAN HAYNES | PUBLIC RELATIONS SERVICES | Y | 200,000.00 | - | 200,000.00 | - | 11/13/2014 | 11/30/2016 | - | Service Provider | RON DIETRICH | 02-02-15: PUBLIC RELATIONS CONSULTING SERVICES TO ASSIST IN THE COMMUNICATION OF THE DEPARTMENT'S ACQUISITION OF PROPERTIES AND RELOCATION OF RESIDENTS IN CONJUNCTION WITH PROJECT NEON, CLARK COUNTY. NV B/L#: NV20111035305-S |
| 42 | 05815 | 00 | CA GROUP | EXPERT WITNESS | Y | 100,000.00 | - | 100,000.00 | - | 12/1/2014 | 12/31/2016 | - | Service Provider | RON DIETRICH | 02-02-15: CIVIL ENGINEERING SERVICES FOR TRIAL IN AN INVERSE CONDEMNATION ACTION, FRED NASSIRI V. STATE OF NEVADA, CLARK COUNTY. NV B/L#: NV20081407877-S |
| 43 | 07215 | 00 | SIERRA NEVADA CONSTRUCTION INC | HQ PARKING LOT | N | 29,751.24 | - | 29,751.24 | - | 2/13/2015 | 6/30/2015 | - | Service Provider | GREG MINDRUM | 02-13-15: Q0-008-15: TO PROVIDE VALLEY GUTTER WORK FOR THE DEPARTMENT HQ SOUTHERN PARKING AREA, CARSON CITY. NV B/L#: NV19881009372-Q |
| 44 | 08115 | 00 | HAWKINS AND COLLEAGUES, INC | RELOCATION CONSULTING | Y | 100,000.00 | - | 100,000.00 | - | 10/1/2014 | 10/31/2016 | - | Service Provider | RON DIETRICH | 02-11-15: RESIDENTIAL RELOCATION CONSULTING SERVICES IN CONJUNCTION WITH PROJECT NEON, CLARK COUNTY. NV B/L#: NV19941079012-S |
| 45 | 15114 | 00 | KIMLEY-HORN AND ASSOCIATES | HYDRAULICS STUDIES FOR US 50 | N | 295,000.00 | - | 295,000.00 | - | 2/5/2015 | 6/30/2016 | - | Service Provider | JIM MOORE | 02-05-15: PLANS, HYDROLOGIC, AND HYDRAULICS STUDIES FOR US 50 IN THE CITY OF ELY, WHITE PINE COUNTY. NV B/L#: NV19911015458-R |
| 46 | 34814 | 00 | RLS & ASSOCIATES | ASSIST W/DRUG ALCOHOL REVIEWS | Y | 200,000.00 | - | 200,000.00 | - | 2/9/2015 | 9/30/2016 | - | Service Provider | MICHELLE GARDNER | 02-09-15: ASSIST WITH GRANTEE SUB-RECIPIENT DRUG AND ALCOHOL COMPLIANCE REVIEWS IN ACCORDANCE WITH FTA GUIDELINES, STATEWIDE. NV B/L#: NV20141376047-R |
| 47 | 43514 | 01 | FACILITIES MANAGEMENT | VALMY REST AREA IMPROVEMENTS | N | 201,000.00 | 38,227.00 | 239,227.00 | - | 9/22/2014 | 6/30/2015 | 1/22/2015 | Service Provider | CHAVONE GABLE | AMD 1 01-22-15: INCREASE AUTHORITY \$38,227.00 FROM \$201,000.00 TO \$239,227.00 TO PAY FOR ADDITIONAL WORK ON SEWER PIPE AND CONCRETE SLAB. 09-22-14: QA-003-14: CONSTRUCT VALMY REST AREA IMPROVEMENTS, HUMBOLDTCOUNTY. NV B/L#: NV20011331118-Q |
| 48 | 46314 | 00 | TERRACON CONSULTANTS | BRIDGE SPECIFICATION REVIEW | N | 11,695.00 | - | 11,695.00 | - | 1/23/2015 | 6/5/2015 | - | Service Provider | REID KAISER | 01-23-15: CONCRETE BRIDGE DECK SPECIFICATION REVIEW, STATEWIDE. NV B/L#: NV20041426032-Q |

| Line No | Agreement No | Amend No | Contractor | Purpose | Fed | Original Agreement Amount | Amendment Amount | Payable Amount | Receivable Amount | Start Date | End Date | Amend Date | Agree Type | Project Manager | Notes |
|---------|--------------|----------|-----------------------|------------------------------|-----|---------------------------|------------------|----------------|-------------------|------------|------------|------------|------------------|------------------|--|
| 49 | 49414 | 00 | FIRST QUALITY ROOFING | RE-ROOF MOUNTAIN SPRINGS MS | N | 185,000.01 | - | 185,000.01 | - | 2/2/2015 | 9/30/2015 | - | Service Provider | CHAVONE GABLE | 02-02-15: QA-002-15: CONSTRUCT NEW ROOF ON SHOP, FUEL DEPOT, AND TWO RESIDENCES AT THE MOUNTAIN SPRINGS MAINTENANCE STATION, CLARK COUNTY. NV B/L#: NV20021282323-Q |
| 50 | 53714 | 00 | AMERICAN EQUIPMENT | KNUCKLEBOOM TRAINING | N | 26,675.00 | - | 26,675.00 | - | 1/26/2015 | 12/31/2015 | - | Service Provider | BARBARA STEARNS | 01-28-15: PROVIDE NATIONAL COMMISSION FOR THE CERTIFICATION OF CRANE OPERATORS-APPROVED TRAINING AND CERTIFICATION TRAINING FOR KNUCKLEBOOM OPERATORS, CLARK, NYE, AND WASHOE COUNTIES. NV B/L#: NV19911046981-Q |
| 51 | 56214 | 00 | DECISION LENS INC | FIVE YEAR CAPITAL PLAN | N | 290,366.00 | - | 290,366.00 | - | 12/18/2014 | 12/31/2015 | - | Service Provider | ED MIRANDA | 01-26-15: WEB BASED SERVICES TO FACILITATE THE CREATION/PREPARATION OF A FIVE YEAR CAPITAL PLAN, STATEWIDE. NV B/L#: NV20141782146-S |
| 52 | 57014 | 00 | TERRA CONTRACTING | PIPE REPAIR ON SAHARA/NELLIS | N | 84,400.00 | - | 84,400.00 | - | 1/21/2015 | 9/30/2015 | - | Service Provider | JENNIFER MANUBAY | 01-21-15: Q1-015-15: REPAIR CONCRETE PIPE AT SAHARA AVENUE AND NELLIS BOULEVARD INTERSECTION, CLARK COUNTY. NV B/L#: NV19941132917-Q |
| 53 | 58014 | 00 | GOMEZ LATH & PLASTER | STUCCO/RESURFACE RECORDS | N | 31,120.00 | - | 31,120.00 | - | 1/21/2015 | 4/15/2015 | - | Service Provider | JIM PRENTICE | 01-22-15: STUCCO AND RESURFACE THE RECORDS MANAGEMENT BUILDING AT 1211 OREGON STREET, CARSON CITY. NV B/L#: NV20101758691-Q |



MEMORANDUM

Date: February 17, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
Item #7: Equipment in Excess of \$50,000 – Radio System Equipment – For possible action

Summary:

This item is to request Transportation Board approval to purchase two FutureCom repeaters to extend coverage at locations in northern Nevada.

Background:

NRS 408.839 states that the department shall not purchase any equipment which exceeds \$50,000.00, unless the purchase is first approved by the board. The total cost of these FutureCom units is \$284,883.63 and warrants consideration and approval by the Transportation Board.

NDOT owns and operates a portion of the statewide radio system. This radio system provides public safety and operational communications for users throughout the state. FutureCom repeaters are currently used at certain locations throughout the state as a means of providing extended land mobile radio service for users. The requested FutureCom repeaters will be installed at two locations and will extend coverage and upgrade equipment in Elko and in Austin.

This radio equipment was included and approved in the Biennial Legislative Budget (see Attachment 1). Pricing for this equipment has increased since the budget was submitted, and the current cost is \$284,883.63, which exceeds the legislatively approved amount by \$52,583.63. This equipment is necessary to maintain radio system functions and coverage, and funds for this increased cost were approved for reallocation from decision unit E711 replacement radios to decision unit E375 for FutureCom (see Attachment 2). The need to purchase the FutureCom equipment is greater than the need for the replacement radio user equipment, and shifting funds from radio replacement to the purchase of repeaters will not negatively impact NDOT or other users of the system.

List of Attachments:

1. Biennial Legislative Budget E375 E711
2. Request for Approval to Augment Original Non-Rental Equipment Budget

Recommendation for Board Action:

The Department recommends approval of the purchase of the FutureCom repeater equipment in the amount of \$284,883.63 for FY 2015.

Prepared by:

Tom Moore, Asst. Chief Traffic Operations Engineer

ATTACHMENT 1
Page 1 of 2

| NDOT OBJECT | OBJECT TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED | FY 2014 REQUEST | FY 2015 REQUEST |
|---|---|--------------------|--------------------|
| E711 | EQUIPMENT REPLACEMENT - 800 MHz RADIOS | | |
| EQUIPMENT - CATEGORY 05 | | | |
| 05-8277 | COMMUNICATIONS EQUIPMENT | \$ 379,850 | \$ 379,850 |
| <p>This decision unit requests budget authority for the replacement of approximately ten percent (10%) of the 800 MHz radios owned and utilized by the Department of Transportation (NDOT). The type of radios to be replaced have reached the end of service for parts support (LPE radios in 2009 and 500M radios in 2010). 214 radios x \$3,550 estimated replacement cost per unit = \$759,700 (see attached list of NDOT radios to be replaced).</p> <p>The Nevada Shared Radio System (NSRS) is a statewide 800 MHz trunked radio system. The NSRS is a public private partnership shared between the NDOT, the University of Nevada Las Vegas (UNLV), and Nevada Energy participating in full legal accordance with FCC regulations. System resources and components are combined to maximize mobile radio capabilities, advanced technologies and coverage throughout Nevada, while minimizing equipment costs and associated operational costs. A portion of the NDOT operating costs are reimbursed by the non-highway funded agencies listed on the attached diagram depicting the participants in the NSRS.</p> | | | |
| ENHANCEMENT - 800 MHz RADIO REPLACEMENT TOTAL - E711 | | \$ 379,850 | \$ 379,850 |

ATTACHMENT 1
PAGE 2 of 2

| NDOT OBJECT | OBJECT TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED | FY 2014 REQUEST | FY 2015 REQUEST |
|----------------|---|--------------------|--------------------|
|----------------|---|--------------------|--------------------|

E375 SAFE AND LIVABLE COMMUNITIES - NEVADA SHARED RADIO SYSTEM (NSRS)

EQUIPMENT - CATEGORY 05

05-8277 COMMUNICATIONS EQUIPMENT

This decision unit requests budget authority for radio equipment to enhance the ongoing operational management of the Nevada Shared Radio System (NSRS).

The NSRS is a statewide 800 MHz trunked radio system. The NSRS is a public private partnership shared between the Department of Transportation (NDOT), the University of Nevada Las Vegas (UNLV), and Nevada Energy participating in full legal accordance with FCC regulations. System resources and components are combined to maximize mobile radio capabilities, advanced technologies and coverage throughout Nevada, while minimizing equipment costs and associated operational costs. A portion of the NDOT operating costs are reimbursed by the non-highway funded agencies listed on the attached diagram depicting the participants in the NSRS.

The NSRS provides emergency support under the NDOT and state emergency plans and meets Homeland Security initiatives regarding interoperable public safety radio systems. The system supports safe and livable communities by providing voice and data services to state agencies such as the Department of Public Safety and the Department of Corrections, as well as NDOT operations (weather information, travel advisory signs, emergency call boxes, chain sign and other telemetry requirements).

Existing Analog Futurecom equipment at sites listed below is obsolete and without manufacturer support for parts or repair. The requested Digital Futurecom equipment will work with the existing 800 MHz system and is compatible with other interoperable radio systems.

The following request for radio enhancement funding is based upon an analysis of current and projected coverage. Based upon this analysis it was determined that there is the need for additional enhancements and upgrades to the system. The request includes the conversion of equipment at three sites and one new site. These sites include:

| Site | Location | Current Equipment | Proposed Equipment | Estimated Costs: | |
|-------------|-----------|------------------------------|-------------------------------|--------------------|------------|
| Kinkead | Hawthorne | Analog Futurecom - 5 Channel | Digital Futurecom - 5-Channel | } Estimated Costs: | \$ 128,700 |
| Secret Pass | Halleck | Analog Futurecom - 4 Channel | Digital Futurecom - 4-Channel | | \$ 113,700 |
| New Pass | Austin | Analog Futurecom - 4 Channel | Digital Futurecom - 4-Channel | | \$ 116,200 |
| Water Pipe | Elko | n/a | Digital Futurecom - 4-Channel | | \$ 116,200 |

Futurecom Equipment: An extender site, or Futurecom, is a radio communications system utilized in the NSRS. It is a Channel Site Extender designed to increase the coverage area of an existing radio site by receiving and re-broadcasting the signals from host to user, and from user to host. In operation, it is fully transparent to the user. It is useful for rural areas to fill in areas of no coverage and lower push to talk communications.

| | | | |
|---|--|------------|------------|
| ENHANCEMENT - SAFE AND LIVABLE COMMUNITIES - NEVADA SHARED RADIO SYSTEM (NSRS) - E375 | | \$ 242,400 | \$ 232,400 |
|---|--|------------|------------|

Departmental Budget savings ARE available in the amount of \$ _____

Division/District savings are being used. \$ 5711

Donna Speets
Budget Section

Approved

NOT Approved

[Signature]
Deputy Director



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

March 9, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
Item #8: Action Item: Disposal of NDOT right-of-way located at SR-604 (LAS VEGAS BLVD. near LAMONT ST.)
SUR 13-18 – For possible action

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Abandonment. The easement interests to be abandoned are located at SR-604 (LAS VEGAS BLVD. near LAMONT ST.). Parcel S-604-CL-004.715 XS1 is currently vacant and consists of approximately 1,287 sq. ft. and Parcel S-604-CL-004.763 XS1 is currently improved as a parking lot adjacent to A C & L Contractors Inc. property and consists of approximately 2,592 sq. ft., a total of 3,879 sq. ft., as depicted on the attached sketch map marked Exhibit "A".

Background:

On October 18, 1943, the Department acquired an easement interest from Eva Mae Kaltenborn on contract from Marie Blad (State Patent No. 11752) for highway purposes. This easement is of no further contemplated use by the Department and will be a benefit to the Department with the elimination of all liability and future maintenance responsibilities.

Analysis:

On October 28, 2014, the Surplus Committee determined the easement is no longer required for the highway purposes. The abandonment of NDOT's easement interest in the parcels is being made in accordance with NRS 408.523.

Recommendation for Board Action:

Approval of disposal of NDOT's easement interests located at SR-604 (LAS VEGAS BLVD. near LAMONT ST.).

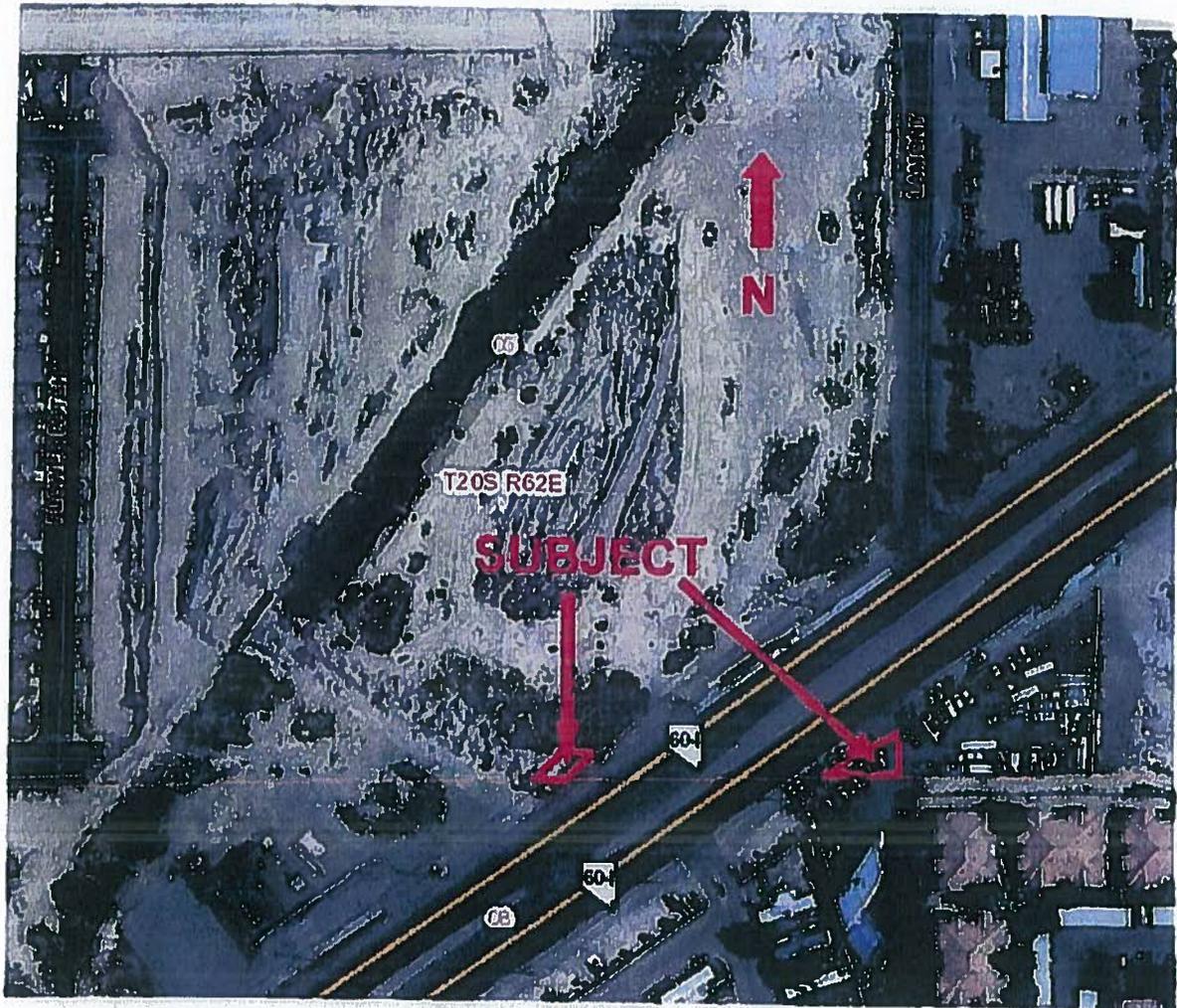
List of Attachments:

1. Location Map
2. Original Resolution of Abandonment with attached sketch maps depicted as Exhibit "A".
3. Environmental Approval
4. NRS 408.523

Prepared by: Paul A. Saucedo, Chief RW Agent

A handwritten signature in blue ink, appearing to be 'Paul A. Saucedo', written over the text 'Prepared by: Paul A. Saucedo, Chief RW Agent'.

LOCATION MAP



SUR 13-18
DESCRIPTION: SR-604 (LAS VEGAS BLVD. near LAMONT ST.)

300

Ptn. of APNs: 140-05-899-009
140-08-504-009

Control Section: CL-04
Route: SR-604 (Las Vegas Blvd.)
Former Route: US-91
Surplus No.: SUR 13-18
Parcels: S-604-CL-004.715 XS1
S-604-CL-004.763 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

**RESOLUTION OF ABANDONMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest for all of that certain right-of-way for SR-604 (Las Vegas Blvd.) from Highway Engineer's Station "R" 257+01± P.O.T. to Highway Engineer's Station "R" 257+52± P.O.T., and from Highway Engineer's Station "R" 259+14± P.O.T. to Highway Engineer's Station "R" 260+16± P.O.T.; and

WHEREAS, said right-of-way is delineated and identified as Parcels S-604-CL-004.715 XS1 and S-604-CL-004.763 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, pursuant to the provisions contained in NRS 408.523, the Nevada Department of Transportation Board of Directors may vacate or abandon by resolution, any portion of a state highway which has been superseded by relocation or has been determined to be in excess of the needs of the Department; and

ATTACHMENT 2

WHEREAS, portions of said right-of-way are of no further contemplated use by the State of Nevada, Department of Transportation, due to those certain portions of SR-604 (Las Vegas Blvd.) being in excess of the needs of the Department.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation of the State of Nevada, that the following described right-of-way and incidents thereto, being all that land delineated and identified as Parcels S-604-CL-004.715 XS1 and S-604-CL-004.763 XS1 on EXHIBIT "A" is hereby abandoned. Said right-of-way is more particularly described as follows:

...situate, lying and being in County of Clark, State of Nevada, and more particularly described as being portions of the SW 1/4 of the SE 1/4 of Section 5, T. 20 S., R. 62 E., M.D.M., said parcels being more fully described as follows:

Parcel S-604-CL-004.715 XS1

Being a parcel or strip of land lying within the right-of-way of SR-604 (Las Vegas Blvd.) 25.00 feet in width, described as all of that land lying northwesterly of a line 75.00 feet left of the centerline of said SR-604 (Las Vegas Blvd.) from approximate Highway Engineer's Station "R" 257+01 P.O.T. to approximate Highway Engineer's Station "R" 257+52 P.O.T.

The sidelines of the above described parcel are to be shortened or lengthened so as to begin on the south line of said Section 5, and to terminate on a line 30.00 feet north of said south line of Section 5; said parcel contains an area of 1,287 square feet more or less.

Parcel S-604-CL-004.763 XS1

Being a parcel or strip of land lying within the right-of-way of SR-604 (Las Vegas Blvd.), varying in width, described as all that land lying southwesterly of a line 75.00 feet right of and parallel with the centerline of said SR-604 (Las Vegas Blvd.) from approximate Highway Engineer's Station "R" 259+14 P.O.T. to approximate Highway Engineer's Station "R" 260+16 P.O.T., lying within said SW 1/4 of the SE 1/4 of Section 5; said parcel contains an area of 2,592 square feet more or less.

Said parcels are identified as Parcel S-604-CL-004.715 XS1 and S-604-CL-004.763 XS1 on EXHIBIT "A" attached hereto and made a part hereof.

Said parcels being subject to any and all existing utilities, whether of record or not.

It is the intent of the Department of Transportation to abandon those portions of SR-604 (Las Vegas Blvd.), delineated and identified as Parcels S-604-CL-004.715 XS1 and S-604-CL-004.763 XS1 on EXHIBIT "A" attached hereto and made a part hereof for reference.

DATED this _____ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Dennis Gallagher, Deputy Attorney General

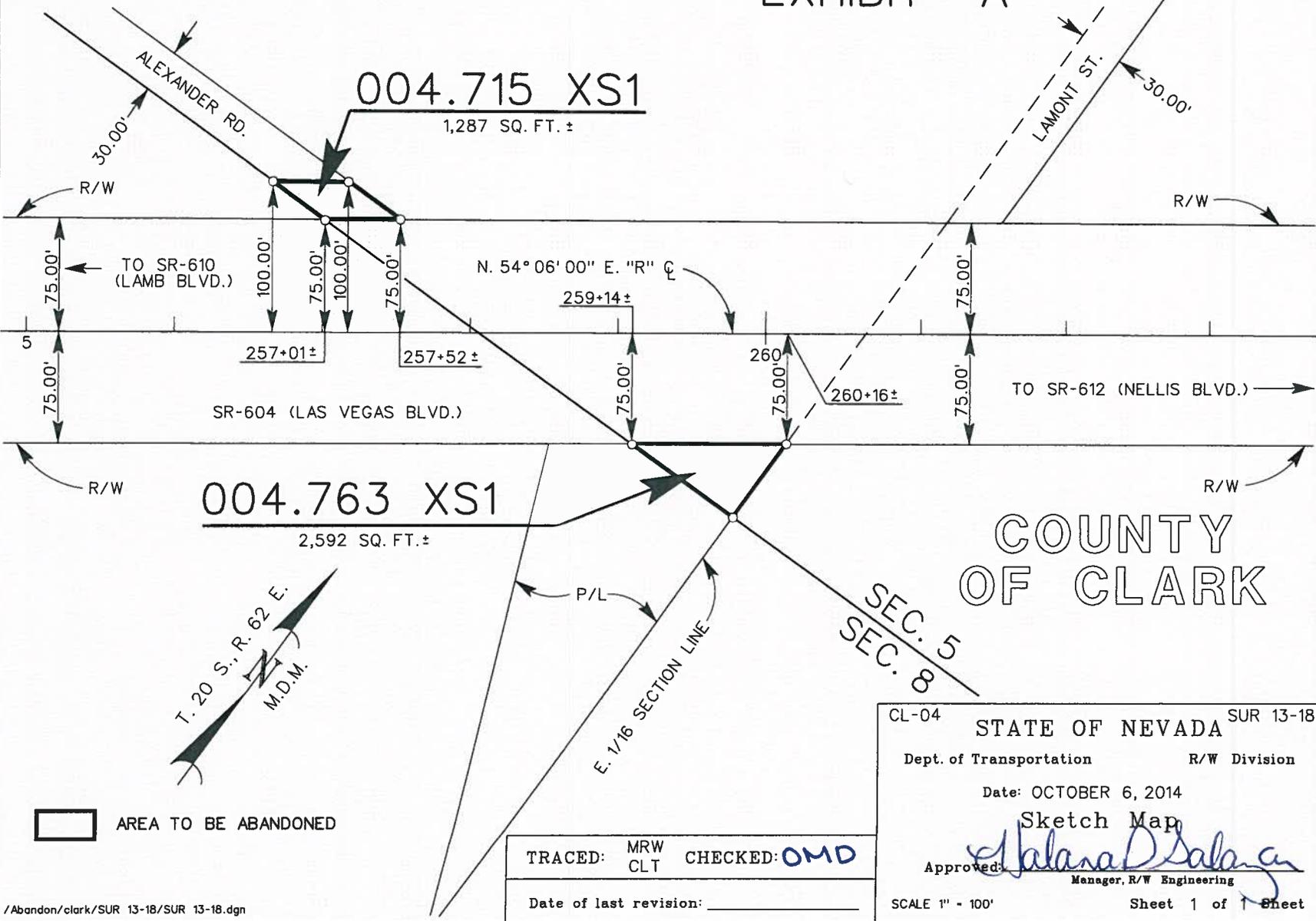
Brian Sandoval, Chairman

ATTEST:

Secretary to the Board

PARCEL NO. PREFIX: S-604-CL-

EXHIBIT "A"





1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

October 24, 2013

To: Halana Salazar, Manager Right-of-Way Engineering

From: Steve M. Cooke, PE, Chief, Environmental Services *smc*

Subject: Environmental Clearance for Abandonment
Surplus No.: SUR 13-18
Abandonment of Parcel S-604-CL-004.715 XS1 & s-604-CL-004.763 XS1 on
SR-604 (Las Vegas Blvd), Las Vegas, Clark County, NV
Disposal by Abandonment

The Environmental Services Division understands FHWA authorization is not required and reviewed the requested action accordingly. It was found clear of any documented environmental concern for abandonment.

Cc: Robert Martin, Staff Specialist
Glendyne Shull, Supervisory Right-of-Way Agent
Project E-File

ATTACHMENT 3

NRS 408.523 Summary vacation and abandonment of portion of state highway superseded by relocation or in excess of need resolution of Board; recordation.

1. The Board may retain or may summarily vacate and abandon any portion of a state highway if that portion has been superseded by relocation or has been determined to be in excess of the needs of the Department.

2. The Board shall act to abandon any easement, or to vacate any highway, by resolution. A certified copy of the resolution may be recorded without acknowledgment, certificate of acknowledgment, or further proof, in the office of the county recorder of each county where any portion of the easement to be abandoned, or the highway to be vacated, lies. No fee may be charged for such recordation. Upon recordation, the abandonment or vacation is complete.

3. When a highway for which the State holds only an easement is abandoned, or when any other easement is abandoned, the property previously subject thereto is free from the public easement for highway purposes. Where the State owns in fee the property on which the vacated highway was located, the Department shall dispose of that property as provided in NRS 408.533.

4. In any proceeding for the abandonment or vacation of any state highway or part thereof, the Board may reserve and except therefrom any easements, rights or interests in the highway deemed desirable and in the best interests of the State.

(Added to NRS by 1960, 68; A 1981, 707; 1987, 1811; 1989, 1307)

ATTACHMENT 4



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

March 9, 2014

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
Item #9: Action Item: Disposal of a portion of NDOT right-of-way located at SR-604 (Las Vegas Blvd.) from E. Tonopah Ave. to E. Carey Ave.

SUR 14-09 – For Board Approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Relinquishment as part of the Road Relinquishment Program. The right-of-way parcel to be relinquished to the City of North Las Vegas is a portion of NDOT right-of-way located at SR-604 (Las Vegas Blvd.) from E. Tonopah Ave. to E. Carey Ave. The parcel is currently improved with a highway consisting of approximately 16.4 acres (714,384 sq. ft.) as depicted on the attached sketch maps labeled Exhibit "A" through "J".

Background:

Between April 6, 1925 and February 5, 1988, the Department acquired the property in fee and by easement for highway purposes.

The City of North Las Vegas consented by resolution passed and adopted on December 17, 2015, to the Department's relinquishment of a portion of NDOT right-of-way located at SR-604 (Las Vegas Blvd.) from E. Tonopah Ave. to E. Carey Ave. This transfer will be a benefit to the Department with the elimination of all liability and future maintenance responsibilities.

Analysis:

As stated above the City of North Las Vegas signed a Resolution Consenting to Relinquishment and Land Transfer Agreement accepting the relinquishment of this parcel. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527. The Department currently holds an easement interest and fee simple interest in this parcel.

Recommendation for Board Action:

Approval of disposal of NDOT right-of-way for a portion of NDOT right-of-way located at SR-604 (Las Vegas Blvd.) from E. Tonopah Ave. to E. Carey Ave.

**Department of Transportation Board of Directors
March 9, 2015**

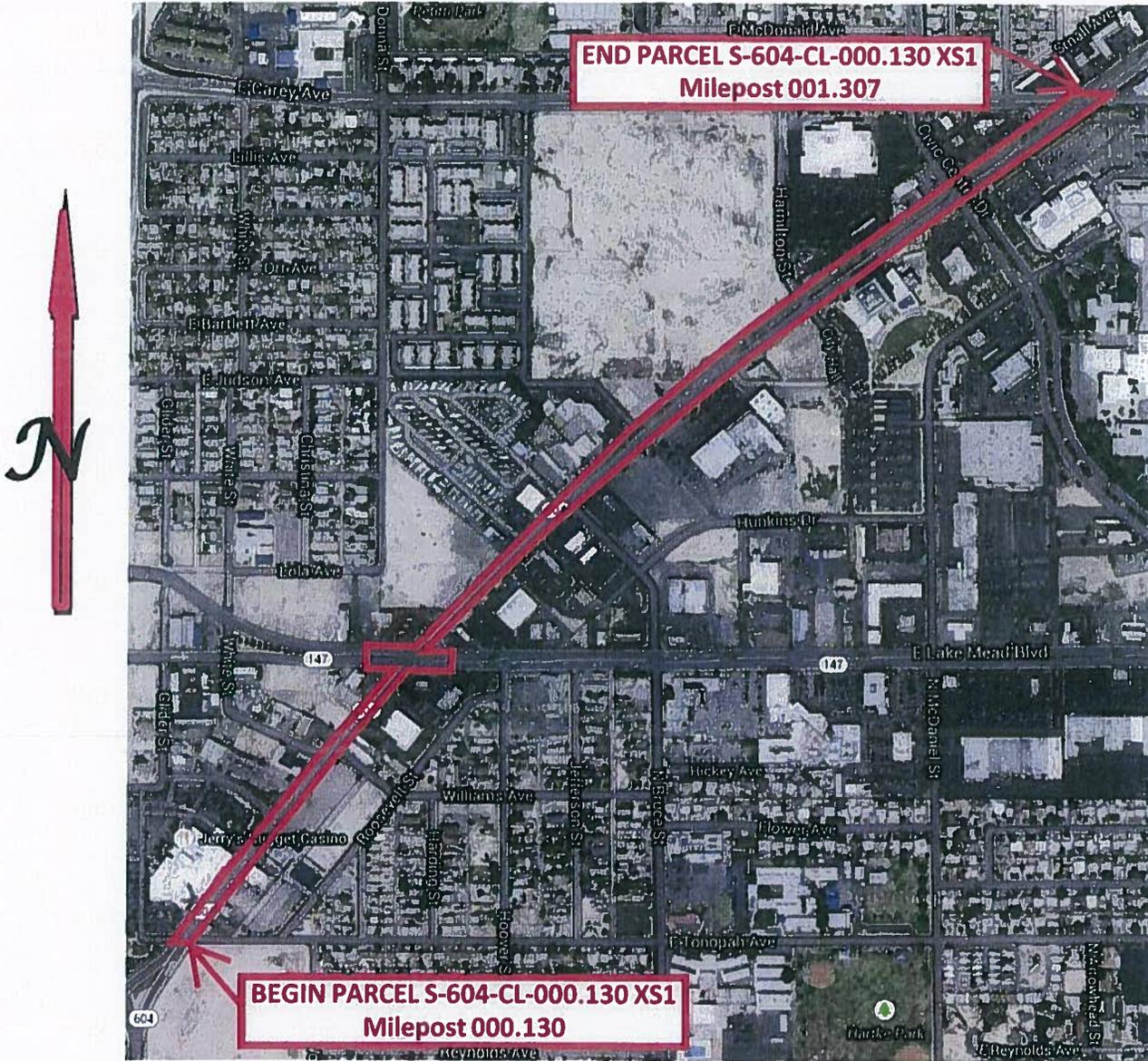
List of Attachments:

1. **Location Map**
2. **Original Resolution of Relinquishment with attached sketch maps depicted as Exhibit "A" through "J"**
3. **Executed Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A".**
4. **Environmental Approval**
5. **Cooperative Agreement Las Vegas Boulevard Transfer**
6. **NRS 408.527**

Prepared by: Paul A. Saucedo, Chief R/W Agent



LOCATION MAP



SUR 14-09
SR-604 (Las Vegas Blvd.) from Tonopah Ave. to Carey Ave.

301

All of APNs: 139-23-599-005, 011
139-23-699-001

Ptn. of APNs: 139-23-299-006,035
139-23-399-001, 002, 003
139-23-499-002, 003
139-14-899-033

Control Section: CL-04, CL-46 and CL-67

Route: SR-604 and SR-147

Former Route: SR-6 and SR-41

Surplus No.: SUR 14-09

Project:

E.A.:

Parcel: S-604-CL-000.130 XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION.
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

RESOLUTION OF RELINQUISHMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest and a fee simple interest in that certain right-of-way for a portion of SR-604 (Las Vegas Blvd.) and a portion of SR-147 (E. Lake Mead Blvd.), extending from the southerly right-of-way line of Tonopah Ave., to the northerly right-of-way line of Carey Ave., including approximately 190 feet east and approximately 190 feet west of SR-604 (Las Vegas Blvd.) for a total of approximately 380 feet on SR-147 (E. Lake Mead Blvd.); and

WHEREAS, said right-of-way is delineated and identified as Parcel S-604-CL-000.130 XS1 on EXHIBITS "A" through "J", inclusive, attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Department may, by resolution of the

board, relinquish to cities and counties any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to that portion of SR-604 (Las Vegas Blvd.) and that portion of SR-147 (E. Lake Mead Blvd.) being in excess of its needs; and

WHEREAS, the City of North Las Vegas has requested the relinquishment of aforesaid portion of highway for the purpose of a transportation facility; and

WHEREAS, the City of North Las Vegas has agreed to accept the relinquishment of said right-of-way for the aforesaid portion of SR-604 (Las Vegas Blvd.) and that portion of SR-147 (E. Lake Mead Blvd.) together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the City of North Las Vegas entered into an agreement with the Department on February 5, 2015, to accept the hereinafter described designated street as a part of the City of North Las Vegas street system; and

WHEREAS, the City Council of the City of North Las Vegas, State of Nevada, consented by resolution passed and adopted on December 17, 2014, to the Department relinquishing the aforesaid portion of said street to the City of North Las Vegas; and

WHEREAS, NRS 408.527 provides that the Department of Transportation may relinquish any portion of a state highway which has been superseded by relocation or which the Department determines exceeds its needs after the Department and the city or county have entered into an agreement and the city or county legislative body has adopted a resolution consenting thereto.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcel S-604-CL-000.130 XS1

on EXHIBITS "A" through "J", inclusive, attached hereto and made a part hereof, is hereby relinquished to the City of North Las Vegas, State of Nevada. Said right-of-way is described as follows: situate lying, and being in the City of North Las Vegas, County of Clark, State of Nevada, and more particularly described as being a portion of Section 14 and Section 23 all in T. 21 S., R. 61 E., M.D.M.; and further described as follows:

BEING that portion of SR-604 (Las Vegas Blvd) lying in Sections 14 and 23, from the southerly right-of-way line of Tonopah Avenue, at approximate Highway Engineer's Station "P1" 174+70.00 P.O.C., extending northerly and easterly for an approximate distance of 1.12 miles to the northerly right-of-way line of Carey Avenue at approximate Highway Engineer's Station "C" 234+54.65 P.O.T., including that portion of SR-147 (E. Lake Mead Blvd.) approximately 190 feet east and approximately 190 feet west of SR-604 (Las Vegas Blvd.) for a total of approximately 380 feet on SR-147. The sidelines of said parcel shall be lengthened or shortened to begin on said southerly right-of-way line of Tonopah Avenue and to end on said northerly right-of-way line of Carey Avenue.

SUBJECT TO any and all existing easements whether of record or not.

It is the intent of the Department to relinquish to the City of North Las Vegas all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBITS "A" through "J", inclusive, attached hereto and made a part hereof.

DATED this ___ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

,Deputy Attorney General

Brian Sandoval, Chairman

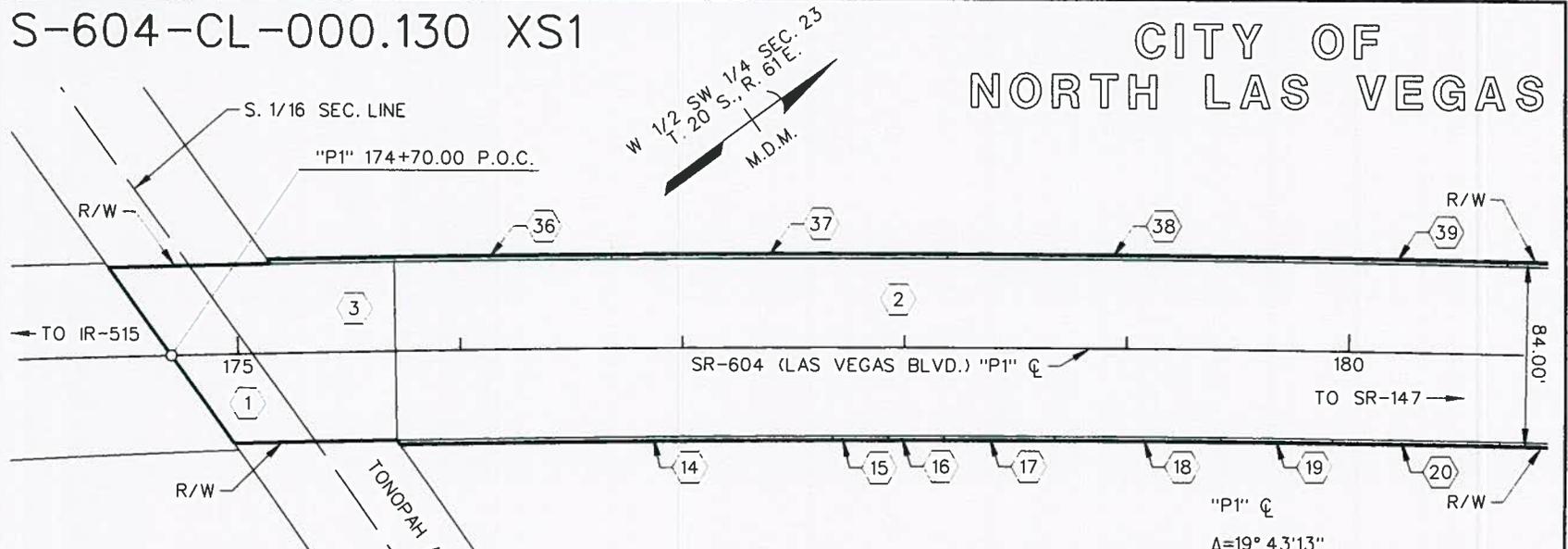
ATTEST:

Secretary to the Board

R15-01

S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS



- 1 MCGRATH, HELEN E., BK 11, PG 59, DOC 22359, RECORDED 4/6/25, EASEMENT
- 2 WILLIAMS, T.L., BK 12, PG 498, DOC 27437, RECORDED 2/3/28, EASEMENT
- 3 WILLIAMS, THOS., BK 11, PG 202, DOC 23065, RECORDED 8/3/25, EASEMENT
- 14 BRUNO, TONY, BK 63, PG 413, DOC 362398, RECORDED 1/29/51, EASEMENT
- 15 MUNKERS, HARRY F. and LEONA MAE, BK 63, PG 417, DOC 362402, RECORDED 1/29/51, EASEMENT
- 16 MUNKERS, LEONA, BK 63, PG 418, DOC 362403, RECORDED 1/29/51, EASEMENT
- 17 PEARSON, DONALD L. and MARY C., BK 63, PG 32, DOC 352225, RECORDED 10/7/50, EASEMENT
- 18 ROWAN, HAZEL M., BK 63, PG 28, DOC 352221, RECORDED 10/7/50, EASEMENT
- 19 CITY OF NORTH LAS VEGAS, PRESCRIPTIVE

- 20 FECHSER, MAGDALENE J., BK 62, PG 401, DOC 346071, RECORDED 8/2/50, EASEMENT
- 36 PICCOLI, J.P., BK 63, PG 412, DOC 362397, RECORDED 1/29/51, EASEMENT
- 37 ARROWHEAD FREIGHT LINES LTD., A CALIFORNIA CORP., BK 63, PG 421, DOC 362406, RECORDED 1/29/51, EASEMENT
- 38 ZIGTEMA, BARNEY D. and RENA A., BK 62, PG 376, DOC 346046, RECORDED 8/2/50, EASEMENT
- 39 TUCKER, HORACE G., BK 63, PG 29, DOC 352222, RECORDED 10/7/50, EASEMENT

TO BE RELINQUISHED

EXHIBIT "A"

CL-04 STATE OF NEVADA SUR 14-09
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

APPROVED: *[Signature]*
MANAGER, R/W ENGINEERING

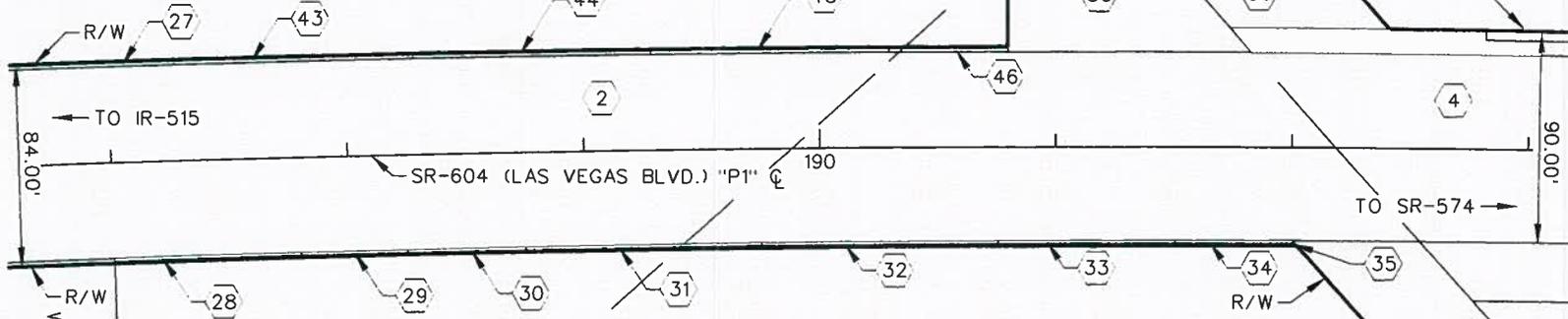
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| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

SCALE 1"=80' SHEET 1 OF 10

S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS

- 2 WILLIAMS, T.L., BK 12, PG 498, DOC 27437, RECORDED 2/3/28, EASEMENT
- 4 HAM, A.W., PRESCRIPTIVE
- 27 SHAWHEAN, MARY and NOUFAL, E. and ANNIE, BK 62, PG 403, DOC. 346073, RECORDED 8/2/1950, EASEMENT
- 28 JONES, EARL and ELIZABETH K., BK 62, PG 396, DOC 346066, RECORDED 8/2/50, EASEMENT
- 29 JOHNSON, WILLARD H. and AIRION A., BK 62, PG 395, DOC 346065, RECORDED 8/2/50, EASEMENT
- 30 HARRIS, GEORGE, BK 62, PG 394, DOC 346064, RECORDED 8/2/50, EASEMENT



- 31 LANCASTER, FRANK and NINA, BK 62 PG 393, DOC 346063, RECORDED 8/2/50, EASEMENT
- 32 CARDINAL, THERESA PRATTO, BK 62, PG 392, DOC 346062, RECORDED 8/2/50, EASEMENT
- 33 CHILDERS, EARL A. and LILY M., BK 62, PG 390, DOC 346060, RECORDED 8/2/50, EASEMENT
- 34 WILSON, CARL K. and MILDRED CLARE, BK 62, PG 388, DOC 346058, RECORDED 8/2/50, EASEMENT
- 35 BANKS, ALFRED E., BK 62, PG 389, DOC 346059, RECORDED 8/2/50, EASEMENT

- 43 FRICKE, WILLIAM and EDITH, BK 62, PG 386, DOC 346056, RECORDED 8/2/50, EASEMENT
- 44 JESKE, PAUL and NEVA, BK 62, PG 387, DOC 346057, RECORDED 8/2/50, EASEMENT
- 45 POTTER, ALICE M., BK 62, PG 406, DOC 346076, RECORDED 8/2/50, EASEMENT
- 46 SAL SAGEV HOTEL CO., INC., BK 62, PG 404, DOC 346074, RECORDED 8/2/50, EASEMENT
- 50 CITY OF NORTH LAS VEGAS, BK 880205, INST 00751, RECORDED 2/5/88, QUITCLAIM

"P1" C
 $\Delta=19^\circ 43'13"$
 $R=13,300.00'$
 $L=4,577.65'$

TO BE RELINQUISHED

EXHIBIT "C"

CL-04 STATE OF NEVADA SUR 14-09
 CL-46 DEPARTMENT OF TRANSPORTATION
 CL-67

DATE: FEBRUARY 23, 2015

SKETCH MAP

[Signature]
 MANAGER, R/W ENGINEERING

APPROVED:

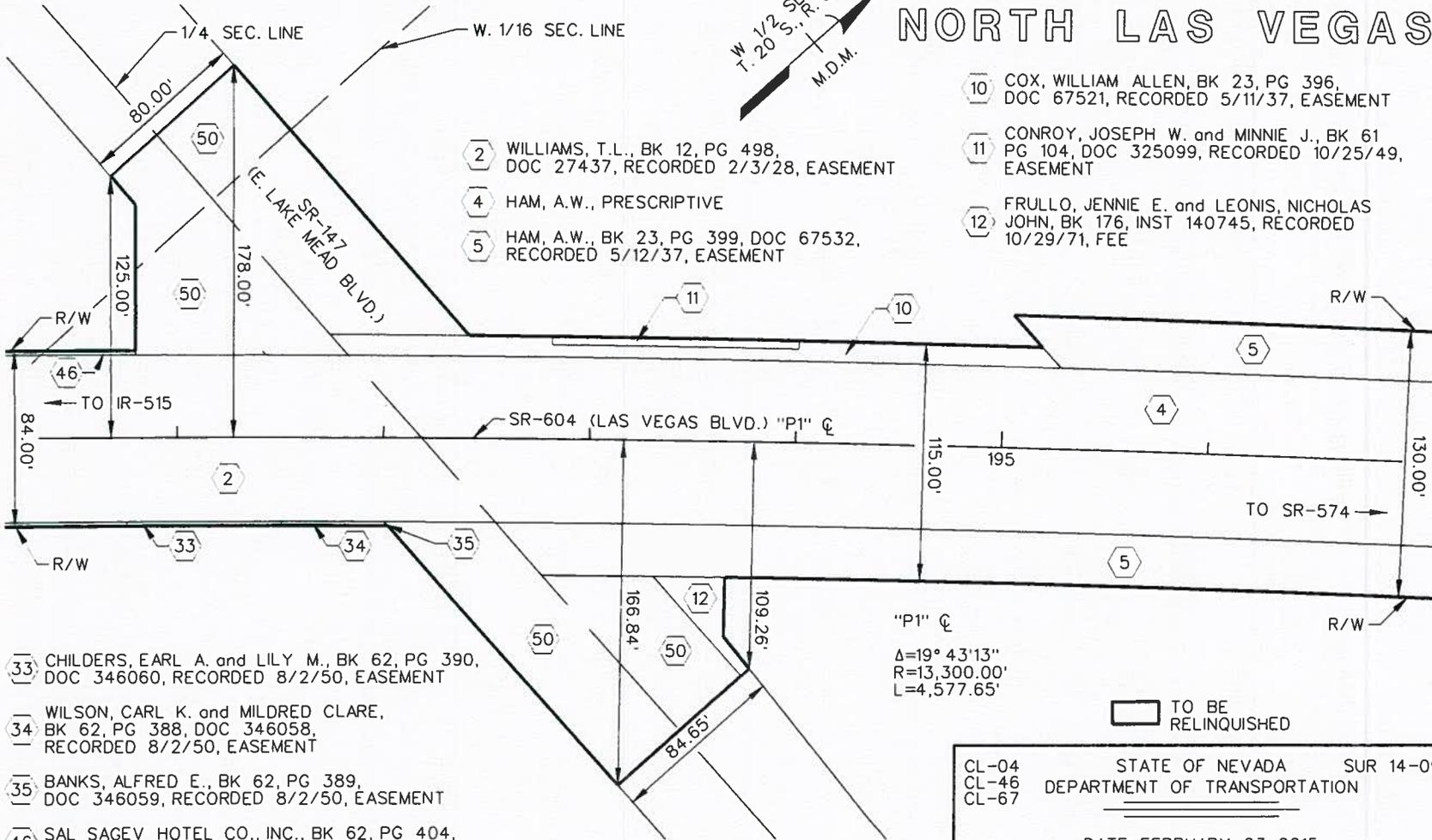
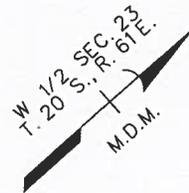
SCALE 1"=80'

SHEET 3 OF 10

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| NEVADA DOT | TRACED | MRS |
| | CHECKED | <i>CJH for CM</i> |
| | DATE OF LAST REVISION: | |

S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS



- 2 WILLIAMS, T.L., BK 12, PG 498, DOC 27437, RECORDED 2/3/28, EASEMENT
- 4 HAM, A.W., PRESCRIPTIVE
- 5 HAM, A.W., BK 23, PG 399, DOC 67532, RECORDED 5/12/37, EASEMENT

- 10 COX, WILLIAM ALLEN, BK 23, PG 396, DOC 67521, RECORDED 5/11/37, EASEMENT
- 11 CONROY, JOSEPH W. and MINNIE J., BK 61 PG 104, DOC 325099, RECORDED 10/25/49, EASEMENT
- 12 FRULLO, JENNIE E. and LEONIS, NICHOLAS JOHN, BK 176, INST 140745, RECORDED 10/29/71, FEE

- 33 CHILDERS, EARL A. and LILY M., BK 62, PG 390, DOC 346060, RECORDED 8/2/50, EASEMENT
- 34 WILSON, CARL K. and MILDRED CLARE, BK 62, PG 388, DOC 346058, RECORDED 8/2/50, EASEMENT
- 35 BANKS, ALFRED E., BK 62, PG 389, DOC 346059, RECORDED 8/2/50, EASEMENT
- 46 SAL SAGEV HOTEL CO., INC., BK 62, PG 404, DOC 346074, RECORDED 8/2/50, EASEMENT
- 50 CITY OF NORTH LAS VEGAS, BK 880205, INST 00751, RECORDED 2/5/88, QUITCLAIM

"P1" C
 $\Delta=19^{\circ} 43'13''$
 $R=13,300.00'$
 $L=4,577.65'$

TO BE RELINQUISHED

EXHIBIT "D"

CL-04 STATE OF NEVADA SUR 14-09
 CL-46 DEPARTMENT OF TRANSPORTATION
 CL-67

DATE: FEBRUARY 23, 2015

SKETCH MAP

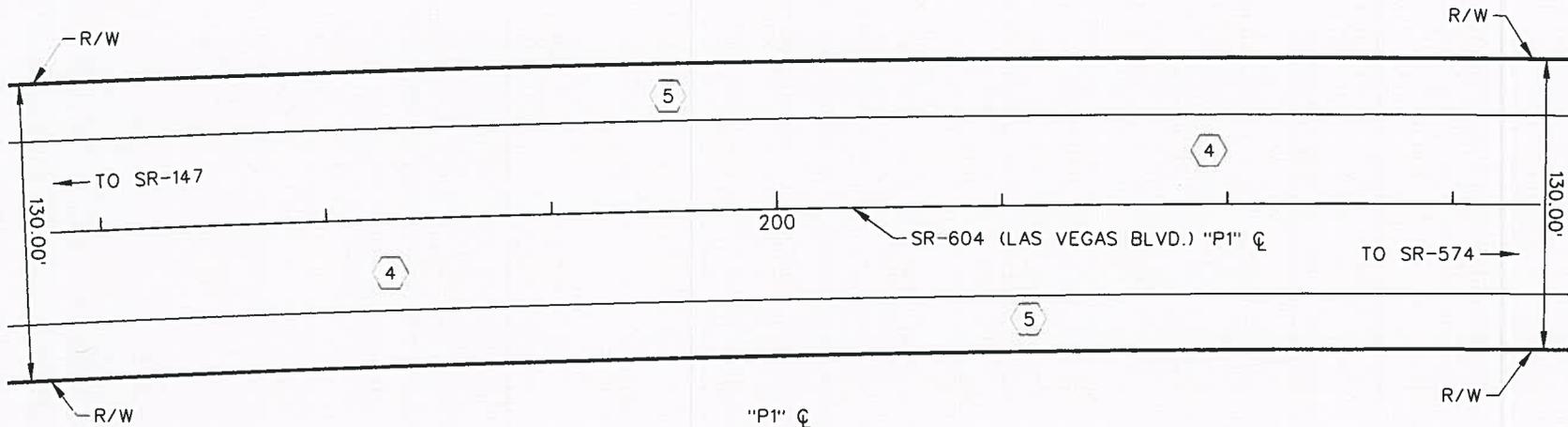
APPROVED: *[Signature]*
 MANAGER, R/W ENGINEERING

| | | |
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| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

SCALE 1"=80' SHEET 4 OF 10

S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS



"P1" ϕ
 $\Delta = 19^\circ 43'13''$
 $R = 13,300.00'$
 $L = 4,577.65'$

TO BE RELINQUISHED

- 4 HAM, A.W., PRESCRIPTIVE
- 5 HAM, A.W., BK 23, PG 399, DOC 67532, RECORDED 5/12/37, EASEMENT

CL-04 STATE OF NEVADA SUR 14-09
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

[Signature]

APPROVED: _____
MANAGER, R/W ENGINEERING

SCALE 1"=80' SHEET 5 OF 10

EXHIBIT "E"

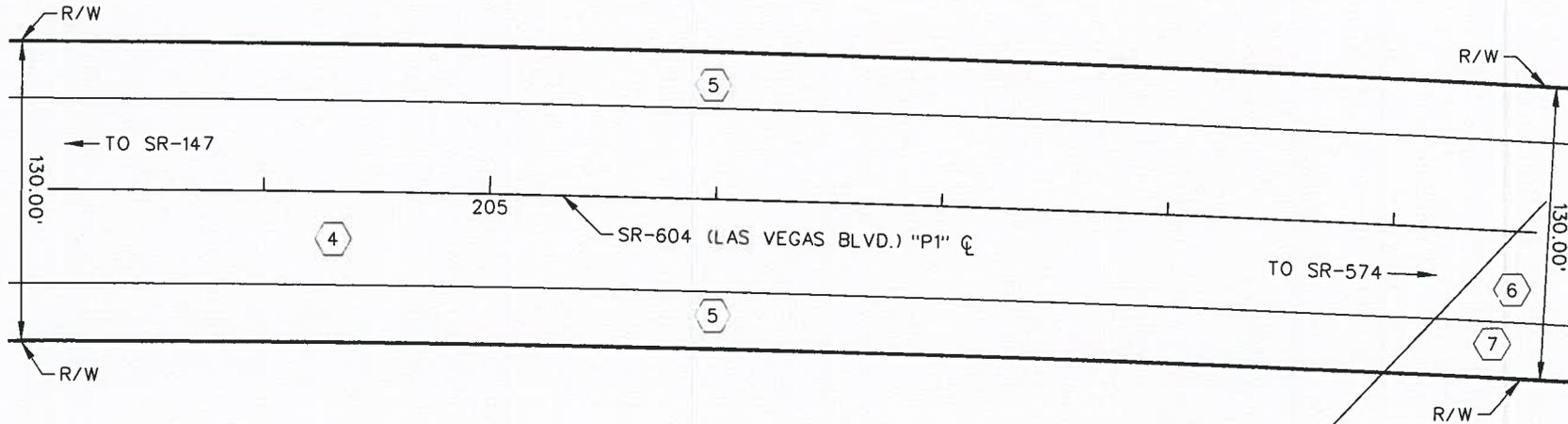
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| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS

N. 1/16 SEC. LINE

NE 1/4 NW 1/4 SEC. 23
T. 20 S., R. 61 E.
M.D.M.



"P1" ⊙

$\Delta=19^\circ 43'13''$
 $R=13,300.00'$
 $L=4,577.65'$

- 4 HAM, A.W., PRESCRIPTIVE
- 5 HAM, A.W., BK 23, PG 399, DOC 67532, RECORDED 5/12/37, EASEMENT
- 6 MAGNUS, CHAS. E., PRESCRIPTIVE
- 7 FORNEY, PAULINE, and LIVINGSTON, BEULAH, BK 24, PG 25, DOC 69200, RECORDED 7/28/37, EASEMENT

1/4 SEC. LINE

TO BE RELINQUISHED

EXHIBIT "F"

CL-04 STATE OF NEVADA SUR 14-09
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

APPROVED: 
MANAGER, R/W ENGINEERING

SCALE 1"=80'

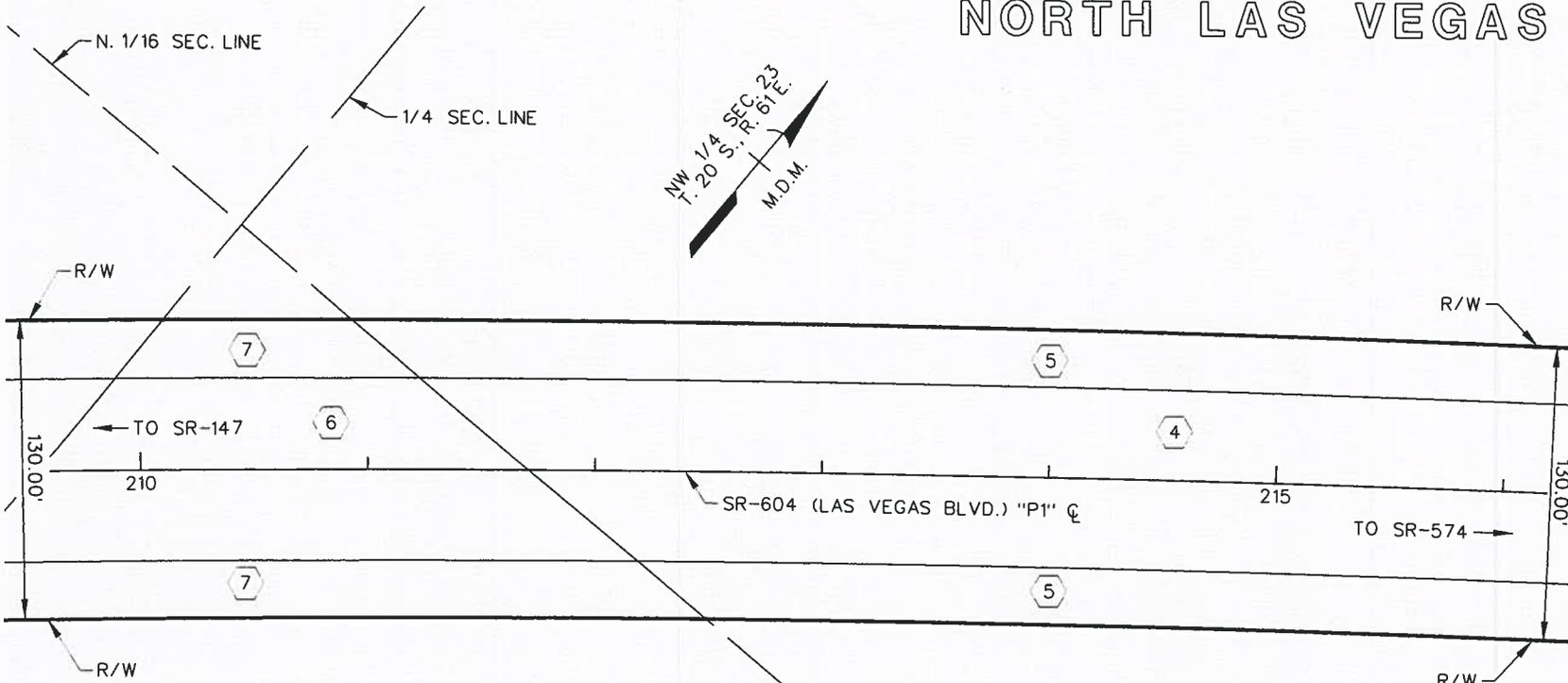
SHEET 6 OF 10



| | |
|------------------------|------------|
| TRACED | MRS |
| CHECKED | CJH for CM |
| DATE OF LAST REVISION: | |

S-604-CL-000.130 XS1

CITY OF
NORTH LAS VEGAS



- 4 HAM, A.W., PRESCRIPTIVE
- 5 HAM, A.W., BK 23, PG 399, DOC 67532, RECORDED 5/12/37, EASEMENT
- 6 MAGNUS, CHAS. E., PRESCRIPTIVE
- 7 FORNEY, PAULINE, and LIVINGSTON, BEULAH, BK 24, PG 25, DOC 69200, RECORDED 7/28/37, EASEMENT

"P1" ϕ
 $\Delta=19^{\circ} 43'13''$
 $R=13,300.00'$
 $L=4,577.65'$

TO BE RELINQUISHED

EXHIBIT "G"

CL-04 STATE OF NEVADA SUR 14-09
 DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

APPROVED: *[Signature]*
 MANAGER, R/W ENGINEERING

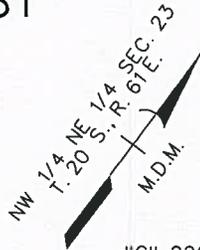
SCALE 1"=80' SHEET 7 OF 10



| | |
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| TRACED | MRS |
| CHECKED | <i>CJH for CM</i> |
| DATE OF LAST REVISION: | |

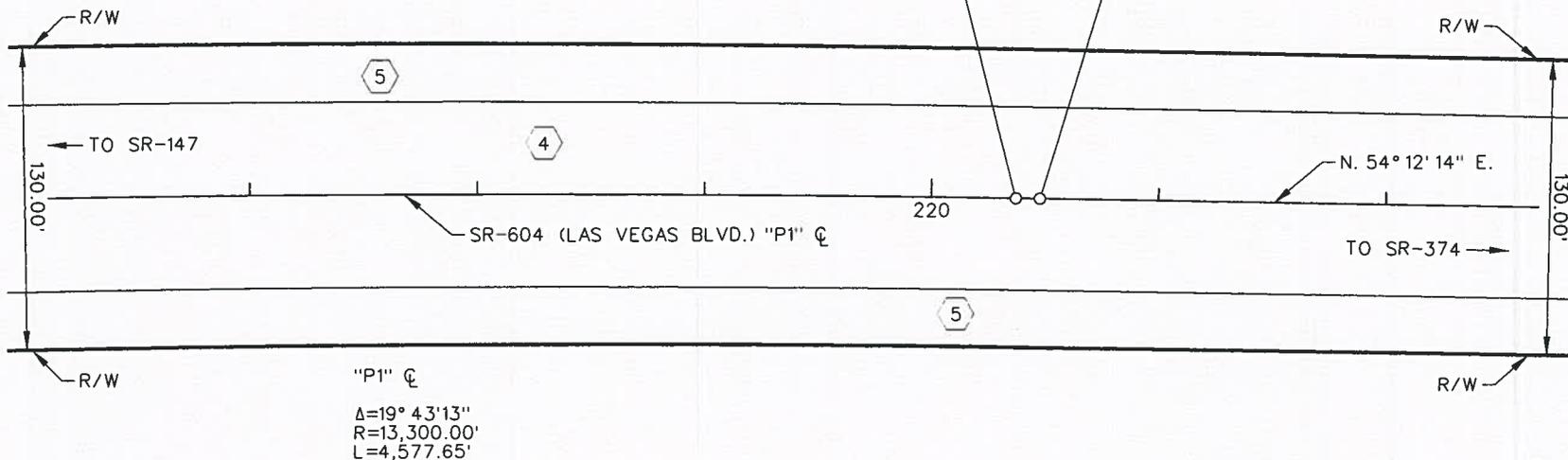
S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS



"C" 220+37.08 P.O.C. =
"P1" 220+37.09 P.O.C.

"C" 220+47.64 P.T.



TO BE RELINQUISHED

- 4 HAM, A.W., PRESCRIPTIVE
- 5 HAM, A.W., BK 23, PG 399, DOC 67532 RECORDED 5/12/37, EASEMENT

EXHIBIT "H"

CL-04 STATE OF NEVADA SUR 14-09
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

APPROVED: *[Signature]*
MANAGER, R/W ENGINEERING

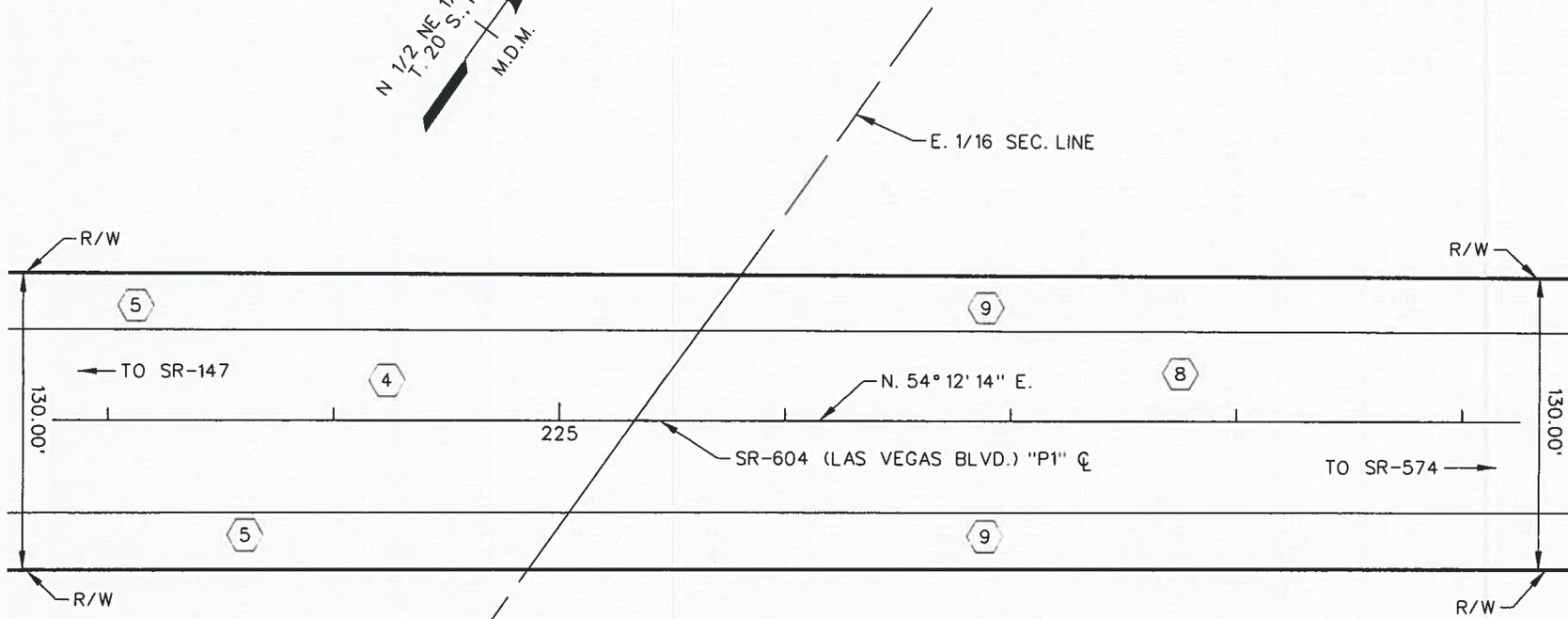
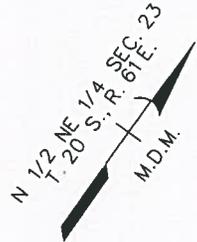
SCALE 1"=80'

SHEET 8 OF 10

| | | |
|------------|------------------------|------------|
| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

S-604-CL-000.130 XS1

CITY OF
NORTH LAS VEGAS



- ④ HAM, A.W., PRESCRIPTIVE
- ⑤ HAM, A.W., BK 23, PG 399, DOC 67532, RECORDED 5/12/37, EASEMENT
- ⑧ BALL, C.P., PRESCRIPTIVE
- ⑨ RONNOW, C.L., BK 23, PG 394, DOC 67518, RECORDED 5/11/37, EASEMENT

TO BE RELINQUISHED

EXHIBIT "I"

CL-04 STATE OF NEVADA SUR 14-09
DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

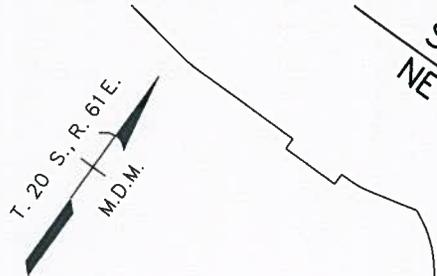
APPROVED: *[Signature]*
MANAGER, R/W ENGINEERING

SCALE 1"=80' SHEET 9 OF 10

| | | |
|---------------|------------------------|------------|
| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

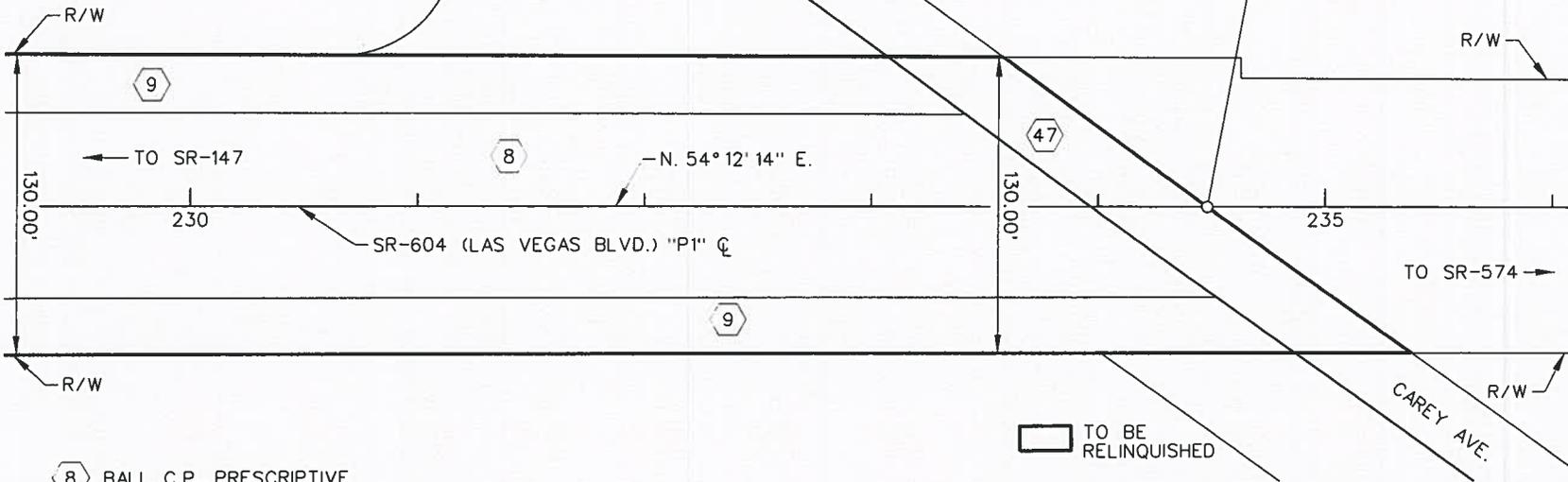
S-604-CL-000.130 XS1

CITY OF NORTH LAS VEGAS



SE 1/4 SE 1/4 SEC. 14
 NE 1/4 NE 1/4 SEC. 23
 CAREY AVE.

"C" 234+54.65 P.T.



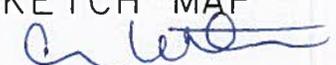
- 8 BALL, C.P., PRESCRIPTIVE
- 9 RONNOW, C.L., BK 23, PG 394, DOC 67518, RECORDED 5/11/37, EASEMENT
- 47 WHITEHEAD, S.R., BK 13, PG 358, DOC 29649, RECORDED 12/14/28, EASEMENT, and NORTH MAIN ADDITION, BK 1 OF PLATS, PG 107, RECORDED 5/9/29, FEE

EXHIBIT "J"

CL-04 STATE OF NEVADA SUR 14-09
 DEPARTMENT OF TRANSPORTATION

DATE: FEBRUARY 23, 2015

SKETCH MAP

APPROVED: 
 MANAGER, R/W ENGINEERING

SCALE 1"=80' SHEET 10 OF 10

| | | |
|------------|------------------------|------------|
| NEVADA DOT | TRACED | MRS |
| | CHECKED | CJH for CM |
| | DATE OF LAST REVISION: | |

Control Section: CL-04
Route: SR-604 (Las Vegas Blvd.)
Former Route: SR-06
Surplus No.: SUR 14-09
Project: NA
E.A.: NA
Parcel: S-604-CL-000.130 XS1

**RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish a portion of SR-604 (Las Vegas Blvd.) lying within the City of North Las Vegas, State of Nevada, extending from the southerly right-of-way line of E. Tonopah Avenue to the northerly right-of way line of E. Carey Avenue, a distance of approximately 1.13 miles, said right-of-way is identified as Parcel S-604-CL-000.130 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, the City Council of the City of North Las Vegas, State of Nevada, desires that the aforesaid portion of said highway be relinquished to the City of North Las Vegas; and

WHEREAS, the City of North Las Vegas has requested the relinquishment of aforesaid portion of highway for the purpose of a transportation facility; and

WHEREAS, the City of North Las Vegas has agreed to accept the relinquishment of said right-of-way for the aforesaid portion of SR-604 (Las Vegas Blvd.) together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the City Council of the City of North Las Vegas, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the City of North Las Vegas, that portion of SR-604 (Las Vegas Blvd.) lying within the City of North Las Vegas, State of Nevada, extending from the southerly right-of-way line of E. Tonopah Avenue to the northerly right-of way line of E. Carey Avenue, a distance of approximately 1.13 miles, being all that right-of-way identified as Parcel S-604-CL-000.130 XS1 on EXHIBIT "A" attached hereto and made a part hereof.

The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

[USE FOR "CITY" USE ONLY]

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 17th day of December, 2014.

ATTEST:

Barbara A. Andolina, City Clerk

CITY COUNCIL

John J. Lee, Mayor

REVIEWED AND RECOMMENDED BY:

Paul A. Saucedo, Chief Right-of-Way Agent

APPROVED AS TO LEGALITY AND FORM:

Chief Deputy Attorney General, Chief Counsel, Department of Transportation

STATE

SEAL

STATE OF NEVADA acting by and through its Department of Transportation

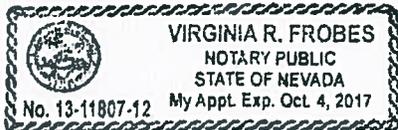
Rudy Malfabon

Director

STATE OF NEVADA CARSON CITY

On this 9th day of January, 2015, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, Rudy Malfabon personally known (or proved) to me to be the Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

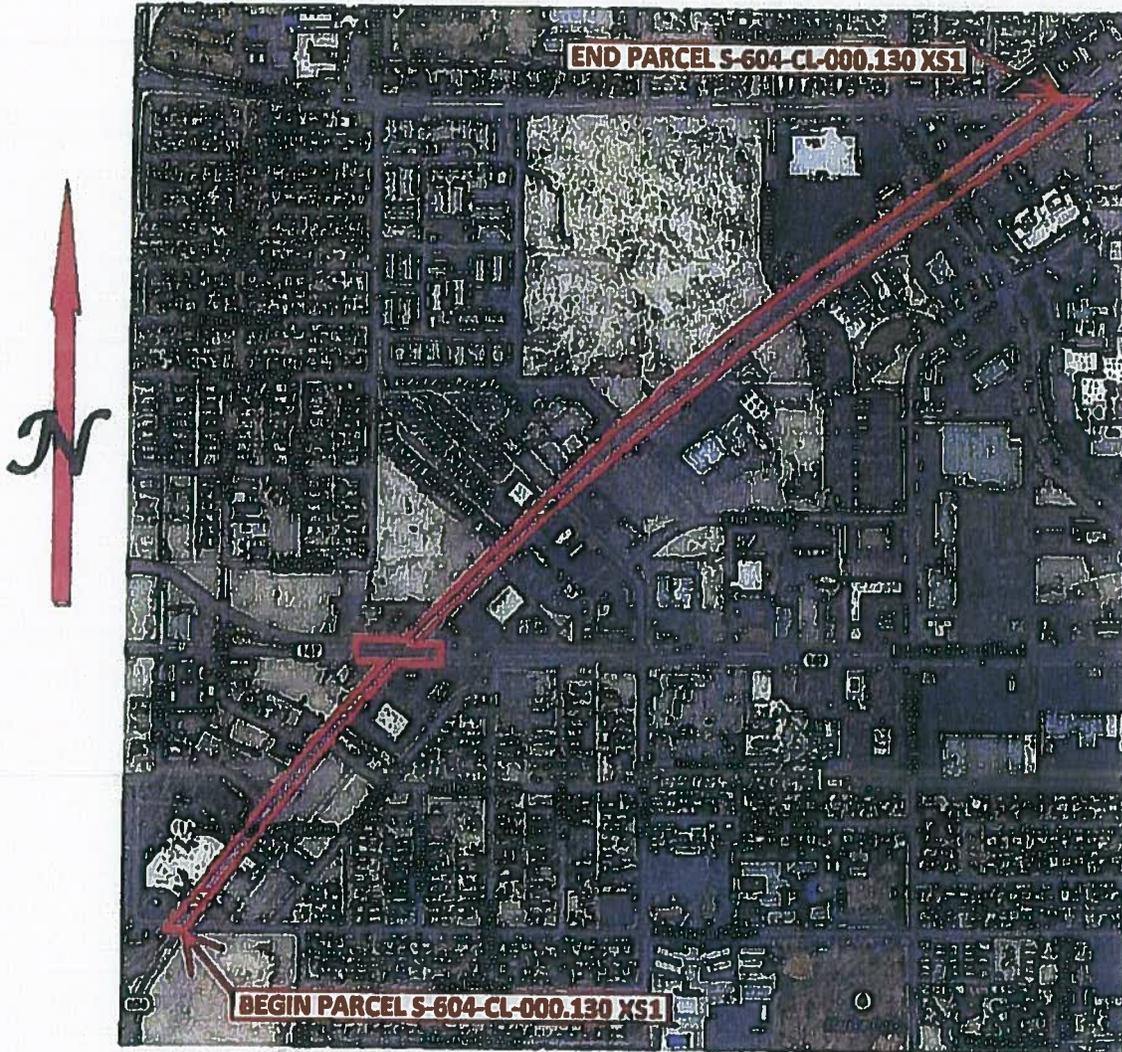
SEAL



IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Signature of Notary Public

LOCATION MAP



SUR 14-09
SR-604 (Las Vegas Blvd.) from E. Tonopah Ave. to E. Carey Ave.

EXHIBIT "A"



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

November 5, 2014

To: Diana Callahan, Staff Specialist, Acquisitions, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 14-09
Parcel No.: S-604-CL-000.130 XS1
Control Section: CL-04
Route/Formal Route: SR604/SR06
SR604 (Las Vegas Blvd) from E. Tonopah Ave to E Carey Ave, North Las Vegas, NV
Disposal by Relinquishment

The Environmental Services Division understands FHWA authorization is not required and reviewed the requested action accordingly. It was found clear of any documented environmental concern for disposal. This memo supersedes the memo issued November 3, 2014.

Attachment: Revised Location Map

EC: R. Borrelli, Surplus Property Committee, Chair
M. Orsi, Asst Chief Right-of-Way Agent
H. Salazar, Surplus Property Committee, Vice-Chair
Project E-File

ATTACHMENT 4

COOPERATIVE AGREEMENT
LAS VEGAS BOULEVARD TRANSFER

This Agreement is made and entered the 5TH day of FEBRUARY, 2015, by and between the STATE OF NEVADA, acting by and through its Department of Transportation (hereinafter "DEPARTMENT") and City of North Las Vegas, 2250 Las Vegas Blvd. N., Suite 610 (hereinafter "CITY").

WITNESSETH:

WHEREAS, agreements between the DEPARTMENT and local public agencies are authorized under Nevada Revised Statutes (NRS) Chapters 277 and 408; and

WHEREAS, the parties to this agreement are public agencies and authorized to enter into agreement in accordance with NRS 277.080 to 277.110; and

WHEREAS, NRS Chapter 408 provides for the DEPARTMENT to relinquish portions of State rights-of-way and highways; and

WHEREAS, this agreement will discuss the transfer of ownership and maintenance responsibilities for SR 604, Las Vegas Boulevard, from Tonopah Avenue to Carey Avenue, including all improvements, to the CITY as listed in Attachment "A" (hereinafter "TRANSFER"); and

WHEREAS, the CITY has agreed to accept a monetary contribution as equitable compensation for accepting the Road in its current condition; and

WHEREAS, the TRANSFER will be of benefit to the DEPARTMENT, the CITY, and to the people of the State of Nevada; and

WHEREAS, the Board of Directors of the State of Nevada Department of Transportation will approve the transfer of the rights-of-way as listed within Attachment "A", together with its attendant maintenance and improvement responsibilities; and

WHEREAS, the parties hereto are willing and able to perform the services described herein;

NOW, THEREFORE, in consideration of the premises and mutual covenants hereinafter contained, it is agreed as follows:

ARTICLE I - DEPARTMENT AGREES:

1. To transfer ownership and maintenance of certain rights-of-way to the CITY as set forth in Attachment "A", together with their attendant improvements and maintenance responsibilities.
2. To provide the CITY with copies of records regarding the roadway to be transferred from the DEPARTMENT to the CITY, which includes but is not limited to legal

descriptions, right-of-way maps, utility easement descriptions, maintenance records, as-built plans, and structure details.

3. To have prepared all legal descriptions and maps necessary for the transfer of DEPARTMENT rights-of-way to the CITY.

4. To provide the legal descriptions and maps to the CITY for review and comment prior to transfer of the rights-of-way.

5. To prepare a "Resolution Consenting to Relinquishment and Land Transfer Agreement" and the "Resolution of Relinquishment". The consent shall be submitted to the CITY for action and approval by its City Council.

6. To present to the DEPARTMENT's Transportation Board of Directors for its approval the executed "Resolution Consenting to Relinquishment and Land Transfer Agreement" and the "Resolution of Relinquishment" for the TRANSFER.

7. To pay the CITY the total sum of Four Million, Two Hundred Thousand, and 00/100 Dollars (\$4,200,000.00), which sum represents the estimated cost to bring the rights-of-way listed in Attachment "A" up to CITY standards. Said sum is inclusive of that amount which the DEPARTMENT had anticipated to expend for improvements the DEPARTMENT would have made to said rights-of-ways listed in Attachment "A", but which improvements the DEPARTMENT will not now undertake, as all further improvements to and maintenance of said rights-of-way transferred under this agreement, and all costs associated therewith shall be undertaken and borne by the CITY. The DEPARTMENT shall issue one direct payment to the CITY for said rights-of-way, as listed in Attachment "A", to be conveyed pursuant to this Agreement, with this payment to be made upon recordation of the "Resolution of Relinquishment".

8. The improvement and maintenance responsibilities for the rights-of-way, as listed in Attachment "A", to be transferred by the DEPARTMENT to the CITY pursuant to this agreement, shall be transferred to the CITY upon the recordation of the "Resolution of Relinquishment".

ARTICLE II - CITY AGREES:

1. To accept ownership, including improvements and maintenance responsibilities for the portion of rights-of-way to be relinquished by the DEPARTMENT and transferred to the CITY, as listed in Attachment "A".

2. To request approval of the "Resolution Consenting to Relinquishment and Land Transfer Agreement" from the City Council of the CITY.

3. The DEPARTMENT shall pay the CITY the total sum of Four Million, Two Hundred Thousand, and 00/100 Dollars (\$4,200,000.00), which sum represents the estimated cost to bring the rights-of-way up to CITY standards. Said sum is inclusive of that amount which the DEPARTMENT had anticipated to expend for improvements the DEPARTMENT would have made to said rights-of-ways listed in Attachment "A", but which improvements the DEPARTMENT will not now undertake, as all further improvements to and maintenance of said rights-of-ways transferred under this agreement, and all costs associated therewith shall be

undertaken and borne by the CITY. The DEPARTMENT shall issue one direct payment to the CITY for said rights-of-ways, as listed in Attachment "A", to be conveyed pursuant to this Agreement, with this payment to be made upon recordation of the "Resolution of Relinquishment".

ARTICLE III - IT IS MUTUALLY AGREED:

1. This Agreement shall be terminated when the DEPARTMENT's transfer of said certain portions of DEPARTMENT rights-of-way to the CITY, as listed in Attachment "A", has been completed, save and except the responsibility for improvement and maintenance as specified herein. Ownership, improvements and maintenance responsibilities will transfer from the DEPARTMENT to the CITY upon the recordation of the "Resolution of Relinquishment" for said portion of rights-of-way as listed within Attachment "A".

2. The DEPARTMENT and the CITY, upon approval of the DEPARTMENT's Board of Directors, and upon approval by the City Council of the CITY, shall complete the transfer of rights-of-way identified within Attachment "A", within eighteen months after the date of execution of this Agreement. The parties acknowledge that the DEPARTMENT's Transportation Board of Directors must approve the "Resolution of Relinquishment" addressed within Article I, Paragraph 5 of this Agreement, and the City Council of the CITY must approve the "Resolution Consenting to Relinquishment and Land Transfer Agreement" addressed within Article II, Paragraph 2 of this Agreement, and the parties understand and agree that the eighteen month timeframe for the transfer of the rights-of-ways identified within Attachment "A", is contingent upon the schedule of the DEPARTMENT's Board of Directors and the City Council of the CITY.

3. This Agreement may be terminated by mutual consent of both parties without cause. The parties expressly agree that this Agreement shall be terminated upon written notification if for any reason State funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

4. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT:

Rudy Malfabon, P.E., Director
Attn: Dean C. Morton, P.E., CPM
Local Public Agency Coordinator
Nevada Department of Transportation
Roadway Design
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7595
Fax: (775) 888-7401
E-mail address: dmorton@dot.state.nv.us

FOR CITY:

Jennifer E. Doody, P.E., CFM
City of North Las Vegas
2250 Las Vegas Blvd., North, Suite 200
North Las Vegas, NV 89030
Phone: (702) 633-1223
Fax: (702) 649-4696
E-mail: doodyj@cityofnorthlasvegas.com

5. Up to the limitation of law, including, but not limited to, NRS Chapter 41 liability limitations, each party shall be responsible for all liability, claims, actions, damages, losses, and expenses, caused by the negligence, errors, omissions, recklessness or intentional misconduct of its own officers and employees.

6. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT or CITY breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

7. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

8. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement, and this Agreement shall be construed as if such provision did not exist, and the unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

9. Failure to declare a breach or the actual waiver of any particular breach of the Agreement and or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

10. Except as otherwise expressly provided herein, all property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

11. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create any rights in any person or entity, public or private, a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit pursuant to the terms or provisions of this Agreement.

12. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and to present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

13. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and

distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

14. In connection with the performance of work under this Agreement, the parties agree not to discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, age, disability, pregnancy, sexual orientation, genetic information (GINA) or gender identity or expression, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including without limitation apprenticeship. The parties further agree to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

15. Neither party shall assign, transfer or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other party.

16. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

17. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

18. Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law.

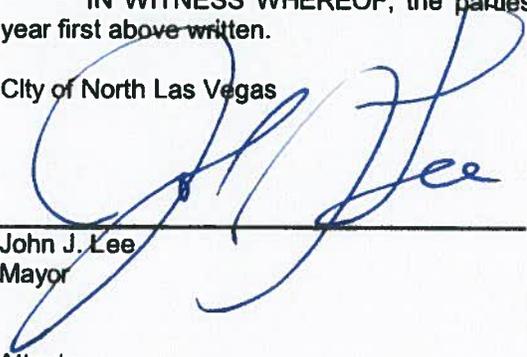
19. All references herein to federal and state code, law, statutes, regulations and circulars are to them, as amended.

20. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

21. This Agreement constitutes the entire agreement of the parties and as such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

City of North Las Vegas



John J. Lee
Mayor

State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION



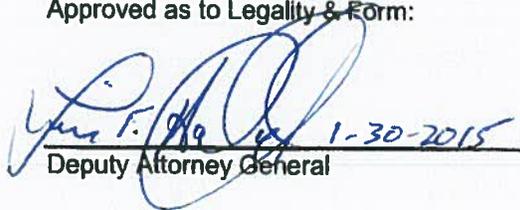
Director

Attest:



Barbara A. Andolina
City Clerk

Approved as to Legality & Form:



Deputy Attorney General

Approved as to Form:

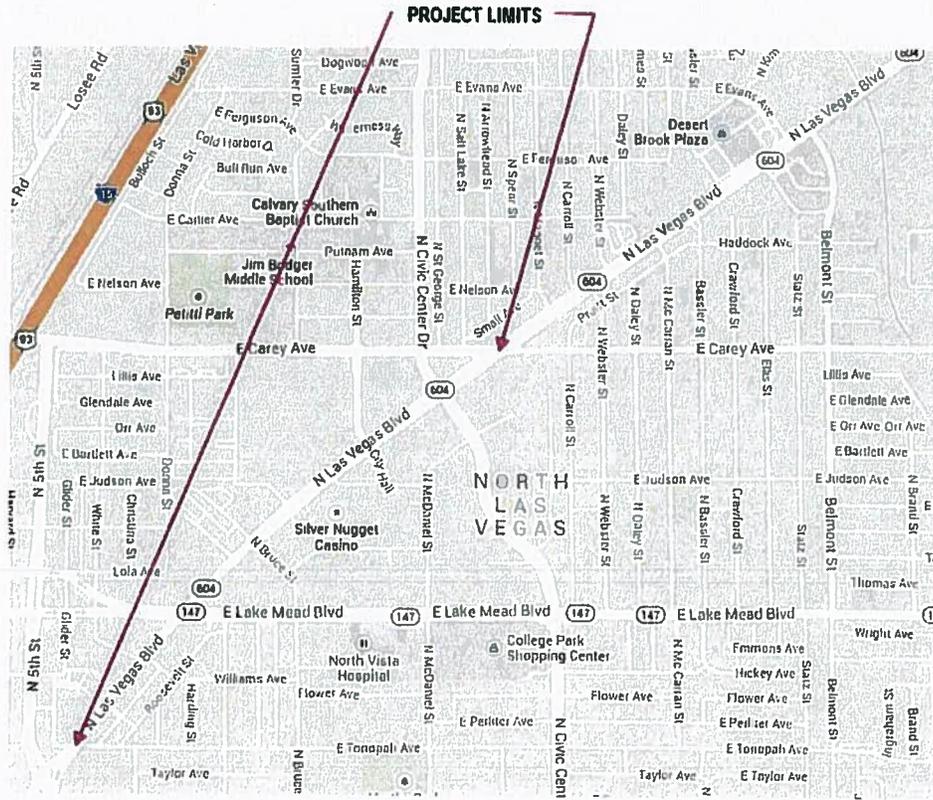


Sandra Douglass Morgan
City Attorney

Attachment A

SCOPE OF WORK PROJECT

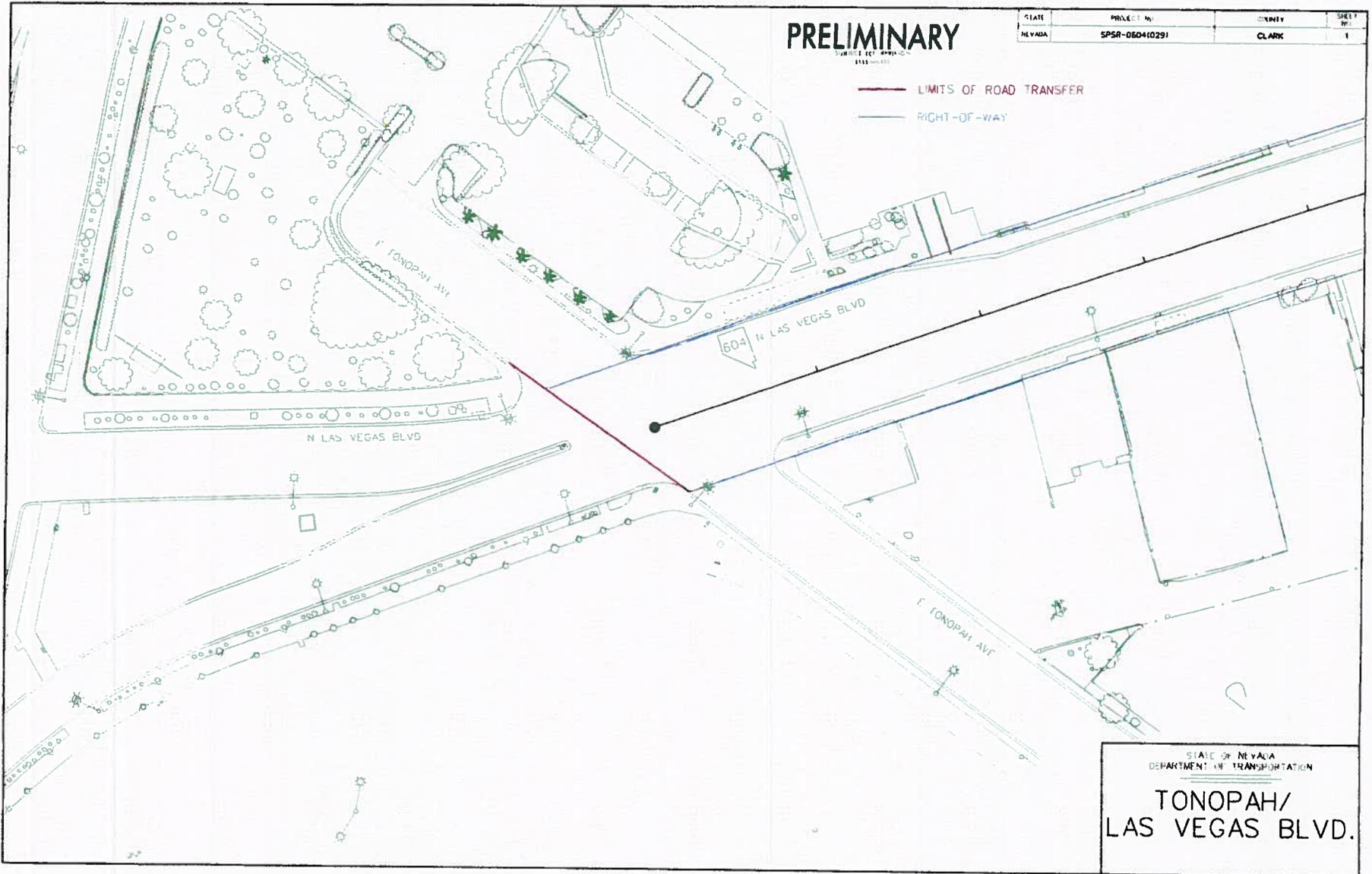
The limits of the TRANSFER are along North Las Vegas Blvd., from Tonopah Ave. to Carey Ave., including said intersection limits, located within the City of North Las Vegas, NV, as depicted on the attached drawings.



PRELIMINARY

| | | | |
|--------|----------------|--------|-------|
| STATE | PROJECT NO. | COUNTY | SHEET |
| NEVADA | SP5R-0604(029) | CLARK | 1 |

— LIMITS OF ROAD TRANSFER
— RIGHT-OF-WAY



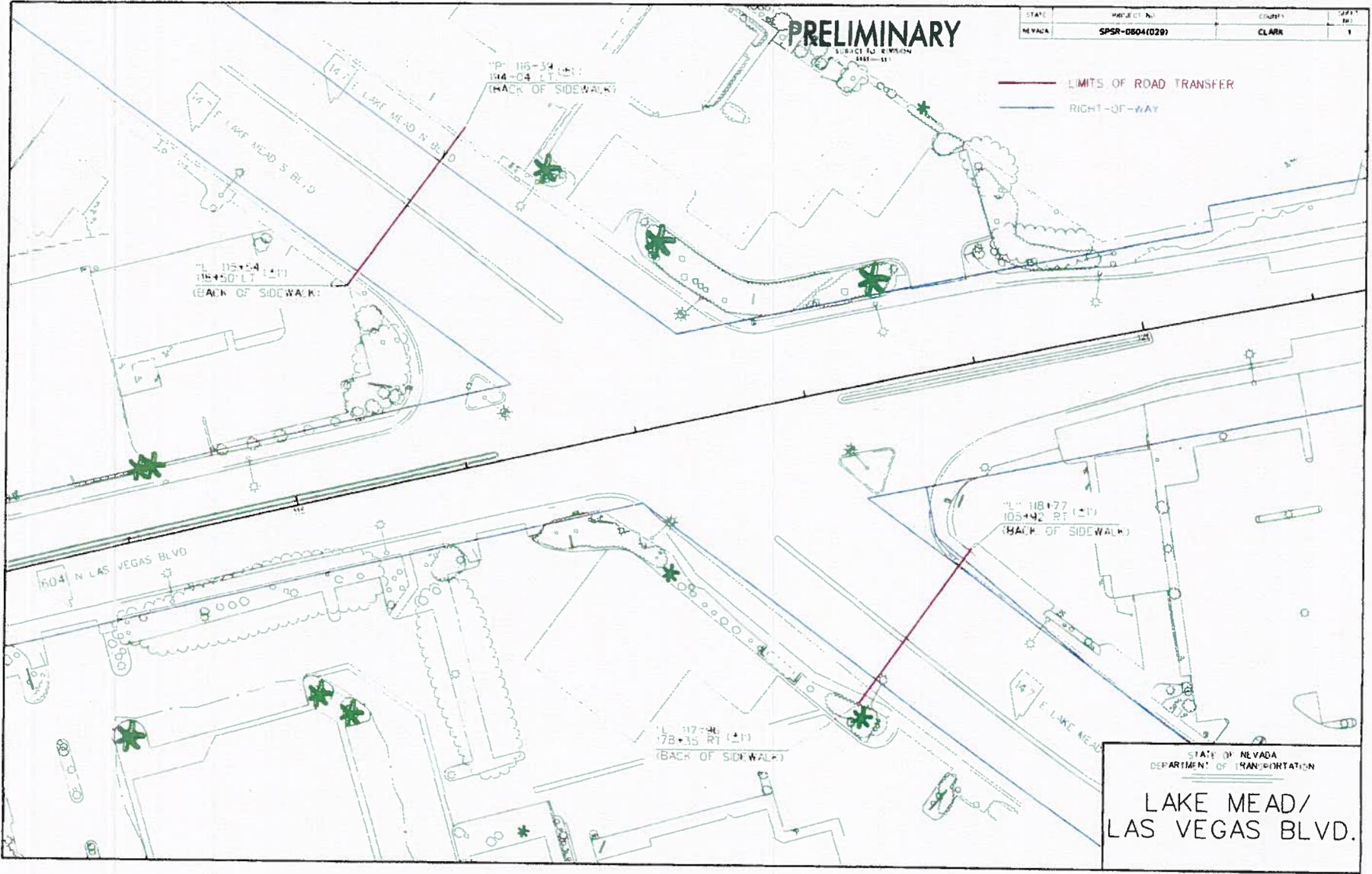
STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
**TONOPAH/
LAS VEGAS BLVD.**

PRELIMINARY

SUBJECT TO REVISION
DATE: 11-11-11

| STATE | PROJECT No. | COUNTY | SHEET No. |
|--------|----------------|--------|-----------|
| NEVADA | SPSR-0804(029) | CLARK | 1 |

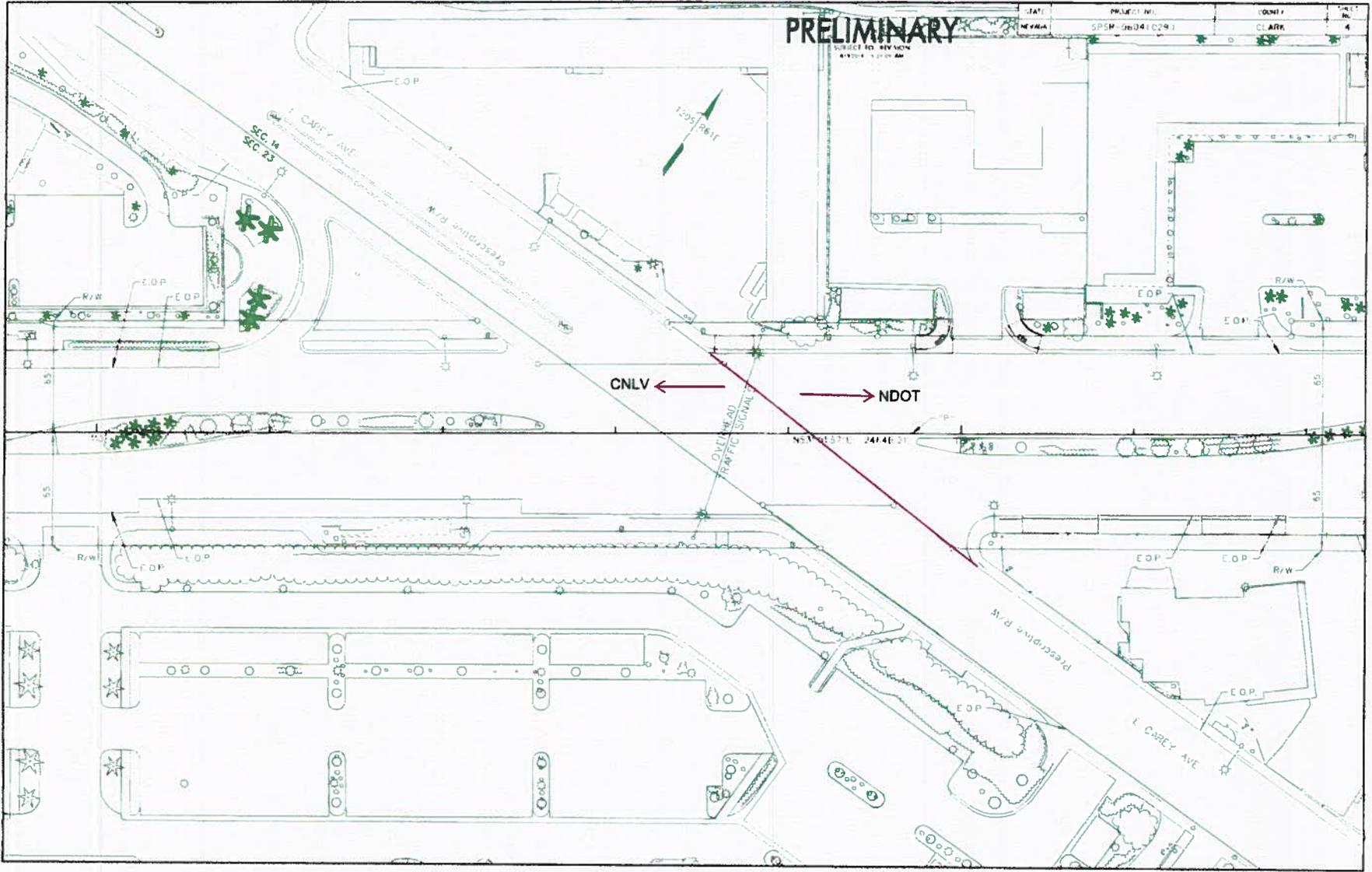
— LIMITS OF ROAD TRANSFER
— RIGHT-OF-WAY



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
**LAKE MEAD/
LAS VEGAS BLVD.**

PRELIMINARY
SUBJECT TO REVISION
REVISED 11/20/09

| | | | |
|--------|----------------|--------|-------|
| STATE | PROJECT NO. | COUNTY | SHEET |
| NEVADA | SP5M-960410291 | CLARK | 4 |



NRS 408.527 Procedure for relinquishment of roadways; regulations.

1. Whenever the Department and the county or city concerned have entered into a written agreement providing therefor, and the legislative body of the county or city has adopted a resolution consenting thereto, the Board may relinquish to the county or city:

(a) Any portion of any state highway which has been deleted from the state highway system by legislative enactment; or

(b) Any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

2. Whenever the county or city concerned and the Department have entered into a written agreement providing therefor, and the Board has adopted a resolution consenting thereto, the county or city may relinquish to the Department any portion of any county or city road which the Department agrees qualifies to join the state highway system.

3. By resolution of the Board, the Department may upon request relinquish to the Division of State Lands of the State Department of Conservation and Natural Resources for the public use of another state agency any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

4. Relinquishment must be made by a resolution. A certified copy of the resolution must be filed with the legislative body of the county or city concerned. The resolution must be recorded in the office of the county recorder of the county where the land is located and, upon recordation, all right, title and interest of the State in and to that portion of any state highway vests in the county, city or division, as the case may be.

5. Nothing in NRS 408.523 limits the power of the Board to relinquish abandoned or vacated portions of a state highway to a county, city or the Division.

6. If the Board relinquishes property pursuant to subsection 5, and the purpose for which the property was relinquished is abandoned or ceases to exist, then, absent an agreement or a provision of law to the contrary, and regardless of the interest of the Department in the property before it was relinquished, all right, title and interest in the property shall vest in the county, city or Division without reversion to the Department.

7. The Board may accept from a county or city any portion of any county or city road which has changed in function such that it has risen to the level of functioning as a state highway. Such a road may be traded for any portion of any state highway relinquished by the Department or accepted by the Department after equitable compensation or trade values have been negotiated and agreed to in writing.

8. A county or city may accept from the Department any portion of any state highway which no longer functions to support the state highway system and which exceeds the needs of the Department. Such a highway may be traded for any portion of any county or city road relinquished by the county or city or accepted by the county or city after equitable compensation or trade values have been negotiated and agreed to in writing.

9. Any portion of a state highway or county or city road that is relinquished or traded pursuant to this section must be placed in good repair, or the parties must establish and agree in writing to equitable monetary compensation. If any highways or roads, or portions thereof, to be relinquished or traded are not of comparable value, the parties must negotiate and agree in writing to equitable monetary compensation or equitable trade considerations.

10. The Department, in cooperation with local governments, shall adopt regulations governing procedural documents that address the process by which highways and roads are relinquished.

11. The vesting of all right, title and interest of the Department in and to portions of any state highways relinquished previously by the Department in the city, county or state agency to which it was relinquished is hereby confirmed.

(Added to NRS by 1960, 68; A 1983, 338; 1987, 1102, 1812; 1989, 1308; 1991, 1173; 2013, 1844)

ATTACHMENT 6



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

March 9, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
Item #10: Action Item: Disposal of a portion of Wells Avenue, a strip of land over and across the Truckee River
SUR 14-11

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced right-of-way by Resolution of Relinquishment. The right-of-way parcel to be relinquished to the Nevada Department of Conservation and Natural Resources, Division of State Lands (Division of State Lands) is a portion of Wells Avenue, a strip of land over and across the Truckee River. The parcel is currently improved with a bridge structure consisting of 0.56 acres (24,606 sq. ft.) as depicted on the attached sketch map labeled Exhibit "A".

Background:

Wells Avenue, along with the Wells Avenue Viaduct (the bridge) over the Truckee River are owned by the City of Reno (City). The City has been maintaining this facility since 1971. In 1976 the Department of Transportation (Department) deeded all the right-of-way for Wells Avenue to the City, from Virginia Street to Casazza Drive, making the City the formal owner of this facility. In 1987 the City and the Department entered into an Inter-local Agreement to replace the Wells Avenue bridge using federal bridge replacement funds. As part of the bridge replacement project it was discovered that the Department needed to obtain an easement from the Division of State Lands to cross the Truckee River to allow re-construction of the bridge. To clarify, the Department was performing the construction activities therefore the Division of State Lands required an easement with the Department. Subsequently on July 26, 1988, the Department acquired the property by an Easement Deed from the Division of State Lands for right-of-way for the bridge structure under Project BRM-663(1). Once construction was completed the Department was to relinquish the easement back to the Division of State Lands and they would in turn seek a new easement with the City. This did not occur. The Division of State Lands discovered this fact several months ago and made a request to the Department to start the relinquishment process. The Division of State Lands has been in contact with the City regarding this issue and the City has made an application with the Division of State Lands for a new easement. When granted the easement will be a non-monetary transaction.

The Division of State Lands, consented by resolution passed and adopted on November 5, 2014, to the Department's relinquishment of a portion of Wells Avenue, a strip of land over and across the Truckee River. This transfer will be a benefit to the Department with the elimination of all liability and will not impact the maintenance or operation of the bridge.

Department of Transportation Board of Directors
March 9, 2015

Analysis:

As stated above the Division of State Lands signed a Resolution Consenting to Relinquishment and Land Transfer Agreement accepting the relinquishment of this parcel. The release of the Department's interest in this parcel is being made in accordance with NRS 408.527. The Department currently holds an easement interest in this parcel.

Recommendation for Board Action:

Approval of disposal of the Department right-of-way for a portion of Wells Avenue, a strip of land over and across the Truckee River.

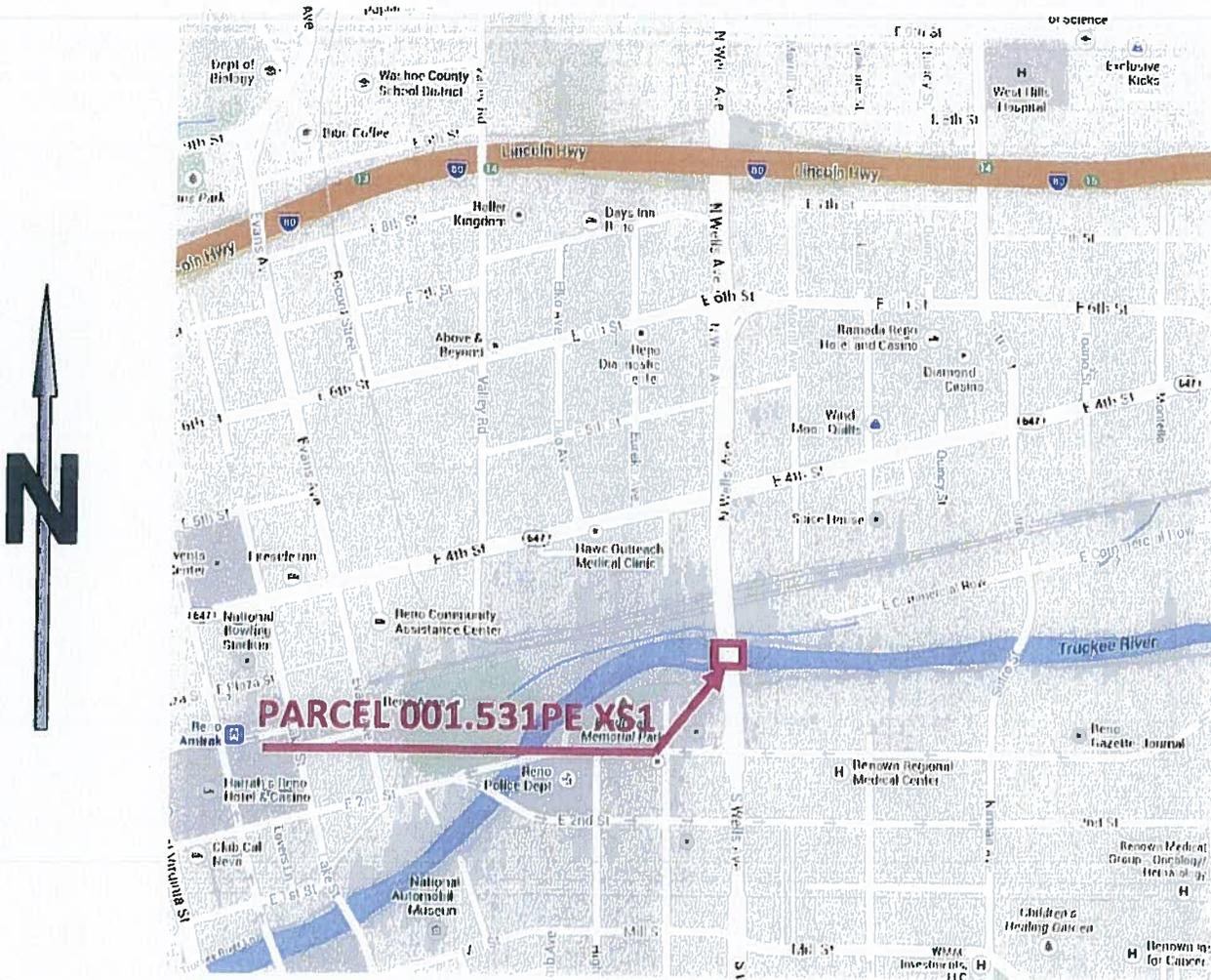
List of Attachments:

1. Location Map
2. Duplicate Originals of Resolution of Relinquishment with attached sketch map marked Exhibit "A"
3. Executed Copy of Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A".
4. Environmental Approval
5. FHWA Approval
6. NRS 408.527
7. Inter-local Agreement
8. Division of State Lands Application from the City of Reno

Prepared by: Paul A. Saucedo, Chief R/W Agent



LOCATION SKETCH



SUR 14-11
PORTION OF WELLS AVENUE,
A STRIP OF LAND OVER AND ACROSS THE TRUCKEE RIVER

301SL

ATTACHMENT 2

Control Section: WA-06
Route: Wells Avenue (Off-System)
Former Route: FAU-663
Surplus No.: SUR 14-11
Project: BRM-663(1)
E.A.: 71453
Parcel: F-663-WA-001.531PE XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
CARSON CITY, NV 89712

LEGAL DESCRIPTION PREPARED BY:
HALANA D. SALAZAR
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

**RESOLUTION OF RELINQUISHMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds an easement interest in that certain right-of-way for a portion of Wells Avenue, extending from Highway Engineer's Station "X" 10+28.07 P.O.T., to Highway Engineer's Station "X" 12+01.86 P.O.T.; and

WHEREAS, said right-of-way is delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to the Nevada Department of Conservation and Natural Resources, Division of State Lands, hereinafter referred to as the Division, any portion of any state highway which has been superseded by relocation or which the Department determines

exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to that portion of Wells Avenue being in excess of its needs; and

WHEREAS, the Division has requested the relinquishment of aforesaid portion of right-of-way for the purpose of a bridge and appurtenances over the Truckee River; and

WHEREAS, the Division has agreed to accept the relinquishment of said right-of-way for the aforesaid portion of Wells Avenue together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the Division entered into an agreement with the Department on November 12, 2014, to accept the hereinafter described designated street as a part of the City of Reno street system; and

WHEREAS, the Nevada Department of Conservation and Natural Resources, Division of State Lands, consented by resolution passed and adopted on November 12, 2014, to the Department relinquishing the aforesaid portion of said street to the Nevada Department of Conservation and Natural Resources, Division of State Lands.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT "A" attached hereto and made a part hereof, is hereby relinquished to the Nevada Department of Conservation and Natural Resources, Division of State Lands. Said right-of-way is described as follows:

...situate, lying and being in the City of Reno, County of Washoe, State of Nevada, and more particularly described as being a portion of the S 1/2 of the NW 1/4 of Section 12, T. 19 N., R. 19 E., M.D.M., and more fully described by metes and bounds as follows:

COMMENCING at the north quarter corner of said Section 12, a 2.5" BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000, as Document No. 2487730, in the Office of the Recorder, Washoe County, Nevada; thence S. 35°11'24" W., a distance of 2,391.15 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (Former FAU-663), 61.83 feet left of and at right angles to Highway Engineer's Station "X" 10+28.07 P.O.T.; thence N. 8°53'37" W., along said westerly right-of-way line, a distance of 174.29 feet; thence N. 76°56'33" E. a distance of 151.67 feet to the easterly right-of-way line of said Wells Avenue; thence S. 1°57'10" W., along said easterly right-of-way line, a distance of 200.94 feet; thence S. 87°09'58" W. a distance of 114.09 feet to the point of beginning; said parcel contains an area of 24,606 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described in that certain EASEMENT filed for record in Book 2788, Page 708, Document 1269635 on August 26, 1988, in the Office of the Recorder, Washoe County, Nevada.

SUBJECT to any and all existing utilities whether of record or not.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, West Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department to relinquish to the Division all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBIT "A" attached hereto and made a part hereof.

DATED this ____ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Chief Deputy Attorney General
Chief Counsel, Department of Transportation

Brian Sandoval, Chairman

ATTEST:

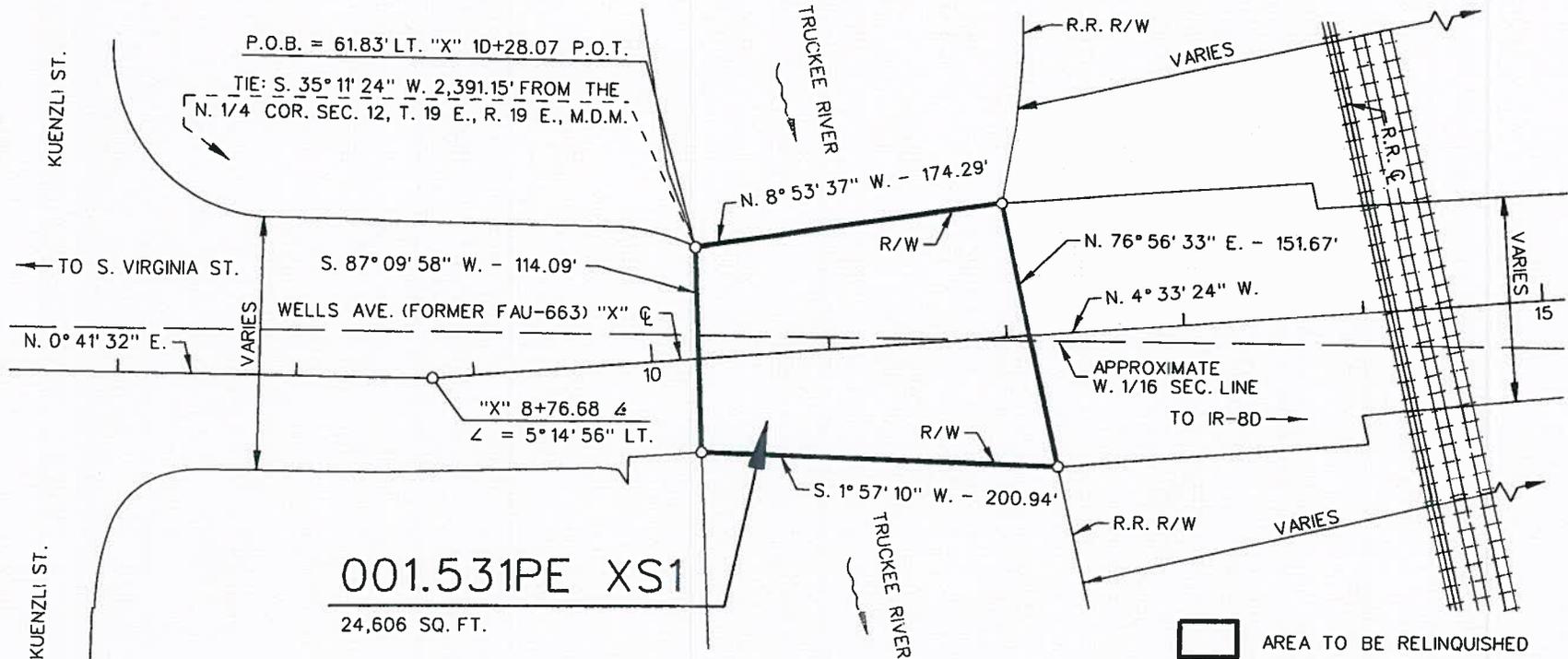
Secretary to the Board

PARCEL NO. PREFIX: F-663-WA-

CITY OF RENO

S 1/2 NW 1/4 SEC. 12
T. 19 N., R. 19 E.

PROJECT: BRM-663(1)
E.A.: 71453
ALL OF PARCEL: F-663-WA-001.531PE



COUNTY OF
WASHOE

EXHIBIT "A"

OFF SYSTEM (FORMER WA-06) STATE OF NEVADA DEPARTMENT OF TRANSPORTATION SUR 14-11

DATE: NOVEMBER 20, 2014

SKETCH MAP

APPROVED: *Blana Salazar*
MANAGER, R/W ENGINEERING

SCALE 1"=100' SHEET 1 OF 1

| | | |
|------------|------------------------|-----------|
| NEVADA DOT | TRACED | CJH |
| | CHECKED | <i>am</i> |
| | DATE OF LAST REVISION: | |

301SL

Control Section: WA-06
Route: Wells Avenue (Off-System)
Former Route: FAU-663
Surplus No.: SUR 14-11
Project: BRM-663(1)
E.A.: 71453
Parcel: F-663-WA-001.531PE XS1

AFTER RECORDING RETURN TO:
NEVADA DEPT. OF TRANSPORTATION
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ATTN: STAFF SPECIALIST, PM
1263 S. STEWART ST.
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LEGAL DESCRIPTION PREPARED BY:
HALANA D. SALAZAR
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

RESOLUTION OF RELINQUISHMENT
OF A PORTION OF STATE HIGHWAY RIGHT-OF-WAY

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WHEREAS, said right-of-way is delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to the Nevada Department of Conservation and Natural Resources, Division of State Lands, hereinafter referred to as the Division, any portion of any state highway which has been superseded by relocation or which the Department determines

exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to that portion of Wells Avenue being in excess of its needs; and

WHEREAS, the Division has requested the relinquishment of aforesaid portion of right-of-way for the purpose of a bridge and appurtenances over the Truckee River; and

WHEREAS, the Division has agreed to accept the relinquishment of said right-of-way for the aforesaid portion of Wells Avenue together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the Division entered into an agreement with the Department on November 12, 2014, to accept the hereinafter described designated street as a part of the City of Reno street system; and

WHEREAS, the Nevada Department of Conservation and Natural Resources, Division of State Lands, consented by resolution passed and adopted on November 12, 2014, to the Department relinquishing the aforesaid portion of said street to the Nevada Department of Conservation and Natural Resources, Division of State Lands.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT "A" attached hereto and made a part hereof, is hereby relinquished to the Nevada Department of Conservation and Natural Resources, Division of State Lands. Said right-of-way is described as follows:

...situate, lying and being in the City of Reno, County of Washoe, State of Nevada, and more particularly described as being a portion of the S 1/2 of the NW 1/4 of Section 12, T. 19 N., R. 19 E., M.D.M., and more fully described by metes and bounds as follows:

COMMENCING at the north quarter corner of said Section 12, a 2.5" BRASS DISC, identified as a "Found 3" Brass Cap in monument well" on that certain Corner Record filed by TRI STATE SURVEYING, filed for record on October 2, 2000, as Document No. 2487730, in the Office of the Recorder, Washoe County, Nevada; thence S. 35°11'24" W., a distance of 2,391.15 feet to the POINT OF BEGINNING, said point of beginning being on the left or westerly right-of-way line of Wells Avenue (Former FAU-663), 61.83 feet left of and at right angles to Highway Engineer's Station "X" 10+28.07 P.O.T.; thence N. 8°53'37" W., along said westerly right-of-way line, a distance of 174.29 feet; thence N. 76°56'33" E. a distance of 151.67 feet to the easterly right-of-way line of said Wells Avenue; thence S. 1°57'10" W., along said easterly right-of-way line, a distance of 200.94 feet; thence S. 87°09'58" W. a distance of 114.09 feet to the point of beginning; said parcel contains an area of 24,606 square feet.

It is the intent of this document to convey and it does convey all of GRANTOR'S right, title and interest in and to all that real property described in that certain EASEMENT filed for record in Book 2788, Page 708, Document 1269635 on August 26, 1988, in the Office of the Recorder, Washoe County, Nevada.

SUBJECT to any and all existing utilities whether of record or not.

The Basis of Bearing for this description is the NEVADA STATE PLANE COORDINATE SYSTEM, NAD 83/94 DATUM, West Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department to relinquish to the Division all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBIT "A" attached hereto and made a part hereof.

DATED this ____ day of _____, 20__.

APPROVED AS TO LEGALITY AND FORM:

ON BEHALF OF STATE OF NEVADA,
DEPARTMENT OF TRANSPORTATION
BOARD OF DIRECTORS

Chief Deputy Attorney General
Chief Counsel, Department of Transportation

Brian Sandoval, Chairman

ATTEST:

Secretary to the Board

Control Section: WA-06
Route:Wells Avenue (Off System)
Former Route:FAU-663
Surplus No.:SUR 14-11
Project: BRM-663(1)
E.A.:71453
All of Parcel:F-663-WA-001.531PE
Parcel No.: F-663-WA-001.531PE XS1

**RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT**

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish a portion of Wells Avenue lying within the City of Reno, State of Nevada, extending from Highway Engineer's Station "X" 10+28.07 P.O.T. to Highway Engineer's Station "X" 12+01.86 P.O.T., a distance of approximately 0.03 of a mile, said right-of-way is delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT(s) "A" and "B", attached hereto and made a part hereof; and

WHEREAS, the Nevada Department of Conservation and Natural Resources, Division of State Lands, hereinafter called the Division, desires that the aforesaid portion of said highway be relinquished to the Division; and

WHEREAS, the Division has requested the relinquishment of aforesaid portion of highway for the purpose of a transportation facility.

ATTACHMENT 3

NOW THEREFORE be it resolved that the Nevada Department of Conservation and Natural Resources, Division of State Lands does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the Division, that portion of Wells Avenue lying within the City of Reno, State of Nevada, extending from Highway Engineer's Station "X" 10+28.07 P.O.T. to Highway Engineer's Station "X" 12+01.86 P.O.T. a distance of approximately 0.03 of a mile, being all that right-of-way delineated and identified as Parcel F-663-WA-001.531PE XS1 on EXHIBIT(s) "A" and "B", attached hereto and made a part hereof.

The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 12th day of November, 2014.

REVIEWED AND RECOMMENDED BY:

Charles Donohue

Administrator and Ex-Officio
State Land Registrar

REVIEWED AND RECOMMENDED BY:

Paul A. Saucedo
Paul A. Saucedo, Chief Right-of-Way Agent

APPROVED FOR LEGALITY AND FORM:

[Signature]

Deputy Attorney General

APPROVED AS TO LEGALITY AND FORM:

[Signature]
Chief Deputy Attorney General
Chief Counsel, Department of Transportation

ATTEST:

[Signature]

State Land Agent II

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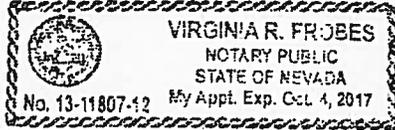
STATE OF NEVADA acting by and through its
Department of Transportation

[Signature]
Director

STATE OF NEVADA
CARSON CITY

On this 12th day of November, 2014, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, Rudy Malfabor personally known (or proved) to me to be the _____ Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

S
E
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L



IN WITNESS WHEREOF I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

[Handwritten signature]

AREAS TO BE RELINQUISHED

EXHIBIT "B"

4

PARCEL NO. PREFIX: F-663-WA-

| FED. RD. DIST. NO. | STATE | PROJECT NO. | E.A. NO. | COUNTY | SHEET NO. |
|--------------------|--------|-------------|----------|--------|-----------|
| 9 | NEVADA | BRM-663 (1) | 71453 | WASHOE | 4 |

001.521

POB 6670'N17°34'47"E P.O.T.

THE S.30°03'29"W-2347.87' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.30°03'29"W-2347.87'

② S.89°23'48"W-9.78'

③ S.16°15'44"W-9.09'

④ S.88°53'43"W-5.00'

⑤ S.4°02'21"E R=2016'

⑥ L=4.86' TB=N.3°00'19"W

⑦ N.89°53'39"E-14.92'

001.642PE

POB 3632'N17°49'08"E P.O.T.

THE S.50°21'06"W-1849.84' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.70°59'02"E-18.42'

② S.07°23'58"E-22.49'

③ S.89°06'27"W-3.80'

④ L=58.64' TD=S.0°18'33"W

⑤ S.89°06'27"W-3.80'

⑥ S.07°23'58"E-28.00'

⑦ N.89°06'27"E-3.90'

⑧ S.89°06'27"E-3.90'

⑨ L=84.67' TB=S.1°20'33"E

⑩ S.76°56'33"W-20.31'

⑪ S.4°13'45"E R=3040'

⑫ L=4.86' TB=N.3°00'19"W

⑬ N.89°53'39"E-14.92'

001.642TE

POB 8931'N17°49'08"E P.O.T.

THE S.50°21'06"W-1849.84' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.76°35'47"E-9.31'

② S.07°23'58"E-22.49'

③ S.89°06'27"E-3.80'

④ L=28.64' TD=S.0°18'33"W

⑤ S.89°06'27"E-3.80'

⑥ S.07°23'58"E-28.00'

⑦ N.89°06'27"E-3.90'

⑧ S.89°06'27"E-3.90'

⑨ L=84.67' TB=S.1°20'33"E

⑩ S.76°56'33"W-20.31'

⑪ S.4°13'45"E R=3040'

⑫ L=4.86' TB=N.3°00'19"W

⑬ N.89°53'39"E-14.92'

001.642

POB 4077'N17°49'08"E P.O.T.

THE S.47°38'06"W-2007.25' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.0°33'33"W-28.00'

② N.89°06'27"E-3.80'

③ S.4°02'21"E R=3040'

④ L=28.00' TB=S.0°18'33"W

⑤ S.89°06'27"W-3.80'

001.531PE XS1

POB 8453'N17°49'08"E P.O.T.

THE S.33°17'20"W-2391.11' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.8°33'33"W-174.28'

② N.76°56'33"E-151.67'

③ S.1°57'03"W-200.93'

④ S.07°03'48"W-114.09'

MORRILL'S ADDITION
SEC. 12, T. 19N., R. 19E.

001.565PE2

POB 4627'N17°49'08"E P.O.T.

THE S.44°21'23"W-1891.15' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.89°26'33"W-157.10'

② S.89°26'33"W-12.24'

③ N.4°13'21"W-58.63'

④ S.4°53'45"E R=2960'

⑤ L=97.94'

END OF RELINQUISHMENT
"X" 12+01.86 P.O.T.

BEGINNING OF RELINQUISHMENT
"X" 10+28.07 P.O.T.

001.521

POB 6670'N17°34'47"E P.O.T.

THE S.30°03'29"W-2347.87' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.30°03'29"W-2347.87'

② S.89°23'48"W-9.78'

③ S.16°15'44"W-9.09'

④ S.88°53'43"W-5.00'

⑤ S.4°02'21"E R=2016'

⑥ L=4.86' TB=N.3°00'19"W

⑦ N.89°53'39"E-14.92'

001.642PE

POB 3632'N17°49'08"E P.O.T.

THE S.50°21'06"W-1849.84' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

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③ S.89°06'27"W-3.80'

④ L=58.64' TD=S.0°18'33"W

⑤ S.89°06'27"W-3.80'

⑥ S.07°23'58"E-28.00'

⑦ N.89°06'27"E-3.90'

⑧ S.89°06'27"E-3.90'

⑨ L=84.67' TB=S.1°20'33"E

⑩ S.76°56'33"W-20.31'

⑪ S.4°13'45"E R=3040'

⑫ L=4.86' TB=N.3°00'19"W

⑬ N.89°53'39"E-14.92'

001.642TE

POB 8931'N17°49'08"E P.O.T.

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① N.76°35'47"E-9.31'

② S.07°23'58"E-22.49'

③ S.89°06'27"E-3.80'

④ L=28.64' TD=S.0°18'33"W

⑤ S.89°06'27"E-3.80'

⑥ S.07°23'58"E-28.00'

⑦ N.89°06'27"E-3.90'

⑧ S.89°06'27"E-3.90'

⑨ L=84.67' TB=S.1°20'33"E

⑩ S.76°56'33"W-20.31'

⑪ S.4°13'45"E R=3040'

⑫ L=4.86' TB=N.3°00'19"W

⑬ N.89°53'39"E-14.92'

001.642

POB 4077'N17°49'08"E P.O.T.

THE S.47°38'06"W-2007.25' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.0°33'33"W-28.00'

② N.89°06'27"E-3.80'

③ S.4°02'21"E R=3040'

④ L=28.00' TB=S.0°18'33"W

⑤ S.89°06'27"W-3.80'

001.531PE XS1

POB 8453'N17°49'08"E P.O.T.

THE S.33°17'20"W-2391.11' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.8°33'33"W-174.28'

② N.76°56'33"E-151.67'

③ S.1°57'03"W-200.93'

④ S.07°03'48"W-114.09'

001.565PE1

POB 4627'N17°49'08"E P.O.T.

THE S.44°21'23"W-1891.15' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.89°26'33"W-157.10'

② S.89°26'33"W-12.24'

③ N.4°13'21"W-58.63'

④ S.4°53'45"E R=2960'

⑤ L=97.94'

001.682PE

POB 5624'N17°49'08"E P.O.T.

THE S.8°36'42"W-1744.68' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°32'28"W-6.43'

② N.0°23'38"W-133.45'

③ N.76°32'28"E-15.43'

④ S.07°23'58"E-13.45'

001.723

POB 4238'N17°49'08"E P.O.T.

THE S.34°35'42"W-1822.22' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°32'28"W-6.43'

② N.0°23'38"W-133.45'

③ S.86°31'34"E-3.16'

④ S.3°28'26"W-24.80'

001.737PE

POB 4202'N17°49'08"E P.O.T.

THE S.38°03'53"W-1633.82' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.5°33'08"E-43.27'

② S.0°47'36"W-44.57'

③ S.76°32'28"W-2.85'

001.565TE2

POB 7374'N17°49'08"E P.O.T.

THE S.43°49'07"W-1863.87' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.5°36'39"E-159.36'

② S.76°56'33"W-30.17'

③ N.5°36'19"W-159.50'

④ N.76°56'33"E-20.17'

001.565PE1

POB 5618'N17°49'08"E P.O.T.

THE S.43°56'52"W-1873.33' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.76°56'33"E-10.08'

② S.0°10'00"W-136.33'

③ N.3°19'09"W-134.35'

001.677TE

POB 8931'N17°49'08"E P.O.T.

THE S.50°21'06"W-1849.84' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.3°03'33"E-135.73'

② N.70°52'28"E-11.00'

③ S.07°23'58"E-98.78'

④ S.87°33'33"W-0.79'

⑤ S.2°24'01"W-28.00'

⑥ S.87°33'33"E-2.11'

⑦ S.07°23'58"E-6.79'

⑧ S.76°35'41"W-19.42'

001.682PE

POB 5624'N17°49'08"E P.O.T.

THE S.8°36'42"W-1744.68' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°32'28"W-6.43'

② N.0°23'38"W-133.45'

③ N.76°32'28"E-15.43'

④ S.07°23'58"E-13.45'

001.723

POB 4238'N17°49'08"E P.O.T.

THE S.34°35'42"W-1822.22' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°32'28"W-6.43'

② N.0°23'38"W-133.45'

③ S.86°31'34"E-3.16'

④ S.3°28'26"W-24.80'

001.737PE

POB 4202'N17°49'08"E P.O.T.

THE S.38°03'53"W-1633.82' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.5°33'08"E-43.27'

② S.0°47'36"W-44.57'

③ S.76°32'28"W-2.85'

001.565TE1

POB 1540'N17°49'08"E P.O.T.

THE S.40°14'05"W-1778.17' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°56'33"E-40.44'

② S.4°31'27"E-173.31'

③ N.80°37'17"W-41.23'

④ N.4°32'27"W-157.93'

001.682TE

POB 7687'N17°49'08"E P.O.T.

THE S.40°19'34"W-1728.56' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.76°32'28"W-36.89'

② N.0°23'38"W-133.45'

③ N.76°32'28"E-15.43'

④ S.07°23'58"E-13.45'

001.719PE

POB 4202'N17°49'08"E P.O.T.

THE S.38°03'53"W-1633.82' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.2°24'01"W-28.00'

② S.87°33'33"E-2.11'

③ S.07°23'58"E-6.79'

④ S.76°35'41"W-19.42'

001.719PE

POB 4202'N17°49'08"E P.O.T.

THE S.38°03'53"W-1633.82' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① S.2°24'01"W-28.00'

② S.87°33'33"E-2.11'

③ S.07°23'58"E-6.79'

④ S.76°35'41"W-19.42'

001.677

POB 4177'N17°49'08"E P.O.T.

THE S.30°17'34"W-1829.74' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.2°40'07"E-28.00'

② S.87°33'33"E-0.79'

③ S.07°23'58"E-28.00'

④ N.87°33'53"W-2.11'

001.747

POB 4905'N17°49'08"E P.O.T.

THE S.38°06'16"W-1548.85' FROM THE N.1/4 COR. OF SECTION 12, T.19N. R.19E. M.D.M.

① N.88°33'47"W-8.33'

② N.07°36'E-28.04'

③ S.86°33'47"E-10.10'

④ S.3°28'26"W-28.00'

STATE OF NEVADA
DEPT. OF TRANSPORTATION R/W DIVISION

DATE: APRIL, 1989

RAW PLANS

APPROVED *[Signature]*
SUPERVISOR, R/W DIVISION

REVISION DATES: 8-2-88 3-28-01

SCALE: 1"=100' SHEET 4 OF 6 SHEETS



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

November 13, 2014

To: Diana Callahan, Staff Specialist, Acquisitions, Right-of-Way

From: Steve M. Cooke, PE, Chief, Environmental Services 

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 14-11
Project No.: BHM-BRM-663(1)
EA: 71453
Parcel No.: F-663-WA-001.531PE XS1
Wells Ave viaduct, Wells Ave, Reno, NV
Disposal of excess right-of-way by relinquishment to Nevada Dept of
Conservation and Natural Resources, Div State Lands

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for this action was approved by the Federal Highway Administration on November 13, 2014.

EC: R. Borrelli, Surplus Property Committee, Chair
M. Orci, Asst Chief Right-of-Way Agent
H. Salazar, Surplus Property Committee, Vice-Chair
Project E-File

ATTACHMENT 4



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

November 24, 2014

RUDY MALFABON, P.E., Director

In Reply Refer to:

FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
705 NORTH PLAZA STREET SUITE 220
CARSON CITY NV 89701

**Disposal by Resolution of
Relinquishment**
Project: BRM-663(1)
E.A.: 71453
Parcel No.: F-663-WA-001.531PE XS1
Surplus No.: SUR 14-11
Description: Disposal of Wells Avenue
Viaduct

Dear Ms. Klekar:

Enclosed are Exhibits "A" (sketch map) and location map depicting the area of surplus property, proposed to be relinquished, pursuant to N.R.S. 408.527. It has been determined that the surplus property is no longer needed by NDOT. The aforementioned property is located in Clark County, Nevada.

The proposal has been reviewed and it has been determined that:

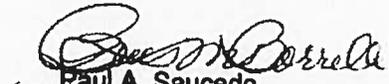
1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
3. The property to be relinquished is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
4. The property to be relinquished does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The relinquishment of the property is being made in accordance with N.R.S. 408.527.

ATTACHMENT 5

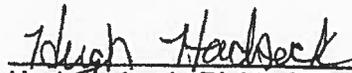
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN HUGH HADSOCK R-W PROGRAM MGR
November 24, 2014

Your concurrence in the proposal is requested.

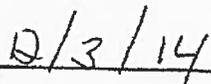
Sincerely,


for Paul A. Saucedo
Chief Right-of-Way Agent

CONCUR:



Hugh Haddock, Right-of-Way Program Manager



Date

pas/dtc/dc
Enclosures

cc: H. Salazar, Manager Right-of-Way Engineering
M. Orci, Asst. Chief Right-of-Way Agent - Realty

NRS 408.527 Procedure for relinquishment of roadways; regulations.

1. Whenever the Department and the county or city concerned have entered into a written agreement providing therefor, and the legislative body of the county or city has adopted a resolution consenting thereto, the Board may relinquish to the county or city:

(a) Any portion of any state highway which has been deleted from the state highway system by legislative enactment; or

(b) Any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

2. Whenever the county or city concerned and the Department have entered into a written agreement providing therefor, and the Board has adopted a resolution consenting thereto, the county or city may relinquish to the Department any portion of any county or city road which the Department agrees qualifies to join the state highway system.

3. By resolution of the Board, the Department may upon request relinquish to the Division of State Lands of the State Department of Conservation and Natural Resources for the public use of another state agency any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs.

4. Relinquishment must be made by a resolution. A certified copy of the resolution must be filed with the legislative body of the county or city concerned. The resolution must be recorded in the office of the county recorder of the county where the land is located and, upon recordation, all right, title and interest of the State in and to that portion of any state highway vests in the county, city or division, as the case may be.

5. Nothing in NRS 408.523 limits the power of the Board to relinquish abandoned or vacated portions of a state highway to a county, city or the Division.

6. If the Board relinquishes property pursuant to subsection 5, and the purpose for which the property was relinquished is abandoned or ceases to exist, then, absent an agreement or a provision of law to the contrary, and regardless of the interest of the Department in the property before it was relinquished, all right, title and interest in the property shall vest in the county, city or Division without reversion to the Department.

7. The Board may accept from a county or city any portion of any county or city road which has changed in function such that it has risen to the level of functioning as a state highway. Such a road may be traded for any portion of any state highway relinquished by the Department or accepted by the Department after equitable compensation or trade values have been negotiated and agreed to in writing.

8. A county or city may accept from the Department any portion of any state highway which no longer functions to support the state highway system and which exceeds the needs of the Department. Such a highway may be traded for any portion of any county or city road relinquished by the county or city or accepted by the county or city after equitable compensation or trade values have been negotiated and agreed to in writing.

9. Any portion of a state highway or county or city road that is relinquished or traded pursuant to this section must be placed in good repair, or the parties must establish and agree in writing to equitable monetary compensation. If any highways or roads, or portions thereof, to be relinquished or traded are not of comparable value, the parties must negotiate and agree in writing to equitable monetary compensation or equitable trade considerations.

10. The Department, in cooperation with local governments, shall adopt regulations governing procedural documents that address the process by which highways and roads are relinquished.

11. The vesting of all right, title and interest of the Department in and to portions of any state highways relinquished previously by the Department in the city, county or state agency to which it was relinquished is hereby confirmed.

(Added to NRS by 1960, 68; A 1983, 338; 1987, 1102, 1812; 1989, 1308; 1991, 1173; 2013, 1844)

BRM- 7143.3
663(1)

R 387-87-010

INTERLOCAL COOPERATIVE AGREEMENT

THIS AGREEMENT, made and entered into this 8th day of February, 1987 by and between the City of Reno, acting by and through its City Council, hereinafter referred to as CITY and the State of Nevada, acting by and through its Department of Transportation, hereinafter referred to as STATE.

WITNESSETH

WHEREAS, the CITY and STATE desire to replace the Wells Avenue Viaduct Structure in Reno, Nevada; and

WHEREAS, the Wells Avenue Viaduct Structure is on the STATE's Urban System and;

WHEREAS, the CITY owns the Wells Avenue Viaduct Structure; and

WHEREAS, the Wells Avenue Viaduct Structure is considered a substandard bridge structure; and

WHEREAS, CITY, and STATE are authorized by Nevada Revised Statute 277.180 to enter into interlocal cooperative agreements for the purpose of jointly performing governmental services including improvement of streets and highways within the State of Nevada,

NOW THEREFORE, in consideration of the promises and of the mutual covenants hereinafter contained, the parties hereto agree as follows:

STATE AGREES

- 1) To authorize the use of Federal Bridges Replacement - Rehabilitation Funds for eighty (80) percent of all costs associated with design of the facility including but not limited to the following: preliminary engineering by the STATE and the consultant, utility adjustments not covered by franchise and right of way costs. The STATE's eighty (80) percent share of construction and construction engineering is limited to \$10,800,000 granted by Federal Bridge Replacement Rehabilitation Discretionary Funds.
- 2) To bill the CITY for their twenty (20) percent share of work performed on a monthly basis.
- 3) To review and approve all documents and procedures associated with design and construction of the Wells Avenue facility to ensure compliance with all STATE and Federal standards and regulations.

ATTACHMENT 7

- 4) To prepare or have prepared necessary plans, specifications, and estimates, and to acquire additional right-of-way required for the project.
- 5) To hold periodic meetings with CITY, STATE and consultant to keep all parties apprised of the status of the project.
- 6) To advertise, award and administer the construction contract in accordance with the STATE's rules and procedures.
- 7) To submit to the CITY for its review all change orders, modifications or supplemental agreements to the Construction contract.
- 8) To be responsible for the relocation or adjustment of utilities which occupy their present location by reason of holding the underlying fee, easement, prescription, or other valid compensable property interest, and for which said relocation or adjustment is necessary to accommodate the new improvements.

CITY AGREES

- 1) To reimburse STATE upon receipt of billing for the CITY's twenty (20) percent of the costs associated with design and construction of the facility including, but not limited to, the following: preliminary engineering by the STATE and the consultant, utility adjustments not covered by franchise, right-of-way costs, construction engineering and construction costs. In addition, the CITY will be responsible for all construction and construction engineering costs which exceed STATE's 80 percent share maximum of \$10,800,000 allocated by the federal aid discretionary money.
- 2) To review and approve construction plans, estimates and specifications.
- 3) To be responsible for the relocation or adjustment of utilities which are situated or occupy their existing location by a franchise granted by the CITY and for which said relocation or adjustment is necessary to accommodate the new improvements.
- 4) To continue to maintain and to own the Wells Avenue facility after construction is complete.

5) To allow the State's authorized agents and contractors to enter upon CITY owned properties for all purposes necessary to fulfill terms and conditions of this agreement, including the construction of the facilities described herein.

IT IS MUTUALLY AGREED

1) That all work performed and materials furnished shall be in accordance with the plans, change orders and specifications prepared by the STATE.

2) Any modification of this agreement shall be in writing, and shall be signed by the designated representatives of the STATE, and the CITY or their successors in office.

3) All written notices required under this agreement shall be delivered to the following addresses shown:

For CITY: Public Works Director
City of Reno
1205 Mill Street
Reno, NV 89502

For STATE: Director
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
Telephone: 885-5440

4) If any action is required to enforce the provisions of this agreement, the unsuccessful party shall pay all reasonable expenses of the prevailing party incurred thereby; including, but not limited to, attorney's fees, and interest at 12 percent annum.

5) This agreement is the complete and final expression of the intent and agreement of STATE and CITY. This agreement shall be ratified and executed by each party in the manner prescribed in NRS 277.180; and each party shall comply with all terms and provisions of said statute.

IN WITNESS WHEREOF, STATE and CITY have caused this Interlocal Cooperative Agreement to be executed by their duly authorized representatives on the date first written above.

Reviewed

STATE OF NEVADA by and through its
Department of Transportation

Carl W. Demott
Ivan Laird, Program Engineer

Garth Dull
Garth Dull, Director

Attest:

CITY OF RENO

Roger Laird
Roger Laird, Administrative Officer

Pete Sferrazza
Pete Sferrazza, Mayor

Approved as to Legality and Form:

Attest:

Norman Allen
Deputy Attorney General
Norman Allen
Department of Transportation

William J. Dulla
City Clerk

Approved as to Legality and Form

By: Robert A. Brown
City Attorney



Reviewed [Signature]
Admin. Services

LEO DROZDOFF
Director

BRIAN SANDOVAL
Governor

Department of Conservation
and Natural Resources

CHARLES DONOHUE
Administrator



State Land Office
State Land Use Planning Agency
Nevada Tahoe Resource Team
Conservation Bond Program – Q1

Address Reply to

Division of State Lands
901 S. Stewart St, Suite 5003
Carson City, Nevada 89701-5246
Phone (775) 684-2720
Fax (775) 684-2721
Web www.lands.nv.gov

STATE OF NEVADA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

Division of State Lands

No Charge

APPLICATION FOR AUTHORIZATION
TO USE STATE OWNED LANDS

| REQUIRED APPLICATION FEES | | | |
|---|-------|---------------------|--------------------------|
| <u>NEW APPLICATIONS</u> | | <u>AMENDMENTS *</u> | |
| <input type="checkbox"/> | \$200 | Commercial Uses | <input type="checkbox"/> |
| <input type="checkbox"/> | \$150 | Agricultural Uses | <input type="checkbox"/> |
| <input type="checkbox"/> | \$100 | All Other Uses | <input type="checkbox"/> |
| <input type="checkbox"/> | \$100 | Commercial Uses | <input type="checkbox"/> |
| <input type="checkbox"/> | \$75 | Agricultural Uses | <input type="checkbox"/> |
| <input type="checkbox"/> | \$50 | All Other Uses | <input type="checkbox"/> |
| Notes: 1. The required application fee is for filing purposes only. | | | |
| 2. * Includes amendments to: <ul style="list-style-type: none"> • Pending Applications • Existing authorized uses | | | |

| | | | | | |
|----|--|---------------------------------------|-----------------------|---------------------|----------------------------------|
| 1. | Application Number: (Assigned by Division) | | | | 2. Date: January 13, 2015 |
| 3. | Name of Applicant: | City of Reno, a municipal corporation | | | |
| 4. | Contact Information: | | | | |
| | Name: | Attn: Property Management | | | |
| | Mailing Address: | P.O. Box 1900 Reno, NV 89505 | | | |
| | Telephone Number: | (775) 334-3396 | | | |
| | Fax Number: | (775) 334-1226 | | | |
| | Email Address: | miles1@reno.gov | | | |
| 5. | Location of proposed use: | | | | |
| | Assessor's Parcel Number: | N/A - Right of Way | PLSS Location: | Subdivision: | NW 1/4 |
| | Physical Address: | Well Ave Viaduct | | Section: | 12 |
| | City: | Reno | | Township: | 19 North |
| | County: | Washoe | | Range: | 19 East |

| | | | | | | |
|---|---|-----------------------------|--|----------------------------------|-----|--|
| 6. | <p>Project Summary: Provide a brief summary of the proposed use in narrative and on drawing, including the location, intended use, any structures or improvements, and any disturbance including removal or fill of material. Submit SEVEN (7) copies of the narrative and drawings on 8 1/2" x 11" paper in addition to one copy for each of the adjacent or interested property owners listed in Item #7 below. Drawings should be accurate, to scale and show appropriate detail. (Note: for leases and easements, accurate legal descriptions are required).</p> | | | | | |
| <p><i>Use additional sheets, if necessary.</i></p> <p>This is an easement request by City of Reno for the Well Avenue bridge known as the Well Avenue Viaduct between Sixth Street and Kuenzli Avenue that is currently held by the State of Nevada Department of Transportation (NDOT), as Document # 1269635, BK 2788, PG 0705, Washoe County. NDOT would like to relinquish their interest in the Easement and request that City of Reno obtain their own easement.</p> <p>Attached is the Easement to NDOT with the legal description that will be used for the easement to the City of Reno.</p> | | | | | | |
| 7. | <p>Names and Addresses for Notifications:</p> <table border="1" style="width: 100%; height: 100%;"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table> | | | | | |
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| 8. | <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Proposed Start Date:</td> <td> </td> </tr> <tr> <td>Proposed Completion Date:</td> <td>N/A</td> </tr> </table> | Proposed Start Date: | | Proposed Completion Date: | N/A | |
| Proposed Start Date: | | | | | | |
| Proposed Completion Date: | N/A | | | | | |
| 9. | <p>Has any portion of the project for which authorization is sought been completed? If "yes", explain in remarks below.</p> <p>Yes Bridge has been Completed since the 80's.</p> | | | | | |

| | |
|--|---|
| 10. | <p>List and submit copies of authorizations issued by any agencies, including but not limited to, federal, state, local, governing entities that have approved of the project.</p> <p>N/A</p> |
| 11. | <p>Has any agency denied approval for the activity or any portion thereof described herein? If "yes", explain in remarks below. N/A</p> |
| 12. | <p>Additional Remarks:</p> <p>Existing bridge - transferring prior easement.</p> |
| 13. | <p>Is this application for a recreational purpose?</p> <p><input type="checkbox"/> Yes (If "Yes," attach required statement as described below)</p> <p><input checked="" type="checkbox"/> No</p> <p>Pursuant to NRS 322.1003, an applicant for a permit, license or other authorization to use state land or state facilities for a recreational purpose shall, if the permit, license or other authorization does not expire less than six (6) months after it is issued, submit to the State Land Registrar the statement prescribed by the Welfare Division of the Department of Human Resources pursuant to NRS 425.520. The statement must be completed and signed by the applicant. The statement must be attached to this application</p> |
| 14. | <p>Application is hereby made for a permit or permits to authorize the activities described herein. I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete and accurate. I further certify that I possess the authority to undertake the proposed activity.</p> |
| <p> <u>John L. Flansberg</u> <u>John L. Flansberg</u> Name of Applicant (Print) Signature of Applicant </p> | |

**DECLARATORY STATEMENT BY APPLICANT
FOR A DIVISION OF STATE LAND'S PERMIT, LICENSE OR OTHER AUTHORIZATION
TO USE STATE LAND FOR A RECREATIONAL PURPOSE
PURSUANT TO NRS 322.1003 AND NRS 425.520**

Please mark the appropriate response:

- I am not subject to a court order for the support of a child
- I am subject to a court order for the support of one or more children and am in compliance with the order or am in compliance with a plan approved by the district attorney or other public agency enforcing the order for the repayment of the amount owed pursuant to the order, or
- I am subject to a court order for the support of one or more children and am not in compliance with the order or a plan approved by the district attorney or other public agency enforcing the order for the repayment of the amount owed pursuant to the order.

Failure to mark one (1) of the three (3) will result in denial of the application.

John L. Flansberg
Name of Applicant (print)


Signature of Applicant

1-26-15
Date



MEMORANDUM

February 22, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
ITEM #11: Receive a Report on the Status of Project NEON and possible approval of Stipends – *For Possible Action*

Summary:

This item is a follow up discussion from below Board Meetings:

- June 25, 2012
- November 6, 2012
- April 8, 2013
- June 10, 2013
- October 14, 2013
- January 13, 2014
- April 14, 2014
- August 18, 2014
- December 15, 2014

The following is an update on the progress of Project NEON.

Schedule

The Final RFP will be released to the short-listed proposers on March 9, 2015.

City of Las Vegas

The agreement with the City of Las Vegas has been finalized, and it is anticipated to be approved by the City Council during their March 4, 2015 meeting.

Update and Status of Right of Way (ROW)

The Department is continuing ROW acquisitions for Project NEON.

Contract Requirements

As part of the contract, stipend agreements will be necessary to facilitate payment to the unsuccessful proposers.

Background:

The purpose of this agenda item is to provide an update on Project NEON progress.

Analysis:Schedule

The Project Team released a Request for Qualifications (RFQ) for the Design Build Procurement on September 23, 2014. Statements of Qualifications were due on November 20, 2014.

The Draft RFP was released on January 12, 2015. Industry one on one meetings were held on February 11-12.

Major Milestones:

March 2015 – Release of Final RFP to the Shortlisted Proposers

July 2015 – Proposals Due

September 2015 – Preferred Proposer Selection (provided interviews are not necessary)

Fall 2015 – Contract Execution

City of Las Vegas

The new agreement for the design-build procurement has been finalized and outlines the roles and responsibilities of both parties as well as cost and payment requirements.

Update and Status of Right of Way

ROW acquisitions are continuing to progress. The most up to date information will be provided to the Board as part of the presentation.

Contract Requirements

As part of the procurement process, unsuccessful proposers will be eligible to receive a stipend upon submittal of a responsive proposal of \$1.5 million. To facilitate payment of the stipend, the Department is requesting entering into agreement with the proposers at the time of the release of the Final FRP.

The Next Steps:

The Department has scheduled meetings for Contractor Alternative Technical Concepts (ATCs), and will continue forward with the Procurement Process and ROW acquisitions. Proposals are due to the Department on July 31, 2015.

List of Attachments:

None

Recommendation for Board Action: Possible Action - Approval of Stipend Agreements Prepared by:

Cole Mortensen, Senior Project Manager



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

February 23, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
ITEM #12: Acceptance of Amendments and Administrative Modifications to the FFY 2015-2018 Statewide Transportation Improvement Program (STIP) – For Possible Action

Summary:

At the December 14, 2014 State Transportation Board of Directors Meeting, the FFY 2015 – 2018 Statewide Transportation Improvement Program (STIP) was accepted as a part of the FY 2015-2024 Transportation Systems Projects (TSP). Amendments and Administrative Modifications are made throughout the year to the STIP in order to facilitate project changes. NDOT staff work closely with the local Metropolitan Planning Organizations (MPO's) and local governments to facilitate these project changes.

Attachment "A" lists Amendments to the 2015-2018 STIP. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "A".

Attachment "B" lists administrative modifications to the 2015-2018 STIP. NDOT is requesting the State Transportation Board's acceptance of these changes as summarized in Attachment "B".

Background:

NDOT staff works continuously with federal and regional agencies, local governments, and planning boards to develop the *Transportation System Projects (TSP)* notebook. The 2015-2024 document contains:

Statewide Transportation Improvement Program (STIP), FY 2015-2018
Work Program (WP), FY 2015
Short Range Element (SRE), FY 2016-2017
Long Range Element (LRE), FY 2018-2024

Attachment “A” details Amendments to projects which have occurred since the December 2014 Transportation Board meeting. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIP) and also includes areas outside of the MPO boundaries.

Amendments are triggered when a significant change in the design or scope of any project identified in the STIP, when a regionally significant project is added or deleted, when significant changes in the funding category occur, or when a positive change in cost over \$5 Million and greater than twenty percent (20%) of the estimated dollar amount of the project is requested and/or anticipated. This action can take 2-3 months to process. For a full list of details please see page 17 of the STIP process in the TSP document.

Attachment “B” details Administrative Modifications to projects which have occurred since the December 2014 Transportation Board meeting and March 2015 Transportation Board meeting. This includes actions taken in RTCWA, RTCSNV, CAMPO and TMPO Transportation Improvement Plans and also includes areas outside of the MPO boundaries.

Administrative Modifications are triggered when a funding category is changed, funding is changed less than 20% or \$5 million or a project is moved between fiscal years with no change in scope or priority. This action can take 1-2 weeks to process. For a full list of details please see page 16 of the STIP process in the TSP document.

Analysis:

The attached listing of amendments and administrative modifications to projects are those transacted by the MPOs and NDOT occurring between the December 2014 Transportation Board meeting and March 2015 Transportation Board meeting.

Recommendation for Board Action:

Acceptance of the Amendments/Administrative Modifications to the FY 2015 – 2018 Statewide Transportation Improvement Program (STIP).

List of Attachments:

- A. List of Amendments
- B. List of Administrative Modifications

Prepared by:

Joseph Spencer, Transportation & Multimodal Planning Division

Project Amendments List (1/14/2015 – 2/27/2015)

RTC of Southern Nevada

(NO AMENDMENTS MADE)

Washoe County RTC

Amendment 4

This Amendment is an action to add the following 4 projects into the STIP:

WA20110218 SR 477 B-1351 Scour Mitigation

\$1,092,500 – SAFETEA-LU Bridge FFY15 Const
\$57,500- State Match FFY15 Const
\$1,150,000 –Total FFY15

WA20100196 I 580 Road Rehab and Seismic Retrofit, Washoe Valley

\$7,000,000 – NHPP FFY15 Const
\$524,839 – State Match FFY15 Const
\$6,507,036- State Gas Tax FFY15 Const
\$2,971,942 - STP <5K FFY15 Const
\$17,003,817 – Total FFY15

WA20150017 Lemmon Drive Sidewalk Project

\$328,785 – TAP Washoe FFY16 Const
\$17,304 – Local Funding FFY16 Const
\$346,089 – Total FFY16

WA20150018 Washoe County School District Safe Routes to School

\$11,016 – TAP Washoe FFY16 Const
\$580 – Local Funding FFY16 Const
\$11,596 – State Match FFY16 Const

Carson Area MPO

(NO AMENDMENTS MADE)

Tahoe MPO

Amendment 2

This Amendment includes the following 2 new projects into the STIP:

NDOT ID: **CC20150013**

Title: **Nevada Stateline to Stateline Bikeway Phase 3 – Central Corridor Bikeway**

FFY15 PE NV State Question 1: \$330,000

FFY15 PE FHWA Federal Lands Highway: \$500,000

FFY15 PE Local Funds: \$300,000

Total FFY15: \$1,130,000

NDOT ID: **CC20150014**

Title: **Nevada SR 28 Corridor Management Plan Safety, Access and Operational**

Improvements Project Phase 1

FFY15 PE State Gas Tax: \$335,000

FFY15 PE NV State Lands (Tahoe Bond Act): \$100,000

FFY15 PE FHWA FLAP: \$865,000

FFY15 Total: \$1,300,000

FFY16 Const FHWA FLAP: \$5,850,000

FFY16 Const State Gas Tax: \$1,950,000

FFY16 Const NV State Lands (Tahoe Bond Act): \$950,000

FFY16 Total: \$8,750,000

This Amendment also modifies **WA20140058**, Nevada Stateline to Stateline Bikeway Phase 2, to the following:

FFY15 PE NV State Question 1: \$570,000

FFY15 PE FHWA FLAP: \$1,135,000

FFY15 Const NV State Q1: \$200,000

FFY15 Const FHWA Rec Trails: \$150,000

FFY15 Const Washoe City Funds: \$650,000

FFY15 Const Tahoe Funds: \$500,000

FFY15 Total: \$3,205,000

FFY16 Const NV State Q1: \$2,700,000

FFY16 Const FHWA FLAP: \$4,650,000

FFY16 Const TAP Flex: \$650,000

FFY16 Const Local Funds: \$350,000

FFY16 Total: \$8,350,000

Statewide/Rural

Amendment 1

This Amendment is an action to add the following 5 projects into the STIP:

HU20100018 I 80 Mill and Fill East of Battle Mountain Interchange

\$16,530,000 – NHPP FFY15 Const
\$870,000- State Match FFY15 Const
\$17,400,000 –Total FFY15

EL20100051 I 80 West of Willow Creek Mill and Grading

\$10,730,250 – NHPP FFY15 Const
\$564,750 – State Match FFY15 Const
\$11,295,000 – Total FFY15

WP20150001 Nevada Northern Railway in Ely

\$987,550 – High Priority SAFETEA-LU FFY15 Const
\$273,197 – SAFETEA-LU EQ Bonus Exempt FFY15 Const
\$66,335 – Local Funding FFY15 Const
\$1,327,102 – Total FFY 15

LA20130006 US 50 Roadbed Modification and Slope Flattening

\$1,000,000 – HSIP FFY16 Const
\$12,005,178 – State Gas Tax FFY16 Const
\$52,632 – State Match FFY16 Const
\$13,057,810 – Total FFY16

HU20130001 I 80 Surface East of Winnemucca Interchange

\$7,125,000 – NHPP FFY17 Const
\$375,000 – State Match FFY17 Const
\$7,500,000 – Total FFY17

This Amendment is an action to modify the funding for the following projects:

DO20090009 US 395 Right Turn Lanes

\$4,750 – HSIP FFY16 ROW
\$250 – State Match FFY16 ROW
\$1,140,000 – HSIP FFY16 Const
\$60,000 – State Match FFY16 Const
\$1,205,000 – Total FFY16

EL20140002 Flagview Sidewalk Improvements

\$569,522 – TAP Flex FFY15 Const
\$30,237 – Local Funding FFY15 Const
\$599,759 – Total FFY15

This Amendment is an action to move the following projects between funding years:

EL20130003 I 80 Oasis Mill and Fill

From FFY15 to FFY18, no funding was changed.

List of Administrative Modifications (1/14/2015 – 2/27/2015)

RTC of Southern Nevada

Administrative Modification No. 1:

This Administrative Modification is an action to modify the funding as follows to the following projects:

CL20100189 Buffalo Drive

\$25,000 – CMAQ CL FFY15 ROW
\$1,316- Local Funds FFY15 ROW
\$26,316 –Total FFY15

CL200902 Rainbow Blvd Improvements

\$70,000 – CMAQ CL FFY15 ROW
\$3,685 – Local Funds FFY15 ROW
\$73,685 – Total FFY15

CL20100193 Various Locations – Intersection Improvements

\$155,000 – CMAQ CL FFY15 PE
\$8,158 – CMAQ CL FFY15 PE
\$163,158 – Total FFY15

CL20140002 US 93 Boulder City Bypass Advance Construction Conversion

\$(14,433,236) – FRI Advance Construction FFY16 Other
\$14,433,236 – STP CL FFY16 Other
\$0 – FFY16 Total
\$(24,533,236) – FRI Advance Construction FFY17 Const
\$24,533,236 – STP CL FFY17 Const
\$0 – FFY17 Total

This Administrative Modification is an action to modify the funding and project description as follows to the following projects:

CL20140134 MLK/Industrial Connector (Related to project NEON)

Description: Right of Way acquisition for local roadway improvements associated with Project Neon and the MLK/Industrial Connector

\$9,615,000 – Question 10 Funds FFY16 ROW
\$16,550,000- STP CL FFY16 ROW
\$26,165,000 –Total FFY16

CL20140071 I 15/US 95 Project NEON

Description: Connect I 15 express lanes to US 95 HOV lanes and local street HOV connections between Oakey and Charleston Blvd; reconstruct Charleston Interchange; Ramp braid of I 15 to SB US 95 with Charleston and Sahara exit ramps; including MLK Blvd to Oakey Blvd; add new bridges; connect Grand Central to Industrial

\$583,000,000 – NDOT Bonded Funds FFY15 Const

\$5,624,354 – NV044 SAFETEA-LU Earmark FFY15 Const

\$45,375,646 – STP CL Advance Construction FFY15 Const

\$634,000,000 – Total FFY15

CL201440139 I 15/US 95 Project Neon Bond Repayments

Description: Connect I 15 express lanes to US 95 HOV lanes and local street HOV connections between Oakey and Charleston Blvd; reconstruct Charleston Interchange; Ramp braid of I 15 to SB US 95 with Charleston and Sahara exit ramps; including MLK Blvd to Oakey Blvd; add new bridges; connect Grand Central to Industrial

Move all NHPP, STP Statewide and State Matching funds from FFY15 to FFY16, move FFY16 to FFY17, move FFY17 to FFY18 and add the following funds:

\$6,450,000 – STP CL FFY17 Other

Washoe County RTC

Administrative Modification No. 4 modified the following projects:

WA200405 Pyramid Highway McCarran Boulevard Project

Transferred \$1,900,000 CMAQ/\$100,000 Local Match funds from

WA20110215 Traffic Management Program to the **WA200405** Pyramid Highway McCarran Boulevard Project.

WA20140060 Washoe County Elementary School Pedestrian Projects

Changing the fund type from SAFETEA-LU Enhancement to Safe Routes to School bringing the total to \$721,000 SRTS and \$21,000 Local Match.

WA20110314 Bicycle/Pedestrian Improvement Projects

Removes \$950,000 CMAQ/\$50,000 local match as the funding has been obligated for the Evans Avenue shared use path.

Modified NDOT ID Number from **WA20130120** to **WA200745**.

WA20150001 Allen Elementary

Includes \$205,304 in Nevada Community Development Block Grant (CDBG).

Carson Area MPO

Administrative Modification No. 1 modified the following projects:

CC20140018, Carson City Signal Modification and Intersection Improvements

FFY15 PE: \$34,295 HSIP
FFY 15 ROW: \$9,025 HSIP
FFY15 Local Match: \$2,280
FFY 15 Total: \$45,600
FFY16 Const: \$224,817 HSIP
FFY 16 Local Match: \$11,833
FFY 16 Total: \$236,650

CC20130033 Highway 50 East Path Improvements

FFY15 PE: \$19,000
FFY15 Const: \$161,000
FFY15 Local Match: \$9,474
FFY15 Total: \$189,474

CC20150002 Railroad Museum Sign and Landscape Improvements Changed the funding category to **TAP Statewide Flex.**

CC200701 Carson City Freeway Package 2B-3

FFY15 Const: \$39,650,000 NHPP
FFY15 Const: \$5,000,000 NHPP Exempt
FFY15 Const: \$2,350,000 State Match
FFY15 Total: \$47,000,000

CC20090020 US 50 Clear Creek Watershed Storm

FFY15 Const: \$1,995,000
FFY15 State Match: \$105,000
FFY15 Total Match: \$2,100,000
FFY15 Total: \$2,100,000

CC20140019 Carson City Multi-Use Path

FFY15 PE TAP Flex: \$57,000
FFY15 PE Local Match: \$3,000
FFY15 Total: \$60,000
FFY16 Const TAP Flex: \$593,000
FFY16 Const Local Match: \$31,211
FFY16 Total: \$684,211

Tahoe MPO

Administrative Modification No. 1 modified the following projects:

NV20120007 Transit Operating Assistance

FFY15 Other FTA Sec 5311: \$2,443,000

FFY16 Other FTA Sec 5311: \$2,443,000

FFY17 Other FTA Sec 5311: \$2,443,000

FFY18 Other FTA Sec 5311: \$2,443,000

Statewide/Rural

(No Statewide Modifications Were Made)



MEMORANDUM

March 2, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
ITEM #13: Briefing on Pedestrian Safety Efforts and List of Potential Safety Needs –
For Possible Action

Summary:

An update on the Wall St./Bailey Dr. traffic signal on North Virginia St. approved at the February 9, 2015, Transportation Board is provided. An initial project list for future pedestrian safety projects is provided as Attachment A. A summary of crash information at the intersection of U.S. 50 and Fortune Drive is provided. An update will be provided to the Board on the pedestrian safety element of the Zero Fatalities highway safety campaign.

Background:

The Director has tasked the appropriate Divisions and Districts with delivering the previously approved list of pedestrian safety projects in Washoe and Clark Counties. If design capacity is not available in-house, consultant engineering companies will be used to expedite design. Safety Division staff have identified an additional \$5.3 million of pedestrian safety projects that can be delivered in the next state fiscal year (Attachment A).

Update on Bailey Dr./Wall St. Traffic Signal at North Virginia St. (Bonanza Casino) –

- A temporary signal will be contracted out in March 2015 using the informal bid process (construction cost is estimated to be less than \$250,000). The temporary signal should be functional 90 days from the date the contract is awarded. It will consist of traffic signal heads mounted on traditional steel poles and mast arms. Because of the ability to reuse existing equipment, the design moved away from a span wire solution to poles with mast arms. This infrastructure can be reused at this or another location when the permanent solution for this intersection/corridor is complete. The poles and mast arms from the existing pedestrian warning system will be reused for the temporary signal. The remainder of the necessary signal equipment will be included in the contract. The City of Reno will be loaning certain equipment to the Department for installation to avoid the long lead time for these items. Advanced warning signs and flashers will be placed in the southbound direction and pedestrian actuated crossing and vehicle detection will be incorporated into the design. The bus stop shelter will be relocated to the site where the buses actually stop.
- A permanent signal is being designed, however, it is expected to take several months for final design. This is to address the alignment of the existing streets and to coordinate with RTC of Washoe County. The existing marquee for Bonanza Casino may have to be relocated. Additional right-of-way may be required. Utility relocation

may be required. Once a permanent signal is designed, construction can be expedited by purchasing materials through State Purchasing and providing it to the contractor as State-Furnished Materials. A longer term solution known as a Complete Street will be discussed with the RTC of Washoe County.

Update on Tracking Recommendations from Road Safety Assessments

The Director has tasked Safety Division with developing a list of recommended safety improvements from previous Road Safety Assessments (RSAs) and Pedestrian Safety Assessments (PSAs) on state highways. The suggested improvements that are derived from RSAs and PSAs will be tracked for implementation by the Department (delivered as construction projects or under the maintenance program). Several of these suggested improvements will be installed as future pedestrian safety projects.

Update on US 50 at Fortune Drive

The Director requested the most recent crash data for this intersection. A permit was issued by the Department to a developer which allowed poles to be installed. The anticipated development at this intersection did not occur and the warrant analysis conducted in early June 2013 (while school was still in session) showed that no traffic signal warrants were met.

Crash data from July 2009 to July 2014 showed the following information:

- 7 crashes on Fortune Drive (rear-end collisions; no serious injuries; 5 citations for following too closely)
- 4 crashes on U.S. 50 (2 angle collisions; 2 crashes involving single vehicles; 3 of these crashes involved injuries; 2 citations for failure to yield right of way; 1 citation for failure to maintain lane – crashed occurred around 4 a.m. and the driver possibly fell asleep)

Lyon County Board of Commissioners, Lyon County Fire Department and Lyon County School District have all requested a traffic signal at this intersection. The Department's Traffic Operations Division staff anticipate requests for safety improvements on U.S. 50 at Pine Cone Road, Smith's parking lot entrance, and/or Retail Road, which are in the vicinity of Fortune Drive. NDOT staff request additional time to consider alternatives and present a recommendation to the Board at a later date.

Update on Pedestrian Safety Campaign as Part of the Zero Fatalities Program

The Zero Fatalities media campaign is jointly funded through federal funds by the Nevada Department of Public Safety, Office of Traffic Safety (OTS) and NDOT. The major elements of the campaign run at various times of the year:

- Pedestrian Safety, North & Rural (August – September); Statewide (April – June)
- Holiday Impaired, Statewide (December – January)
- Click It Or Ticket, Statewide (November)
- Motorcycle Safety, Statewide (October – November), South (March), North & Rural (April)
- Badge on Board, Statewide; Commercial Vehicle Enforcement (February)
- Distracted Driving – Statewide (March – April)

An overview of the pedestrian safety campaign will be presented to the Board.

Recommendation for Board Action:

NDOT staff respectfully request additional time to develop recommended safety improvements at U.S. 50 and Fortune Drive in order to consider the adjacent intersections with U.S. 50 at Pine Cone Road, Smith's parking entrance and Retail Road.

The Director recommends consideration of the Proposed Pedestrian Improvement Locations for incorporation into the next round of pedestrian safety projects. Additional outreach to local public agencies and RTCs will identify other locations which will be presented to the Board in the future.

List of Attachments:

- A. Proposed Pedestrian Improvement Locations for SFY 2016
- B. Fortune Drive at US 50 Crash History; July 2009 – July 2014
- C. Pedestrian Safety Campaign Material

Prepared by:

Rudy Malfabon, P.E., Director;
P.D. Kiser, P.E., P.T.O.E., Asst. Chief Traffic Safety Engineer

Proposed Pedestrian Improvement Locations
Crash Data Range 7/1/2008 - 12/31/2014

| Entity | Roadway | Intersection | Pedestrian Crashes | Pedestrian Fatalities | Pedestrian Injuries | Proposed Mitigation | Cost Estimate |
|-----------------|-----------------------|--|--------------------|-----------------------|---------------------|---|---------------|
| Boulder City | US 93 | Midblock between Juniper Way & Eagle Drive | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Clark | SR582/Boulder Hwy | North of Hamilton Ave | 3 | 2 | 1 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Clark | Jones Blvd | Tropicana Flamingo Washington Trail | 2 | 0 | 2 | RRFB, Lighting | \$175,000 |
| Henderson | SR582/Boulder Hwy | Lowery St | 2 | 1 | 1 | RRFB, Pedestrian Refuge, Lighting, | \$200,000 |
| Henderson | SR582/Boulder Hwy | Foster Ave | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting, | \$200,000 |
| Henderson | SR582/Boulder Hwy | Corn St | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting, | \$200,000 |
| Henderson | SR582/Boulder Hwy | VA Clinic | 0 | 1 | 0 | Pedestrian Hybrid Signal, Lighting | \$250,000 |
| Las Vegas | SR612/Nellis Blvd | Cedar Ave | 12 | 1 | 13 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR159/Charleston Blvd | Tonopah Dr | 3 | 1 | 5 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR612/Nellis Blvd | New World Ave | 2 | | 3 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR599/Rancho Dr | Coran Ln | 3 | 1 | 2 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR612/Nellis Blvd | Mohave Ave | 1 | 0 | 1 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR159/Charleston Blvd | Mohawk St | 1 | 1 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | N Hollywood Blvd | South of Lake Mead Blvd | 1 | 1 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR589/Sahara Ave | Redwood St | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR612/Nellis Blvd | Wyoming Ave | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Las Vegas | SR596/Jones Blvd | Eugene Ave | 1 | 1 | 1 | Replace School Flasher with Bi-Modal Flasher, Additional Lighting | \$250,000 |
| Las Vegas | SR596/Jones Blvd | Carmen Blvd | 1 | 0 | 1 | Replace School Flasher with Bi-Modal Flasher, Additional Lighting | \$250,000 |
| North Las Vegas | SR574/Cheyenne Ave | Mary Dee Ave | 4 | 1 | 3 | RRFB, Pedestrian Refuge, Lighting upgrade | \$200,000 |
| North Las Vegas | SR573/Craig Rd | Ferrell St | 2 | 0 | 1 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| North Las Vegas | SR604/Las Vegas Blvd | Webster St | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Nye/Pahrump | SR 160 | Postal Drive | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |

\$4,525,000

| | | | | | | | |
|----------------------|--------------|-----------------------|---|---|---|-----------------------------------|-----------|
| Douglas/ Zephyr Cove | US50 | Lake Shore Blvd | 0 | 0 | 0 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Lyon/Dayton | US 50 | Townsend St/Pike St | 1 | 0 | 3 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Sparks | El Rancho Dr | Between D St and G St | 2 | 1 | 1 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |
| Sparks | El Rancho Dr | North of G St. | 2 | 0 | 1 | RRFB, Pedestrian Refuge, Lighting | \$200,000 |

\$800,000

\$5,325,000

INTERSECTION DETAIL
 US50 @ FORTUNE DR
 01 JUL 09 - 01 JUL 14

County: LYON

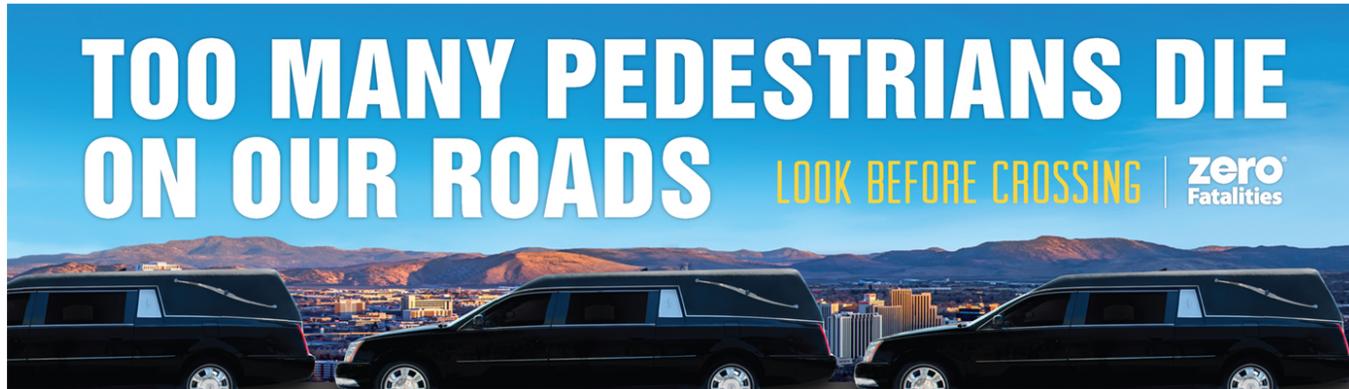
| Crash Severity | Crash Date | Crash Year | Crash Time | Primary Street | Distance | Dir | Secondary Street | Weather | Fatalities | Injured | Property Damage Only | Injury Type | Crash Type | Total Vehicles |
|-----------------|-------------|------------|------------|----------------|----------|--------|------------------|---------|------------|-----------|----------------------|-------------|---------------|----------------|
| PROPERTY DAMAG | 10-Feb-2011 | 2011 | 07:45 AM | FORTUNE DR | | AT INT | US50 | CLEAR | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 10-Apr-2010 | 2010 | 11:04 AM | FORTUNE DR | | AT INT | US50 | CLOUDY | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 05-Apr-2011 | 2011 | 11:46 AM | FORTUNE DR | | AT INT | US50 | CLEAR | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 13-Dec-2011 | 2011 | 08:34 AM | FORTUNE DR | | AT INT | US50 | CLEAR | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 08-Dec-2011 | 2011 | 03:57 PM | FORTUNE DR | | AT INT | US50 | CLEAR | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 05-Sep-2013 | 2013 | 07:30 AM | FORTUNE DR | | AT INT | US50 | CLEAR | | | PDO | | REAR-END | 2 |
| PROPERTY DAMAG | 01-Feb-2012 | 2012 | 07:04 AM | FORTUNE DR | 20 | S | US50 | RAIN | | | PDO | | REAR-END | 2 |
| INJURY ACCIDENT | 08-Jul-2009 | 2009 | 08:03 AM | US50 | | AT INT | FORTUNE DR | CLEAR | | 3 | | B | ANGLE | 2 |
| INJURY ACCIDENT | 22-Jul-2011 | 2011 | 02:45 PM | US50 | 8 | W | FORTUNE DR | CLEAR | | 1 | | C | NON-COLLISION | 1 |
| INJURY ACCIDENT | 16-May-2010 | 2010 | 04:10 AM | US50 | 45 | W | FORTUNE DR | CLOUDY | | 1 | | B | NON-COLLISION | 1 |
| PROPERTY DAMAG | 15-May-2013 | 2013 | 02:50 PM | US50 E | 235 | W | FORTUNE DR | CLOUDY | | | PDO | | ANGLE | 2 |
| | | | | | | | | | Sum: 0 | Sum: 5 | Count: 8 | | | |
| | | | | | | | | | Count: 0 | Count: 3 | | | | |
| | | | | | | | | | TOTAL | Count: 11 | | | | |

| V1 Type | V1 Dir | V1 Drvr Age | V1 Lane Num | V1 Action | V1 Driver Factor | V1 Drvr Distracted | V1 Vehicle Factor |
|-------------------|--------|-------------|-------------|----------------|---|--------------------|--|
| SEDAN, 4 DOOR | S | 60 | | GOING STRAIGHT | INATTENTION/DISTRACTED | OTHER | |
| PICKUP | S | 64 | | TURNING RIGHT | APPARENTLY NORMAL | | |
| SEDAN, 4 DOOR | S | 52 | | GOING STRAIGHT | APPARENTLY NORMAL | | FOLLOWED TOO CLOSELY |
| PICKUP | S | 74 | | GOING STRAIGHT | APPARENTLY NORMAL | | FOLLOWED TOO CLOSELY |
| SEMI | S | | | GOING STRAIGHT | APPARENTLY NORMAL | | FOLLOWED TOO CLOSELY |
| CARRY-ALL | S | | | TURNING RIGHT | INATTENTION/DISTRACTED | OTHER | FOLLOWED TOO CLOSELY |
| SEDAN, 4 DOOR | S | 52 | | GOING STRAIGHT | APPARENTLY NORMAL | | FOLLOWED TOO CLOSELY |
| CARRY-ALL | S | 46 | | TURNING LEFT | APPARENTLY NORMAL | | FAILED TO YIELD RIGHT OF WAY |
| MOTORCYCLE | E | 21 | | GOING STRAIGHT | APPARENTLY NORMAL | | |
| HATCHBACK, 2 DOOR | E | 25 | | GOING STRAIGHT | FELL ASLEEP, FAINTED, FATIGUED, ETC. | | FAILURE TO KEEP IN PROPER LANE OR RUNNING OFF ROAD |
| SEMI | W | 82 | 1 | CHANGING LANES | APPARENTLY NORMAL: OTHER IMPROPER DRIVING | | FAILED TO YIELD RIGHT OF WAY: UNSAFE LANE CHANGE |
| | | | | | | | |

| V1 Most Harmful Event | V1 Event 1 | V1 Event 2 | V1 Event 3 | V2 Type | V2 Dir | V2 Drvr Age | V2 Lane Num |
|----------------------------|----------------------|----------------------|-----------------------------|-------------------------|--------|-------------|-------------|
| | | | | STATION WAGON | S | 55 | |
| | SLOW/STOPPED VEHICLE | | | SEDAN, 4 DOOR | S | 34 | |
| | | | | PICKUP | S | 61 | |
| | | | | SEDAN, 4 DOOR | S | 56 | |
| | | | | PICKUP | S | | |
| | | | | SEMI | S | | |
| | | | | PICKUP | S | 63 | |
| MOTOR VEHICLE IN TRANSPORT | | | | SEDAN, 4 DOOR | W | 45 | |
| OVERTURN/ROLLOVER | OVERTURN/ROLLOVER | SLOW/STOPPED VEHICLE | | | | | |
| OVERTURN/ROLLOVER | RAN OFF ROAD LEFT | OVERTURN/ROLLOVER | OTHER POST, POLE OR SUPPORT | | | | |
| | | | | TRACTOR TRUCK, GASOLINE | W | 61 | 1 |
| | | | | | | | |

| V2 Action | V2 Factors Driver | V2 Factors Veh | V2 Most Harm Event | V2 Seq Event1 | Factors Roadway | Lighting | HWY Factors | Agency |
|----------------|-------------------|----------------|----------------------------|----------------------|-----------------|----------------------|------------------|--------|
| STOPPED | APPARENTLY NORMAL | | | | | | | LYSO |
| TURNING RIGHT | APPARENTLY NORMAL | | | SLOW/STOPPED VEHICLE | DRY | DAYLIGHT | NONE | LYSO |
| STOPPED | APPARENTLY NORMAL | | | | | | | LYSO |
| STOPPED | APPARENTLY NORMAL | | | | | | | LYSO |
| STOPPED | APPARENTLY NORMAL | | | | | | | LYSO |
| TURNING RIGHT | | UNKNOWN | | | | | NONE | LYSO |
| STOPPED | APPARENTLY NORMAL | | | | | | | LYSO |
| GOING STRAIGHT | APPARENTLY NORMAL | | MOTOR VEHICLE IN TRANSPORT | | DRY | DUSK | NONE | NHP |
| | | | | | DRY | DAYLIGHT | NONE | NHP |
| | | | | | DRY | DARK - SPOT LIGHTING | NONE | NHP |
| GOING STRAIGHT | APPARENTLY NORMAL | | | | DRY | DAYLIGHT | ACTIVE WORK ZONE | NHP |
| | | | | | | | | |

Attachment C





1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

February 23, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
ITEM #14: Briefing on Trans-Sierra Transportation Plan by Tahoe Transportation District – Information item only

Summary:

Over the past year and a half, the Tahoe Transportation District (TTD) has been working on the development of the Trans-Sierra Transportation Plan. This Plan includes a business case analysis of the economic and quality of life benefits of implementing the cumulative regional transportation plans for 11 counties in our coalition, six of which are in California and five are in Nevada. This plan is part of the District's efforts to address the need of ensuring continued revenue in order to construct Tahoe's transportation projects.

Background:

The Tahoe Transportation District has been working to improve coordination among transportation planning efforts beyond the Tahoe basin to capture travel patterns and needs of visitors from California and Nevada. The Trans-Sierra Transportation Plan helps set the stage for need of inter-connected transportation systems from San Francisco to Reno and Carson City.

Analysis:

This item is an informational update from one of NDOT's partner agencies. Though NDOT has not been directly involved in this effort to date, the Department will continue to partner with TTD and participate as requested in this and future planning efforts.

Recommendation for Board Action:

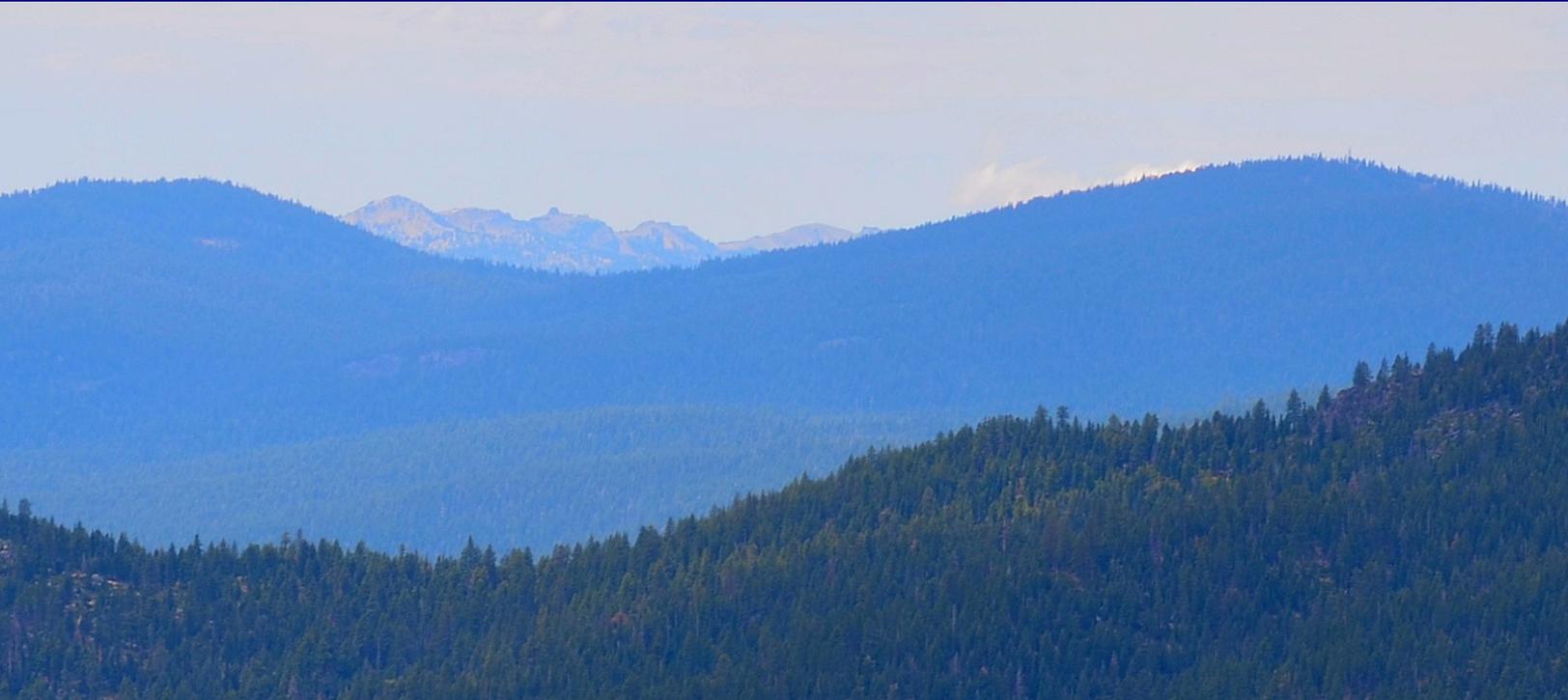
This is an informational item only.

List of Attachments:

- A. Draft Trans-Sierra Transportation Plan

Prepared by: Sondra Rosenberg, NDOT Assistant Director, Planning

Trans-Sierra Transportation Plan



prepared for



Tahoe Transportation
DISTRICT

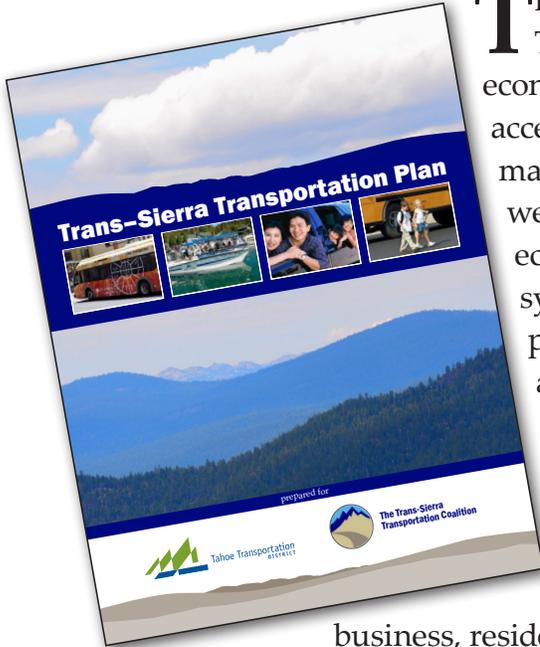


The Trans-Sierra
Transportation Coalition

Draft



Transportation: It's That Important!



Transportation is essential to our quality of life in the Trans-Sierra Region. It is the foundation of a vibrant economy and job creation. Safe commutes to work and access to the numerous attractions of our Region, while maintaining blue skies and clean water, depend on a well thought out, efficient transportation system. The economic activities that depend on our transportation system generate the revenue that funds our schools, police, fire protection, parks, and the many other amenities that make our communities great places to live and work.

Good transportation systems don't just happen; building, operating, maintaining, and renewing our transportation systems takes long-term commitment and dedication. As the transportation needs of

business, residents, and visitors evolve, so too must the transportation system. This requires thoughtful, on-going dialog, planning, and execution.





That’s what’s behind the Trans-Sierra Transportation Coalition, a group of 11 California and Nevada counties, federal and state agencies, stakeholders, and citizens from Northern California and Northern Nevada committed to ensuring that the Region’s

transportation continues to support our economic vitality and preserve our quality of life. This Coalition is dedicated to developing collaborative, innovative strategies to meet the unique transportation challenges and needs of the Trans-Sierra Region while sustaining and enhancing the quality of life for current and future generations.

As part of this ongoing, collaborative effort, the Coalition has created this Trans-Sierra Transportation Plan. This Plan honors and draws upon the individual comprehensive

plans developed by the participating state and local transportation planning agencies for their respective communities. All of the projects and services included within these individual plans, including those that are not currently funded, are incorporated into this Trans-Sierra Transportation Plan by reference.

This Plan is meant to inform, stimulate, and excite the readers about how planned investments in a strong, coordinated transportation system can make the communities of the Trans-Sierra Region even better places to live, do business, and visit.

“Good transportation systems don’t just happen; building, operating, maintaining, and renewing our transportation systems takes long-term commitment and dedication.”

Transportation: It’s that important!





The Trans-Sierra Coalition's Vision:

“The Trans-Sierra Region will be served by an integrated multimodal transportation system that is built, operated, and maintained efficiently and sustainably. The Trans-Sierra transportation system will promote a strong economy by supporting approved land use plans and meeting the mobility needs of residents, visitors, and goods movement. This system will be safe and support environmental protection of our region’s outstanding natural assets by reducing congestion, vehicle emissions, and roadway surface pollution.”





The Trans-Sierra Region: A Place Like No Other

The Trans-Sierra Region of Northern California and Northern Nevada is unique in many ways. It is an enormous but lightly inhabited area of great natural beauty and vast cultural and geographic diversity. It is an area of exceptional environmental sensitivity that must be respected in all of man’s endeavors. While the Trans-Sierra economy is diverse, the lure of our natural and man-made attractions has made tourism and recreation arguably our largest economic sector. The Region straddles the rapidly growing Northern California megapolitan that reaches from San Francisco through Sacramento to Reno and is home to more than 15 million people. These characteristics combine to create unique transportation needs that demand unique transportation solutions.



The Trans-Sierra Region provides wide open spaces with room for recreation and the opportunity for solitude and tranquility that can recharge the human spirit.

Geography and population:

Covering 17,087 square miles, and encompassing six California counties (Alpine, Amador, El Dorado, Nevada, Placer, and Sierra) and five Nevada counties (Carson City, Douglas, Lyon, Storey, and Washoe), the Trans-Sierra Region is home to only 1.2 million people. The relatively small population, dispersed across a large geographic area makes the Trans-Sierra Region a place of wide open spaces that provides room for recreation and opportunities for solitude and tranquility to recharge the human spirit.





Natural beauty and man-made attractions provide the setting for a lifetime of experiences.



Rising from the foothills on the west, through the rugged Sierra Nevada, and then transitioning to the ranges and basins of Nevada's high desert, the natural beauty of the Trans-Sierra Region is stunning in its diversity. Transected by flowing rivers, the wooded slopes of the foothills are interspersed with flowered meadows, vineyards, and fields.

The Sierra Nevada Range offers dramatic vistas, towering peaks, and alpine lakes, including world renowned Lake Tahoe.

Further to the east, Nevada's mountain ranges and high desert basins allow visitors to see the very bones of the Earth and the big skies of the American West.



The Region teems with wildlife including deer, elk, antelope, big horn sheep, bears, mountain lions, foxes, and coyotes. The skies offer the soothing melodies of song birds and the dramatic flair of falcons, hawks, owls, and eagles including our national bird, the bald eagle. Lakes and streams support robust populations of game fish such as trout and mackinaw.

The Region is also host to a wealth of man-made attractions and recreational activities including ski resorts, gaming venues, theatres, arts, music, museums, historic and archaeological sites, and viticulture to name a few.





The Gold Country, in the California foothills of the Trans-Sierra Region has developed an extensive winery industry, as well as farms and gardens in the Apple Hill region that are very popular and host numerous arts and cultural festivals. The Trans-Sierra Region also has a number of communities with hotel/casinos that provide gaming and other entertainment and special events that draw many visitors.

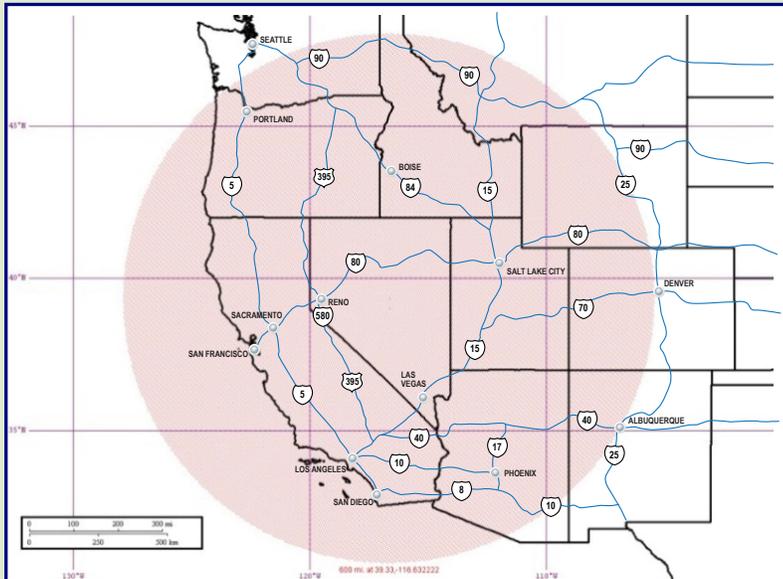


Economy and Tourism

The Trans-Sierra Region is home to major facilities of some of the best known brands in America including: Tesla, Microsoft, Google, Barnes and Noble, Amazon, Walmart, FedEx, Intuit, United Parcel Service, and Hewlett Packard. The Region boasts the world's largest business park, the 107,000-acre Tahoe-Reno Industrial Center, as well as major medical, educational, and research facilities. With

excellent highway and rail connections putting 18% percent of the U.S. population within a day's travel of the Region, it has become a major logistics hub for the Western U.S.

In addition to these commercial and industrial activities, our economy is also strongly driven by year-round tourism and recreation. While most of the visitors



Approximately 60 million people live within 600 miles of the Trans-Sierra Region.

to the Trans-Sierra Region come from California and the Western U.S., the spectacular landscapes and wide array of recreational and entertainment offerings of the Region draw visitors from all over the world.

Tourism is a major industry in the Trans-Sierra Region. Numerous hotel-casinos, wineries, state and national parks, and special events attract more than 13.5 million visitors to the region annually and contribute over \$4 billion to the local economy each year. Many of these visitors come from California (approximately 70% of total visits), the majority coming from the San Francisco Bay area (55%).





The Trans-Sierra Region: Backyard playground for the Northern California megapolitan

The wide open spaces and attractions of the Trans-Sierra Region straddle what has been dubbed the Northern California megapolitan, the fast growing urban area stretching from San Francisco, through Sacramento, to Reno. The Northern California

megapolitan is home to some 15 million people today, and this number is expected to increase by an estimated 25-30% by the year 2035. The natural beauty, year-round recreational opportunities, and solitude of the Trans-Sierra Region are a relatively short drive from these urban areas. This proximity makes the Region a key contributor to the overall quality of life for the millions that live and work in the Northern California megapolitan.



The Northern California megapolitan at night



The majority of visitors to North Lake Tahoe make a three-hour (or less) drive on I-80, from the Sacramento and San Francisco Bay areas. These account for 71% of winter visitors and 68% of summertime visitors.



Tourism expenditures in El Dorado and Douglas Counties were estimated at \$1.2 billion in 2006, and an estimated \$634.4 million in income was created by indirect effects. The direct impact of tourism on employment in the Lake Tahoe region was 16,897 jobs with an additional 6,514 jobs generated by indirect effects.



Placer County's estimated direct travel spending was \$787 million in 2008. Local and state sales tax receipts from tourism and recreation amounted to \$43.9 million.



Trans-Sierra Transportation: Unique Needs and Challenges

The unique nature of the Trans-Sierra Region creates unique transportation needs and challenges. First, the Region's transportation system must meet the typical local demands of



residents and businesses. Residents need safe, convenient, and reliable access to work, school, shopping, services, and amenities. Businesses need a system to bring supplies, materials, products, employees, and customers to and from their establishments.

In addition to the typical local demands, the Trans-Sierra Region's transportation system has substantial impacts from tourists, visitors, and recreationists. Roads, highways, parking lots, transit vehicles, bike trails, and pedestrian

ways that function well much of the time are overloaded during weekends, peak seasons, and special events.

Meeting the transportation needs of the Trans-Sierra Region presents significant challenges. The rugged topography and extreme environmental sensitivity of much of the Region severely limits the potential for expanding existing roadways or creating new ones.

Where opportunities for expansion are feasible, the costs are often extraordinarily high due to environmental considerations and the need to keep existing facilities operating during construction due to the lack of alternate routes.

“Residents need safe, convenient, and reliable access to work, school, shopping, services, and amenities. Businesses need a system to bring supplies, materials, products, employees, and customers to and from their establishments.”



“Parking lots, bike trails, and pedestrian ways are often impacted by many of the same factors that afflict the road system and likewise, they do not provide enough capacity when huge numbers of visitors arrive.”

Expanding transit services to provide alternatives to the automobile in large parts of the Trans-Sierra Region is also difficult. In many cases, Transit service for residents is hindered by the cost of effectively serving the relatively small resident populations in many of the Region’s communities. To be attractive to most riders, transit service must be convenient, affordable, dependable, and within reasonable

walking distance to the origin and destination of trips and must have well planned schedules and routes to effectively serve demand. Effective transit for visitors is even more problematic. With luggage, equipment, and small children in tow, our transit systems must achieve extraordinary levels of integration and service to deliver a convenient door-to-door journey to those we host.



Parking lots, bike trails, and pedestrian ways are often impacted by many of the same factors that afflict the road system and likewise, they do not provide enough capacity when huge numbers of visitors arrive.



All of these challenges to providing an effective and efficient transportation system that serves the needs of businesses, residents, and visitors in the Trans-Sierra Region will be exacerbated by a growing and changing population of our residents and our visitors.



With an estimated 25 to 30 percent increase in population in the Northern California megapolitan by 2035, our Region can expect to see a similar increase in visits from that megapolitan, in addition to increased visits from the rest of the Nation and the world.



The Trans-Sierra Region population is projected to grow 25 percent from 1.2 million to 1.5 million by 2035. Sustaining the quality of life for those who reside in the Region will depend on a good transportation system.



Nationwide, and in the Trans-Sierra Region, the population is aging. By 2030, the population of residents aged 65 and older in many parts of the Region is expected to nearly double (or more) by 2030. Our transportation system will have to evolve to meet the changing needs of our residents and visitors.



Meeting the Needs of the Trans-Sierra: Transportation for Today and Tomorrow

The individual transportation plans of the entities in the Trans-Sierra Region speak to the goals and objectives of each community and to the transportation projects and services



necessary to achieving these goals. Collectively, these plans create a path for realizing the Coalition's transportation vision. If these plans are fully resourced and implemented, they would create a regional transportation network that can be sustainably operated, maintained, renewed, and expanded to meet the needs of our businesses, residents, and visitors. This would be the fully integrated, multimodal transportation system desired by each community and articulated in the transportation vision for the Region. This system would include:

- **Major corridors binding the Region together and connecting it to the rest of the Nation such as I-80, US-50, US-395, and I-580.**
- **Local streets and roads linking our neighborhoods and providing access to businesses, employment, education, services, and amenities.**
- **Bicycle and pedestrian facilities providing healthy alternative mobility options consistent with a closer connection to our beautiful surroundings.**
- **Integrated transit services offering residents and visitors real options for mobility both within and between communities and attractions.**
- **Projects and initiatives mitigating the impacts of our transportation system on our fragile ecosystems and environment thus ensuring that the quality of life for residents and the quality of experience for our visitors remains intact for generations to come.**

The following pages provide a glimpse of some of the benefits of fully implementing the Coalition's transportation vision and the individual transportations plans that support that vision.



Major Interregional Corridors: Bringing Us Together

Our interregional corridors link the communities within the Trans-Sierra Region and connect us to the Nation and the world. Making sure that these corridors can continue to move people and goods safely and efficiently will require multiple strategies including:



- **Intelligent transportation systems that provide travelers with advanced information on road conditions, incidents, and construction so that they may plan their route of travel, times of departure, and layover**
- **Improved winter operations that ensure snow and ice are anticipated and removed rapidly**
- **Integrated management of the major corridor system with new lanes at critical chokepoints and interchanges, new or improved reliever routes, and alternative modes such as transit and rail for moving people and goods**





On average more than 6,000 trucks per day cross the Trans-Sierra Region on I-80, an essential artery to the Nation's economy.



I-580/US-395, the primary north-south route through the Trans-Sierra Region for people and goods, could take on even greater regional and national importance if it becomes the proposed I-11, the most significant major addition to the interstate system in 30 years.



US-50 provides visitors with access to more than 100 wineries and farms, as well as year-round outdoor and leisure activities.



During peak months, an average of 180,000 vehicles per day travel through the Trans-Sierra Region on I-80 to destinations in the Region and beyond.



Local Streets and Roads: Serving Our Communities

The Trans-Sierra Region is dedicated to having communities that are great places to live and great places to visit. Powerful tools, proven successful in many other regions, are being put to good

“Transit oriented development has been successful in spurring greater private sector investment, increasing property values, and creating vibrant, attractive centers in the Region’s more urban areas.”

use here as well. Many communities have adopted the “complete streets” concept, to create safe, pleasant transportation facilities that accommodate all modes of travel: pedestrian, bicycle, transit, and automobile. Development that is well integrated and takes advantage of transit routes and hubs, sometimes called “transit oriented development” or “TOD,” will play a role in the transportation future of the Region. Transit oriented development has been successful in spurring greater private sector investment, increasing

property values, and creating vibrant, attractive centers in the Region’s more urban areas. In addition, the reconstruction and, in some cases, realignment of busy arterials will allow a rebirth of

some of the Region’s downtown areas by creating incredible “places” appealing to residents and visitors alike for shopping, leisure, special events, and community activities.

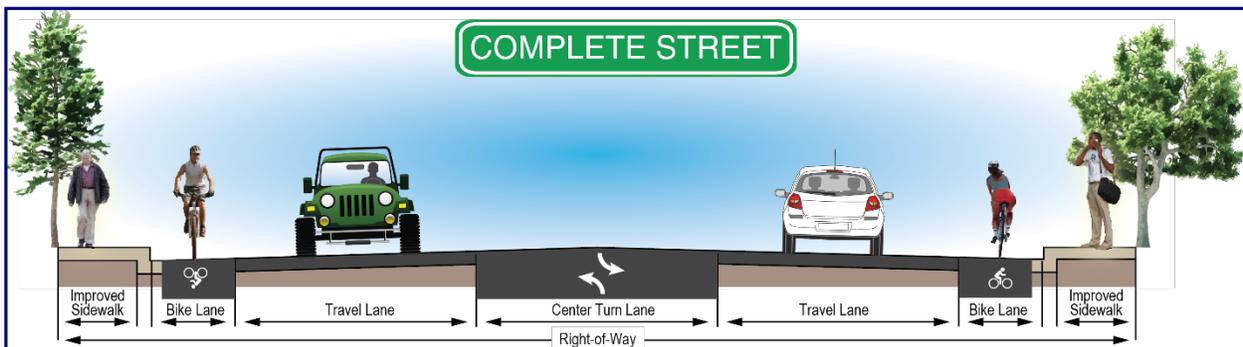




Figure 13 — Option 1 Traditional Landscape Example

In Reno/Sparks, the Oddie Boulevard/Wells Avenue Corridor Study has identified multimodal transportation improvements (bike, pedestrian, transit, and auto) to facilitate a more livable, safer, and vibrant corridor for residents and visitors alike.

Existing condition



The I-80/SR 65 interchange improvements in Placer County will enhance safety, reduce traffic congestion, and improve local traffic and regional commutes by increasing capacity and relieving the existing traffic choke point at the interchange.

Post-project condition





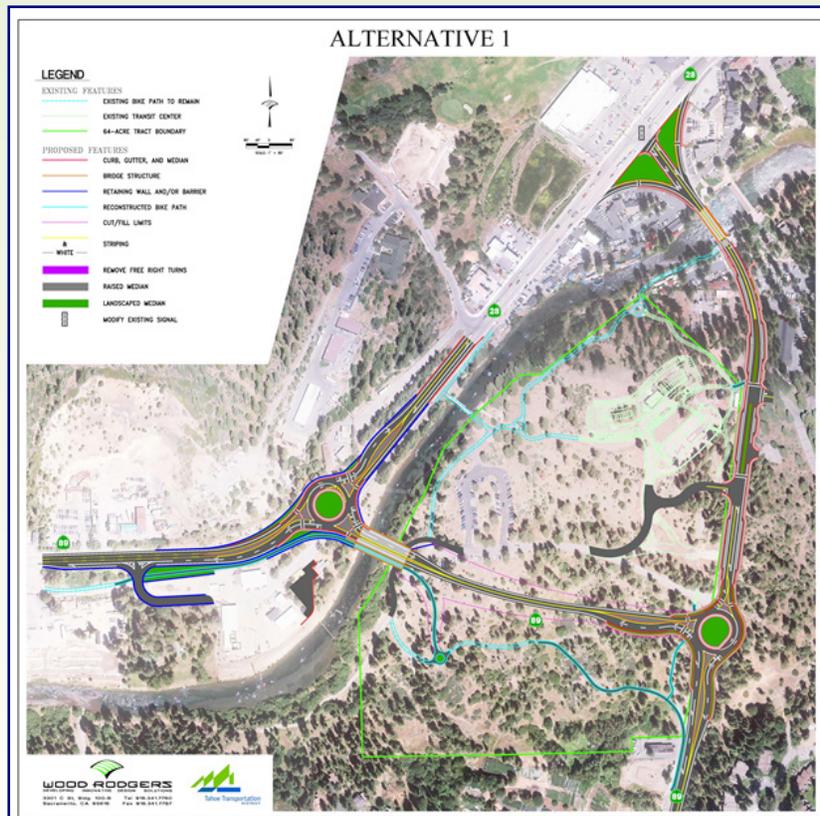
The Kings Beach Commercial Core Improvement Project will convert the existing four-lane highway to a corridor friendly to all users and will include roundabouts for improved traffic flow. The project also includes improved water quality facilities to preserve Lake Tahoe's clarity.



The US-50/Stateline Community Revitalization Project would realign US-50 around the Stateline casino corridor area, creating not only a safe route for motorists passing through Stateline but also an unparalleled opportunity to reinvent the downtown core by making it more friendly to local traffic, pedestrians, bicyclists, and transit. Economic studies indicate that this project is likely to spur as much as \$1 billion in private sector investments in restaurants, retail shops, lodging, and other attractions to create a destination that will attract residents and visitors for year-round activities.

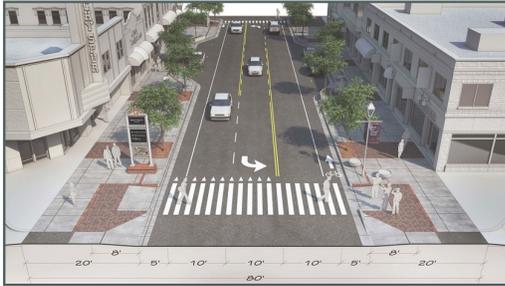


The Fanny Bridge replacement at the intersection of SR 89 and SR 28 in Tahoe City addresses congestion and improves seismic resistance while offering a unique opportunity to remake the downtown. The community has selected a multimodal alternative that will relieve congestion, improve safety, and allow the transformation of downtown Tahoe City into an exciting “place” for residents and visitors.





Bicycle and Pedestrian Facilities: Every Trip Begins or Ends with a Walk



Carson Street Preferred Concept

While automobiles are an indispensable part of our overall mobility, there are many trips where good old fashioned people-power serves just as well. Research indicates that in urban areas, two-thirds of trips are five miles or less, making them good candidates for cycling. Nationwide, it is estimated that one-quarter of all trips are one mile or less, making them potentially suitable for walking. Traveling by foot or bicycle is an enjoyable, healthy alternative for many trips if we have a safe, connected system of bike lanes, paths, and sidewalks on which to travel. Communities across the Trans-Sierra Region have made significant investments in bicycle and pedestrian facilities, and the plans for the future take this to a whole new level!

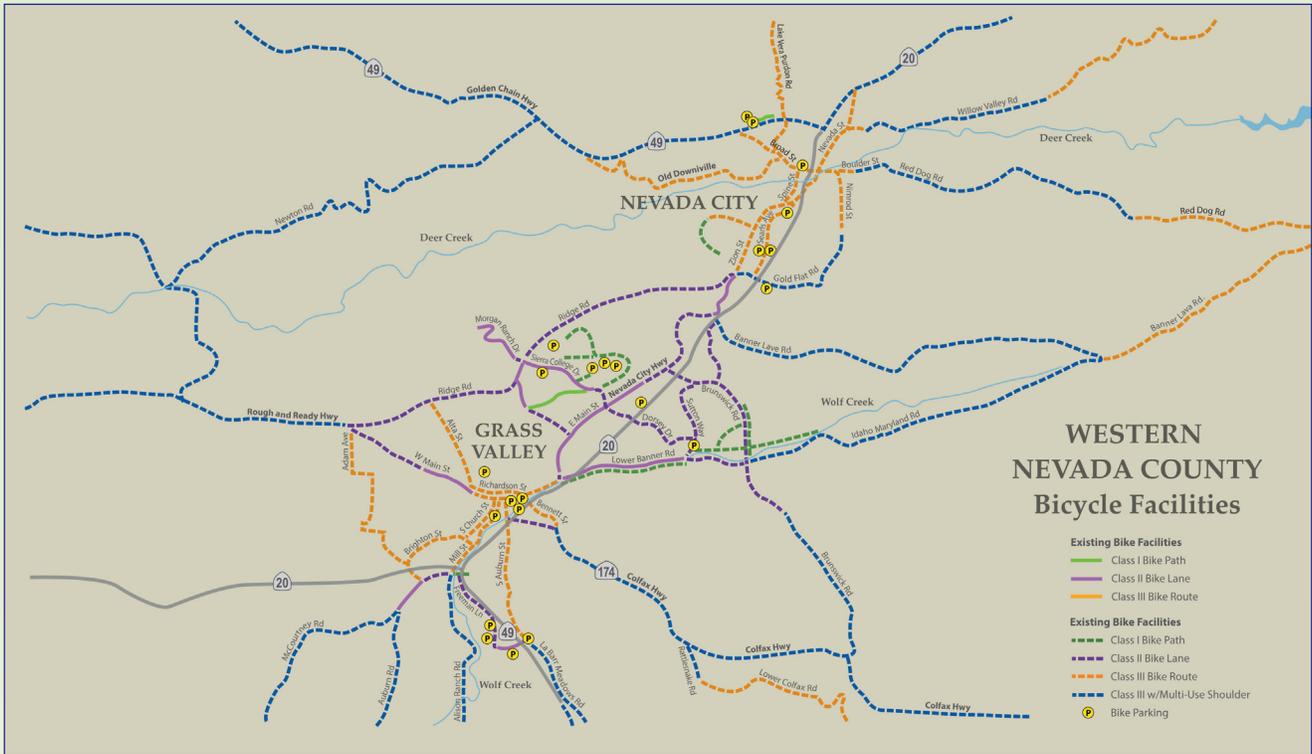
While automobiles are an indispensable part of our overall mobility, there are many trips where good old fashioned people-power serves just as well. Research indicates that in urban areas, two-thirds of trips are five miles or less, making them good candidates for cycling. Nationwide, it is estimated that one-quarter of all trips are one mile or less, making them potentially suitable for walking. Traveling by foot



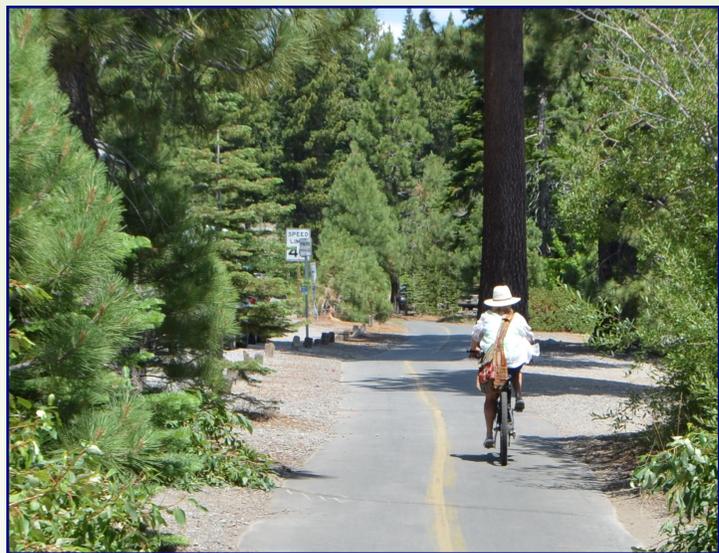
Partnering with Douglas County and the U.S. Forest Service Lake Tahoe Basin Management Unit, the Tahoe Transportation District managed construction of the one-mile Rabe Meadow Bike Path, the first phase of the 3.2-mile Stateline to Round Hill segment of “America’s Most Beautiful Bikeway.”



While existing bicycle/pedestrian paths are popular in the Tahoe Basin, the use of non-auto transportation has been limited by the lack of a complete path network. The need for broadening transportation choices and providing alternatives to private car use will become more crucial as the number of area residents and visitors continues to increase. “America’s Most Beautiful Bikeway” has been proposed to complete a premier separated bikeway circling Lake Tahoe that connects communities, enhances recreational opportunities, expands transportation choices, and promotes the enjoyment of the Tahoe Basin.



The Nevada County Transportation Commission recently completed a Bicycle Master Plan for Nevada County that would create an extensive network of Class I, Class II, and Class III bicycle facilities. These would provide neighborhood connections, and enable bicycle travel across the county.



The Tahoe Metropolitan Planning Organization's Lake Tahoe Region Bicycle and Pedestrian Plan for the Tahoe Basin envisions a network of interconnected bicycle facilities providing neighborhood connections as well as contiguous access around the Basin.



Sierra County's Bicycle Master Plan includes adding shoulders on SR 89 to accommodate bicycles, creating safe access to numerous trailheads.



El Dorado County residents enjoy a number of first class pedestrian and bike facilities such as the Northside School Bike Path and plan to invest in more.



The Regional Transportation Commission of Washoe County (RTC) constructs sidewalks or pedestrian paths and shoulders accommodating bicycle lanes on all new roads and many reconstruction projects, when feasible. For example, the Plumb Lane Reconstruction project presented an opportunity to make bicycle and pedestrian improvements on a busy stretch of rural roadway, replacing drainage ditches with curb and gutter and providing a wide sidewalk and striped shoulders to improve safety for all users.



Transit: Where and When It Works

Change is happening throughout the Trans-Sierra Region, the Nation, and our world in the makeup of our population and

our travel preferences.

Expanded transit

investments will be a key

to the Trans-Sierra Region's

ability to prosper with

these changes and sustain

our great quality of life.

Transit, used where and

when it works, can help

the Region accommodate

our growing number of

active seniors as well as the

increasing number of folks

who would rather use their

travel time for something

other than just driving.

Using transit frees us to

read, browse the web, reach

out to friends via e-mail or

text, or just think.

In congested areas of

the Trans-Sierra Region,

good transit service can

help relieve congestion

and get more value out of

our roadways. Given the

physical and environmental

constraints of Lake Tahoe

and the Region, increased

investments in transit

will be key for getting

a growing number of visitors and workers to and from their destinations with less congestion and fewer environmental impacts.

Improved bus service, light rail transit, bus rapid transit, water taxis

and ferries, and services for our senior and disabled friends and

neighbors are all part of the Trans-Sierra Transportation Plan!



Investing in the RAPID was key to the new investment in Midtown Reno.



Investment in a well thought-out, integrated, multimodal transit system will be a key component in providing effective, sustainable transportation solutions to serve an increasing number of residents and visitors while protecting the Region's environmental resources and natural beauty.



Continued investment in Americans with Disabilities Act (ADA)-compliant buses and paratransit services will ensure that disabled and senior citizens continue to have access to safe, reliable, and affordable transportation options.



Investing in fuel efficient hybrid and alternative fuel vehicles and facilities will help reduce long-range operating costs while preserving air quality and protecting our region's sensitive environmental assets.





Integrated Transit Service from the I-80 to US 50 Corridor



- Year-round service on SR 267 between Truckee, Northstar, Kings Beach, and North Stateline
- Year-round extended hours of service in the SR 89/267/28 triangle
- Improved service frequency during peak seasons in the SR 89/267/28 triangle and the West Shore
- Expanded peak summer season
- Year-round consistent service in Truckee and between Truckee and Donner Summit
- Additional paratransit service in summer and winter daytime periods
- Automatic vehicle location, real-time traveler information and enhanced communications systems
- No passenger fares





Benefits of Good Transportation: What's in It for You

If the level of transportation investment were increased by \$15.9 billion through 2035, this would enable the vision of the Trans-Sierra Transportation Plan to become a reality creating a stunning array of benefits for businesses, residents, and visitors. . This additional incremental investment would boost business activity through 2035 by:

- **Creating and sustaining 10,000 new, well paying, middle class jobs across all sectors of the economy**



- **Increasing the economic competitiveness, diversity, and stability of the Trans-Sierra Region**
- **Expanding economic activity to generate an additional \$29.9 billion in economic output, including \$11.3 billion in labor income**
- **Improving our ability to recruit and retain top-notch workers**

- **Sustaining and expanding visitation and tourism**
- **Making our region more attractive for special events (Olympics, X-Games, conventions, etc.)**

For residents, these investments would not only support and improve our quality of life today, but would preserve it as a legacy for future generations by:

- **Expanding economic prosperity, competitiveness, and opportunity with sustainable jobs for generations to come**



- **Giving us more time to spend with family, friends, and other activities by reducing travel and delay time valued at \$6.4 billion**
- **Lowering the costs of personal travel and the transport of goods and services**
- **Offering a wider range of travel options including transit, walking, and bicycling**

- **Reducing vehicle operating costs saving an estimated \$9.9 billion through 2035**
- **Enhancing public resources with additional tens of millions of dollars annually in revenues that could be used to build stronger communities through investments in schools, parks, police, fire, and other community services**



- **Increasing safety by reducing fatal crashes and serious injuries saving an estimated \$2.5 billion**
- **Making our neighborhoods, communities, and region safer, healthier, and more enjoyable places to live, work, and play**

Fulfilling the Coalition's transportation vision would benefit our visitors by:

- **Providing improved access to even more recreational opportunities across the region**
- **Improving the quality of the visitation experience by reducing the stress of travel to, from and within the region**
- **Offering the opportunity to choose eco-friendly transportation and recreation**
- **Enhancing their quality-of-life with an even better playground whether they come from the Northern California megapolitan, the Nation, or the world**





Roadblocks and Opportunities: Moving Forward

Funding is the primary challenge

Funding is the primary challenge facing transportation agencies in the Trans-Sierra Region, individually and collectively. Existing revenue sources are insufficient for sustaining the current transportation system, much less implementing the needed improvements to meet current and future demands. The transportation investments identified in the Trans-Sierra Transportation Plan will require an estimated \$35 billion (in 2014 dollars) through 2035. Unfortunately, the current collective estimate of available transportation funding through 2035 is approximately \$19 billion (in 2014 dollars) leaving a \$16 billion shortfall. Table 1 summarizes the needs, revenues, and shortfalls by county and cumulatively for the Trans-Sierra Region.

The estimated levels of future funding by the various transportation agencies within the Region assume that future federal and state

funding will mirror historic levels. There is no guarantee that this will occur and the estimated shortfalls may increase dramatically if our state and federal partners cannot sustain current levels of investment into the future.

One of the major causes of the transportation

funding shortfall, which is not unique to the Trans-Sierra Region, is the heavy reliance on fuel taxes. Fuel taxes have served as the primary transportation funding source for many decades at all levels of government. When applied as a fixed “cents-per-gallon”

| COUNTY | NEEDS | CONSTRAINED REVENUE | SHORTFALL |
|---------------|-------------------------|-------------------------|--------------------------|
| ALPINE | \$132,525,446 | \$51,926,100 | -\$80,599,346 |
| AMADOR | \$414,494,719 | \$146,330,000 | -\$268,164,719 |
| CARSON | \$667,767,150 | \$268,520,600 | -\$399,246,550 |
| DOUGLAS | \$1,026,208,038 | \$80,814,000 | -\$945,394,038 |
| EL DORADO | \$2,919,400,000 | \$2,155,800,000 | -\$763,600,000 |
| LYON | \$242,071,645 | \$112,835,544 | -\$129,236,101 |
| NEVADA | \$1,102,391,445 | \$274,630,000 | -\$827,761,445 |
| PLACER | \$13,990,549,680 | \$6,945,400,000 | -\$7,045,149,680 |
| SIERRA | \$382,758,664 | \$155,795,000 | -\$226,963,664 |
| STOREY | \$128,174,610 | \$31,278,006 | -\$96,896,604 |
| TAHOE | \$2,375,572,327 | \$1,591,534,268 | -\$784,038,059 |
| WASHOE | \$11,826,790,488 | \$7,506,466,000 | -\$4,320,324,488 |
| TOTALS | \$35,208,704,212 | \$19,321,329,518 | -\$15,887,374,694 |

TABLE 1
Estimated region-wide 2015-2035 funding needs, revenue, and shortfalls by county (2014\$)



tax, fuel taxes do not respond to the erosion in purchasing power that occurs with inflation in construction and operations costs. In addition, fuel tax revenues are declining due to the increasing vehicle fuel efficiency and the rising popularity of electric, hybrid,

and alternative fuel vehicles. While increased vehicle efficiency has significant positive impacts in terms of reducing pollution and greenhouse gases, lessening our dependence on foreign oil, and saving us money at the pump, it also means that less revenue is being collected per mile driven. The combined impacts of inflation and increasing fuel economy mean that in real dollar terms we are collecting from the federal gas tax about 75% less per

“If there is no additional preservation funding through FY 2025, the pavement backlog (in Nevada) will rise from the current level of \$1.9 billion to \$3.3 billion in 2025”

Nevada Department of Transportation State Highway Preservation Report, February 2013

mile driven today than we were in 1993, the last time the federal gas tax rate was increased. Fuel tax indexing and sales taxes on gasoline sales can be powerful tools for recovering the lost purchasing power of our transportation revenues due to inflation, but additional measures are needed to address the long-term loss of revenue due to increased fuel efficiency and alternative fuel vehicles.

While transportation funding has increased nationwide over the past two decades, the significant majority of this increase has been at the local level. Between 1999 and 2014, there were approximately 475 local and 48 statewide transportation funding questions on ballots across the nation, 72% of which were approved. California and Nevada have been leaders in this regard. In these states, local money accounts for more than 50% of all transportation funding. Much of the local activity in both states has been motivated by the growing realization that neither the federal nor the state government has the capacity to fully fund local transportation needs, and that any increases in federal and state levies to do this would largely be paid by the residents of our communities. By going to residents directly, local communities increase the level of control, accountability, and efficiency in the use of these funds, and can take on a decisive role in determining their own economic destinies.



Continued collaboration to leverage the power of our transportation investments

An opportunity to accelerate the realization of the Trans-Sierra transportation vision is continued and expanded integration and collaboration among system operators. Dramatic progress has been made in integrated and collaborative management of weather events and incidents on the I-80 corridor by the California Department of Transportation (CALTRANS) and Nevada Department of Transportation (NDOT) including real-time road condition and weather data being gathered and disseminated to corridor users. Transit operators are teaming to coordinate schedules, stops, and services where their systems interface to improve efficiency and reduce door-to-door travel times for their customers. Many jurisdictions are jointly contracting to achieve economies of scale, sharing equipment, and pooling expertise to make every precious dollar go further. Additional opportunities for further improvements in these areas and expanded collaboration include providing regional services such as:

- **Real-time traveler information on congestion at popular attractions with suggestions for alternate routes or destinations**
- **Unified regional wayfinding signage that will offer visitors more to do and make it easier for them to do it**
- **Regional trip planning services that match visitor interests to an itinerary of amenities, services, and destinations throughout the Region**

The status quo moves us backward

Taking steps to halt the erosion of the Region's current transportation funding streams is an important step, but we cannot stop there. The Trans-Sierra Region is in a national and world-wide competition to sustain a vibrant economy while maintaining our quality of life. As our competitors increase their levels of transportation investment, stagnant levels of transportation investment in the Trans-Sierra Region will feed an ever widening gap between what we offer our residents, our businesses, and our visitors and what is available in other communities. The message is clear: Good transportation is not an adjunct to great economies and great communities, it is fundamental.



Solutions are within our grasp and will be unique to each community

Driving on roads that are in poor condition currently costs Trans-Sierra drivers an estimated average of \$660 per year in additional vehicle operating costs. This is real money that is being wasted and bringing our region no benefit. If we could capture this loss and invest it in transportation improvements, it would cover roughly 60% of the current projected shortfall. Covering the other half of the shortfall would cost the typical resident in the Trans-Sierra Region approximately \$2.25 per week, about the price of a cup of coffee. Given the enormous benefits to our region's prosperity and to our quality of life, investing this amount in our transportation systems would more than pay for itself.



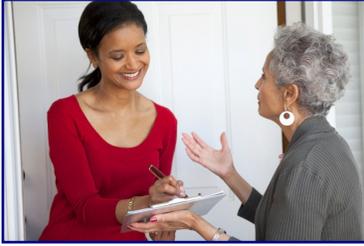
The path for addressing the transportation funding shortfall will be a decision made by each community in the Trans-Sierra Region. Local preferences will determine the combination of measures and the implementation timing that will be “right” for each individual community.

One option for Trans-Sierra communities in California is sales taxes dedicated to transportation. Such taxes have already been approved by voters in about 20 California counties. Most recently in 2014, voters in Monterey County approved a 0.125% transportation sales tax and voters in Alameda County approved doubling the existing transportation sales tax from 0.5% to 1.0%. This is even more impressive when one considers that approval by a two-thirds majority was required for passage. Among the options available to several Nevada counties in the Trans-Sierra Region is indexing of fuel taxes to recover the purchasing power lost through inflation. Indexing in Nevada was pioneered by Washoe County in 2008 followed by Clark County in 2013. The Nevada legislature has mandated that an indexing question be placed on the 2016 ballot in all of Nevada's remaining counties.

As a practical matter, reaching the level of additional funding needed to fully realize the transportation system desired by the Trans-Sierra communities will likely be accomplished in several stages, and a reasonable part of this burden will be borne by visitors. Regardless of the path taken, the successes in each community should be lauded and celebrated by all since improvements anywhere in the Region benefit everyone in the Region.



The Call to Action: What You Can Do



Full realization of the Trans-Sierra Transportation Plan will deliver enormous and lasting benefits: greater prosperity, outstanding quality of life, a healthy environment, and vibrant communities. If this is the future you would like to see, here are four things you can do to make it happen:

- **Get involved in building and maintaining consensus in your community around what you want your transportation system to achieve and the specific projects and services needed to make it happen.**
- **Support efforts to fund and sustainably implement these transportation projects and services politically, environmentally, and financially.**
- **Urge collaboration and cooperation with public and private sector partners throughout the Region to maximize the effectiveness and efficiency of our collective transportation investments.**
- **Recognize and applaud the successes of your community and of your neighbors since success anywhere in the Region benefits everyone in the Region.**

The journey to the full realization of the Trans-Sierra Transportation plan will be neither quick nor easy, but with patience and commitment, we can get there. The efforts of our parents and grandparents bequeathed to us a region of unsurpassed beauty and an outstanding quality of life. We have the opportunity to pass these precious gifts on to our children and grandchildren by making sound decisions and wise investments that will bring the vision of the Trans-Sierra Transportation Plan to reality.

Transportation: It's that important!



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

March 2, 2015

TO: Department of Transportation Board of Directors
FROM: Len Savage, Chairman Construction Working Group
Reid Kaiser, P.E., Assistant Director, Operations
SUBJECT: March 9, 52015 Transportation Board of Directors Meeting
Item #15: Briefing on Construction Working Group Activities – *Informational only*

The Construction Working Group (CWG) is a subcommittee of the Transportation Board. CWG members include Member Len Savage (Chair), Member Frank Martin and Controller Ron Knecht. This Report covers the activities of the CWG from January through November 2014 and the annual report of construction contracts that have been completed and closed during calendar year 2014.

Construction Working Group Activities

During this reporting period the CWG scheduled four meetings.

- March 10, 2014
- June 2, 2014
- September 8, 2014
- November 10, 2014

The meeting agendas are Attachment A.

Important activities during this reporting period included:

1. A presentation on practical research through the Materials Division to improve the materials utilized by NDOT on our construction projects. (Attachment B)
2. Updates were made to the CWG on changes made to NDOT's dispute resolution process.
3. A presentation was made concerning new technology to the department called Osterberg Load Cells, which was implemented at the US 95/215 interchange. This technology measured stresses of the soils and allowed NDOT to reduce the size of our drilled shafts and saved millions of dollars in material costs and will reduce time to the construction contract. (Attachment C)
4. Updates to the CWG were made related to NDOT's construction partnering program and the efforts that were being made to incorporate this concept into all of our construction projects.
5. Updates were made to the CWG related to our CMAR projects at the Carlin Tunnels and Kingsbury Grade.
6. A presentation on the status and implementation of the Electronic Documentation software.

Standing items for each CWG meeting include:

1. The status of active construction projects with emphasis on budget and schedule
2. A review of each project closed including all the costs to develop and construct
3. The progress made in closing out construction projects
4. A closed executive session is held to receive information from our legal counsel regarding the status of potential or existing litigation on construction projects.

Annual Construction Project Closeout Performance

During calendar year 2014 a total of 25 construction contracts were awarded and 27 construction contracts were closed. The CWG reviews a summary of every project closed out including the total project costs and asks questions regarding abnormalities. Summaries of the projects closed out in 2014 are Attachment D. It should be noted that the number of contracts closed annually has significantly increased each year since the inception of the CWG. Prior to 2011, the average annual number of contracts closed out was 12-14 per year. In 2011 and 2012 the Department closed out 27 and 37 contracts, respectively.

| Closed Contract Statistics | | |
|--|------------------|------------------|
| | CY 2014 | CY 2013 |
| Number of Contracts Closed | 27 | 35 |
| Bid Value | \$153,081,419.72 | \$259,215,181.59 |
| Contract Change Order Total | \$ 6,248,139.89 | \$ 9,867,520.88 |
| Costs due to bid item quantity adjustments | \$ 5,917,932.95 | \$ 5,598,798.59 |
| Total Paid | \$165,247,492.56 | \$274,681,501.06 |
| Change Order Rate | 4.1% | 3.8% |
| Quantity Adjustment Rate | 3.9% | 2.2% |
| Total Contract Increase | 7.9% | 6.0% |

Figure 1: Closed Contract Statistics by Calendar Year

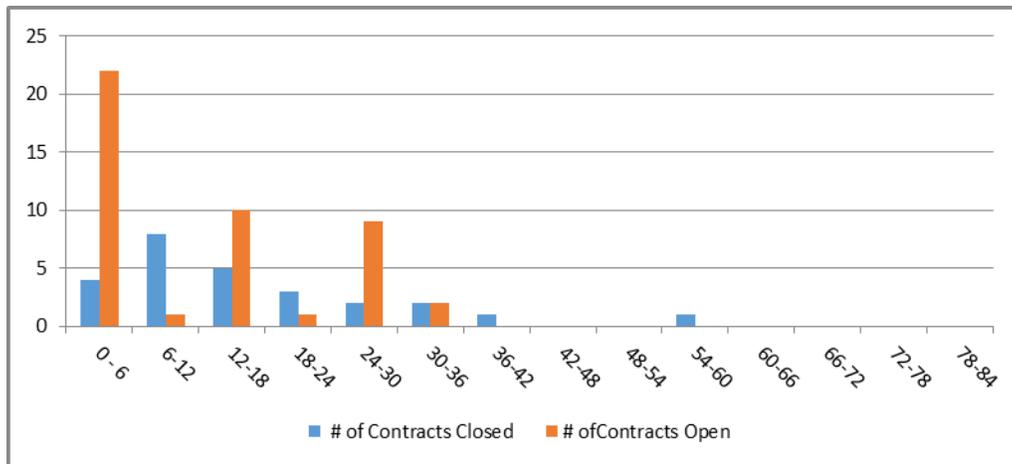


Figure 2: Aged contracts as of January 21, 2015

Future Activities

Quarterly meetings following the Transportation Board will be scheduled to discuss various issues related to delivery of the construction program and any other item as the Transportation Board directs.

There are several activities that have high potential to improve the delivery of our construction program that will be the focus of Construction Working Group activity. They include:

1. Continue to successfully implement the electronic documentation project. Contracts 3576 (NTP January 2015) and greater will utilize this software for contract administration.
2. Refinements to the construction contract dispute resolution process which will likely include new processes, policies, and procedures to insure swift and fair resolution of disputes that arise during construction.
3. Continued monitoring and discussion of the Contract Change Order process.
4. Continued improvement in the monitoring of active construction projects and project closeout process.



Department of Transportation
Board of Directors - Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
March 10, 2014 - 1:00 pm

AGENDA

1. Call to Order
2. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group - *Discussion Only*.
4. Approval of December 9, 2013 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes - *Discussion/For Possible Action*.
5. Report on Practical Research by the Materials Division to Improve the Materials Utilized in NDOT Construction Projects - *Discussion only*.
NDOT Materials Division continually conducts and coordinates research in order to improve the quality and efficiency of materials utilized in NDOT construction projects.
6. Discussion of Potential Changes to NDOT's Dispute Resolution Process - *Discussion/For Possible Action*.
NDOT is working to improve the dispute resolution process on our construction projects. Through the application of Partnering and the utilization of Dispute Resolution Teams we have been successful at resolving many disputes. Currently NDOT Specifications call for a Claims Review Board, however, this tool has been less than successful in resolving disputes. Alternatives to the Claims Review Board are being sought.
7. Old Business - *Discussion Only*.
 - A. CWG Task List
8. Briefing on Status of Projects - *Discussion only*.
 - A. Briefing on Internal Resource Five Year Plan and Upcoming Construction Projects.
 - B. Briefing on Status of Construction Projects.
 - C. Summary of Projects Closed.
 - D. Status of Open Projects.
9. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
10. Closed Session to Receive Information from Counsel Regarding Potential or Existing Litigation - *Discussion Only*.
11. Adjournment - *For Possible Action*.

Notes:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to the Department of Transportation at (775) 888-7440.
- This meeting is also expected to be available via video-conferencing, but is at least available via teleconferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room.
- Copies of non-confidential supporting materials provided to the Board are available upon request. Request for such supporting materials should be made at (775) 888-7440. Such supporting material is available at 1263 S. Stewart St., Carson City, NV 89712.

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Carson City, Nevada



Department of Transportation
 Board of Directors - Construction Working Group
 Notice of Public Meeting
 1263 South Stewart Street
 Third Floor Conference Room
 Carson City, Nevada
 June 2, 2014 – Upon Transportation Board
 Adjournment

AGENDA

1. Call to Order
2. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group - *Discussion Only*
4. Approval of March 10, 2014 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes - *Discussion/For Possible Action*
5. Discussion of the use of Osterberg Load Cells in Drilled Shaft Design - *Discussion only*
NDOT recently awarded contract 806-14 to construct two drilled shafts for full scale testing at the site of the US95/215 Phase 3 project which is under design. This full scale test has the potential to significantly reduce the size of the drilled shafts and save construction costs.
6. Discussion of High Performance Concrete - *Discussion only*
NDOT has been utilizing High Performance Concrete in bridge decks for the past 10 years to realize benefits from its properties. This material, however, is susceptible to cracking without very tight quality control measures during construction. NDOT is planning a review of the HPC specifications by experts in the field to determine if changes can be made to reduce the susceptibility of cracking.
7. Old Business - *Discussion Only*
 - A. Update on eDocumentation
 - B. CWG Task List
 - C. Requested Reports and Documents
8. Briefing on Status of Projects in Development - *Discussion only*
 - A. Projects Under Development (5-year Project Plan)
9. Briefing on Status of Projects under Construction - *Discussion only*
 - A. Project Closeout Status
 - B. Summary of Projects Closed
 - C. Projects Closed, Detail Sheets
 - D. Status of Active Projects
10. Public Comment - *Discussion Only* - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
11. Closed session to receive information from counsel regarding potential or existing litigation
Discussion Only
12. Adjournment - *Possible Action*

Notes:

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Capitol Building
Carson City, Nevada



**Department of Transportation
Board of Directors - Construction Working Group
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
September 8, 2014 – Upon Transportation Board
Adjournment**

1. Call to Order
2. Public Comment (Discussion Only) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group (Discussion Only)
4. Approval of June 2, 2014 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
5. Update on using Osterberg Load Cells in drilled shaft design. (Discussion only).
Update of contract 806-14 to construct two drilled shafts for full scale testing at the site of the US95/215 Phase 3 project which is under design. This full scale test has the potential to significantly reduce the size of the drilled shafts and save construction costs.
6. Update on NDOT Contract 3564, SR 207 (Kingsbury Grade) CMAR (Discussion Only).
Update on project including discussion on contract change orders.
7. Discussion of NDOT's Partnering efforts. (Discussion only).
Update on NDOT's Partnering Program including establishment of an Executive Steering Committee and plans to host a regional Partnering Showcase with FHWA participation.
8. Discussion on NDOT's efforts to resolve construction claims and disputes through alternative forms of dispute resolution. (Discussion only).
NDOT is working to improve how we resolve construction disputes in a timely manner by replacing the formal construction claims process with issue escalation ladders, facilitated dispute resolution and Dispute Review Teams. This involves training and revisions to contract specifications.
9. Report on NDOT's participation with AASHTO's Subcommittee on Construction. (Discussion Only).
NDOT participates with the Subcommittee on Construction and will discuss attendance of recent 2014 annual meeting.
10. Old Business (Discussion Only)
 - A. Update on eDocumentation
 - B. CWG Task List
 - C. Requested Reports and Documents
11. Briefing on Status of Projects in Development (Discussion only)
 - A. Projects Under Development (5-year Project Plan)
12. Briefing on Status of Projects under Construction (Discussion only)
 - A. Project Closeout Status
 - B. Summary of Projects Closed
 - C. Projects Closed, Detail Sheets
 - D. Status of Active Projects

13. **Public Comment (Discussion Only)** - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
14. **Closed session to receive information from counsel regarding potential or existing litigation (Discussion Only)**
15. **Adjournment (Possible Action)**

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Department of Transportation
 Board of Directors - Construction Working Group
 Notice of Public Meeting
 1263 South Stewart Street
 Third Floor Conference Room
 Carson City, Nevada
 November 10, 2014 – Upon Transportation Board
 Adjournment

REVISED 11/5/14

1. Call to Order
2. Public Comment (Discussion Only) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
3. Comments from Working Group (Discussion Only)
4. Approval of September 8, 2014 Nevada Department of Transportation Board of Directors Construction Working Group Meeting minutes (Discussion/For Possible Action)
5. Report on tracking NDOT Employee Job Costs on Projects in Litigation. (Discussion only). *Discuss coding on employee time sheets and job costing.*
6. Report on NDOT Construction Manager at Risk(CMAR) Projects (Discussion Only).
Report on number of CMAR projects, scopes of work and contract amounts.
7. Report on Consultant Agreements for Past 2 years. (Discussion only).
Report on Service Provider Agreements for the last 2 years including number of agreements, categories of work and dollar values.
8. Report on NDOT's Partnering Efforts on Construction Projects. (Discussion only).
Report on partnering efforts on NDOT construction projects including number of projects with partnering facilitators, amounts spent and staff feedback.
9. Old Business (Discussion Only)
 - A. Update on eDocumentation(Verbal)
 - B. CWG Task List
 - C. Requested Reports and Documents
10. Briefing on Status of Projects under Construction (Discussion only)
 - A. Contract Closeout Summary
 - B. Contracts Closed
 - C. Project Closeout Status
 - D. Open Contract Status
11. Public Comment (Discussion Only) - No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action may be taken. Public comments are limited to 3 minutes unless the Committee elects to extend the comments for purposes of further discussion. Comments will not be restricted based on viewpoint.
12. Closed session to receive information from counsel regarding potential or existing litigation (Discussion Only)
13. Adjournment (Possible Action)

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1263 South Stewart Street
 Carson City, Nevada 89712
 Phone: (775) 888-7440
 Fax: (775) 888-7201

MEMORANDUM

March 10, 2014

TO: Department of Transportation Board of Directors
 Construction Working Group

FROM: Rudy Malfabon, Director

SUBJECT: March 10, 2014 Transportation Board of Directors Meeting
 Item # 5: Report on Practicle Research by the Materials Division

Summary:

In the past the Transportatin Board Board has requested information on Interlocal Agreements that NDOT has entered into particularly regarding research activities. The purpose of this item is to present the benefits that NDOT's Materials Division has been able to implement through practicle research. Also included is information regarding full scale load testing of drilled shafts for the US 95/215 project which will allow for refined design parameters allowing for a reduction in the size of drilled shafts to support the structures.

Background:

The Materials Division has entered into Interlocal Agreements with the University of Nevada, Reno (UNR) for the past 20 years. Findings from this research have been implemented into our materials specifications giving Nevada some of the longest lasting roads in the nation.

Nevada's climate and geology makes it very difficult to achieve long lasting pavements due to the variation in temperatures and the quality of our aggregates. The hot days and cold nights cause our pavements to expand and contract with substantial stress and strain. Soft, porous aggregates found in Naevada make pavements particularly susceptible to deterioration under the heavy interstate loads and freeze-thaw cycles we receive.

The University of Nevada has assisted NDOT in implementing new technology and material requirements from the Federal Highway Administration (FHWA). In the mid 1990's, the Strategic Highway Research Program developed a new system for defining asphalt gradation and Hot Mix Asphalt Design that FHWA strongly encouraged state DOT's to implement.

The Materials Division has also been able to implement other new technologies and improvements regarding materials and geotechnical design. This year at the site of the US95/215 Interchange we will be conducting a full scale load test of two drilled shafts to characterize the soil strength using Osterberg Load Cells. This will allow NDOT to design the drilled shafts utilizing confirmed soil load bearing parameters instead of overly conservative estimates. The expected reduction in the size of the shafts to support the interchange structures will generate substantial savings for the project.

Analysis:

The beneficial use of applied research into the materials of road and bridge construction has resulted in many improvements that have resulted in improved products and longevity of our projects for the benefit of our stakeholders.

List of Attachments:

- A. Continuing Pavement Design and Materials Research Benefits
- B. Osterberg Load Cell description

Recommendation for Board Action:

Informational item only.

Prepared by:

Reid Kaiser, Chief Materials Engineer

CONTINUING PAVEMENT DESIGN AND MATERIALS RESEARCH PAST AND FUTURE BENEFITS

The following represents some of the significant contributions to the state of the practice with respect to materials and pavements in Nevada.

Development of a Materials Properties Database: The information in the database was used to develop specification limits on the tensile strength property and the retained tensile strength ratio to ensure good performing pavements.

Evaluation of Polymer Modified HMA Mixtures: Evaluated the performance of polymer-modified HMA mixtures under both laboratory and field conditions. As a direct result of these efforts, NDOT currently specifies the use of polymer modified HMA mixtures on all HMA projects leading to long-lasting pavements.

Evaluation of Aggregate Gradations: Based on the results of this study NDOT adapted the Type 2C gradation which has provided excellent long term performance under various traffic and environmental conditions.

Implementation of the Superpave Performance Grade (PG) System: Provided laboratory testing and data analyses for asphalt binders used in Nevada using the state of the art Superpave PG system. As a result NDOT implemented the PG system for asphalt binders.

Evaluation of Long Term Performance of CIR Mixtures: Developed a mix design procedure and specifications for cold in-place recycling which is a highly effective rehabilitation technique for poorly deteriorated pavements.

Development of Asphalt Mixtures for Intersections: A new gradation was developed that provides excellent resistance to rutting at intersections under the action of stopping and breaking of heavy vehicles.

Impact of Lime Marination on HMA mixtures: The study proved that hydrated lime improved the long term durability of asphalt pavements and marination improved the overall quality of the aggregates and resulted in better resistance to moisture damage.

Implementation of the Mechanistic-Empirical Pavement Design Guide: Developed a database of engineering materials properties and performance models to be used in the state of the art M-E Design method.

Evaluation of Recycled Pavements and Warm Mix Asphalt: Evaluated the benefits of using recycled asphalt pavements (RAP) and warm mix asphalt (WMA) technologies in the production and construction of asphalt mixtures. The combination of RAP and WMA has the advantage of cost savings, conserving natural resources, and reducing emissions.

Evaluation of New Technologies: Assisted NDOT in evaluating new materials and technologies that may have potential in improving the long term durability and performance of pavements throughout the state.

Technical Assistance: An important task of the General Agreement is to provide technical assistance to NDOT's engineers in the various areas of pavement design, pavement performance, and materials engineering. In the past, UNR researchers provided assistance in the specific areas of mechanistic pavement design, pavement rehabilitation and performance modeling, training for advanced materials testing such as the Superpave binder and mixtures testing, and moderating technical meetings between NDOT personnel and the asphalt industry and other DOTs.

Attachment B

The Need for the Use of Osterberg Load Cells

The use of in-situ testing of drilled shafts provides actual strength parameters for the soils tested. There are three different methods for testing drilled shafts strength parameters: Osterberg load cell, static load testing, and dynamic load test methods. FHWA's manual on Design and Construction of drilled shafts (FHWA-NHI-10-016) states that "*Bi-directional load cell testing, in which a bi-directional load is applied by a hydraulic jack mechanism cast within the drilled shaft, is a more practical and economical method for determining the axial resistance of a high capacity drilled shaft, and currently is a commonly used method for load testing drilled shafts.*" Osterberg load cells are "Bi-directional" load cells and provide the most detailed strength parameters of any method used.

Osterberg load cells are superior to the other test methods in several ways. The load cells can be tailored individually to each test shaft. By placing one or more cells at different locations within the shaft, various soil layers can be isolated for tested and analyzed for their strengths. Additionally, end bearing strength can be isolated from skin resistance. By only testing specific parts of the shaft at a time, larger shafts can be tested to failure at less cost. This allows for ultimate soil strengths to be obtained for different soil types and layers which maximizes the efficiency of our design. Osterberg load cell testing also allows for specific testing of the end bearing soils which cannot be accomplished by any of the other methods.

By contrast, static load testing provides only the general soil strength for the whole shaft without differentiating between the tip resistance and side resistance. This method is also limited to smaller/shallower shafts, as it is difficult to generate loading sufficient for mobilizing larger shafts to complete failure to determine ultimate strength values. It also requires the construction of 2 additional drilled shafts to act as part of the large reaction frame necessary to jack against. Given the high design loads, anticipate shaft depths and strong soil conditions at our site, it is unlikely that a reaction frame could be built at reasonable cost to stress the shaft to complete failure.

There are many types of dynamic load tests available, usually employing a falling mass, an explosion, or even an engine to provide a dynamic force to the test shaft. Most all of these require a large reaction frame of some type, and many require permits when using explosives. Like Static testing, Dynamic testing methods provide only general soil strengths for the entire shaft and would also have the same issues with stressing the shaft to complete failure.

As drilled shaft designs have become larger and larger recently, it is imperative to utilize each and every tool at our disposal to maximize the soil strengths used in design and reduce the size of the resulting shafts. By using Osterberg load cells, we will receive the most accurate information to classify the soil strengths of the highly variable soils present at this particular location.



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
Fax: (775) 888-7201

MEMORANDUM

June 02, 2014

TO: Department of Transportation Board of Directors
Construction Working Group

FROM: Rudy Malfabon, Director

SUBJECT: June 2, 2014 Transportation Board of Directors Meeting
Item # 5: Discussion of the use of Osterberg Load Cells in Drilled Shaft Design

Summary:

When the Department of Transportation (NDOT) designs a new bridge, the method we use is called Load and Resistance Factor Design (LRFD). This methodology was adopted by NDOT in 2010 and is used to design the entire bridge, superstructure (bridge deck) and substructure (columns, foundations). This design methodology has significantly affected the substructure size by making them much larger than when they were designed using the previous method (Load Factor Design). The LRFD design does allow a reduction in foundation size if the soil's strength is known or the resistance values of a soil are determined by using a load cell or top-down static load test. This item will discuss the load cell method.

Background:

Nevada uses 2 methods to support our bridge structures, drilled shafts/driven piles and spread footings. The type of foundation is determined by the type of soil supporting the bridge. A solid bedrock or competent soil structure will allow for a spread footing and a clay type soil structure will require either drilled shafts or driven piles. As is mentioned above, drilled shafts have become much larger due to LRFD design and to reduce the size of the shafts on the US95/215 interchange project, we are drilling 2 sacrificial shafts and placing load cells in them to characterize the strength of the soils in this area. The cost for these two shafts is about \$600,000 but will save an estimated \$1,500,000 in drilling and material costs by reduction in shaft size, so they are definitely worth the expense.

Shafts develop their strength using two force mechanisms, skin friction and end bearing or compression and the Osterberg Load Cell (OLC) measures both of these stresses. The OLC functions when a bi-directional load displaces the completed shaft using a hydraulic jack cast within the drilled shaft. Strain gauges are then attached to the reinforcing steel cage, which then measure the skin friction stresses along the length of the shaft. The compression at the bottom of the shaft is also being measured to account for end bearing stress. NDOT has not used this method before because there is typically not enough time to drill sacrificial shafts, place the load cells and complete the analysis.

Analysis:

When drilling deep foundations, Osterberg Load Cells are a cost saving measure that NDOT will continue to explore when soil conditions allow.

List of Attachments:

None

Recommendation for Board Action:

Informational item only.

Prepared by:

Reid Kaiser, Chief Materials Engineer

Contract No.: 3327
NDOT Project No.: 60253
FHWA Project No.: NH-395-1(018)
County: Carson City
Length: 1.774 miles
Location: US 395, the Carson City Freeway, Fairview Drive to US 50 East - Phase 2A
Work Description: Construction necessary for a 4 lane controlled access freeway
Advertised Date: December 14, 2006
Bid Opened: July 19, 2007
Contract Awarded: August 16, 2007
Notice to Proceed: October 8, 2007
Work Completed: October 8, 2009
Work Accepted: July 21, 2011
Final Payment: July 9, 2014

Contractor: Road and Highway Builders LLC
Resident Engineer: Stephen Lani

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$52,361,637.66 |
| Bid Price: | \$44,968,149.00 |
| Adjusted Bid Contract Amount: | \$47,121,133.12 |
| Agreement Estimate (Budget): | \$46,613,794.00 |
| Final Contract Amount: | \$48,573,394.20 |
| Percent of Budget | 104% |
| Total Change Orders: | \$2,152,984.12 |
| Percent Change Orders: | 4.8% |
| Original Working Days: | 400 |
| Updated Working Days: | 407 |
| Charged Working Days: | 407 |
| Liquidated Damages: | \$23,260.90 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$7,195,426.67 (14.81%) |
| Construction Final Contract Amount: | \$48,573,394.20 |
| Total Project Cost: | \$55,768,820.87 |

Contract No.: 3377
NDOT Project I.D. No.: 73194
FHWA Project No(S): PLH-0207(005)
County: DOUGLAS
Location: ON SR 207, KINGSBURY GRADE, FROM THE JUNCTION WITH HIGHWAY 50 TO THE SUMMIT AT DAGGETT PASS
Work Description: MASTER PLAN AND DESIGN WATER QUALITY ENHANCEMENT AND EROSION CONTROL FEATURES
Advertised Date: MARCH 26, 2009
Bid Opened: APRIL 16, 2009
Contract Awarded: MAY 11, 2009
Notice to Proceed: JUNE 8, 2009
Work Completed:
Work Accepted:
Final Payment: OCTOBER 23, 2014

Contractor: EL CAMINO CONSTRUCTION COMPANY, INC.
Resident Engineer: JOHN ANGEL

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$11,095,895.00 |
| Bid Price: | \$6,852,746.00 |
| Adjusted Bid Contract Amount: | \$7,466,646.94 |
| Agreement Estimate (Budget): | \$7,311,743.00 |
| Final Contract Amount | \$8,767,462.78 |
| Percent of Budget: | 120% |
| Total Change Orders: | \$613,900.94 |
| Percent Change Orders: | 9.0% |
| Original Working Days: | 200 |
| Updated Working Days: | 243 |
| Charged Working Days: | 267 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|------------------------|
| Preliminary Engineering: | \$2,430,327.67(18.62%) |
| Right of Way: | \$542,179.40(4.15%) |
| Construction Engineering: | \$1,312,582.63(10.06%) |
| Construction Final Contract Amount: | \$8,767,462.78(67.17%) |
| Total Project Cost: | \$13,052,552.48 |

Contract No.: 3400
NDOT I.D. No.: 60401
FHWA Project No.: STP-395-1(020)
County: CARSON CITY
Location: ON US 395, THE CARSON CITY FREEWAY, FROM SOUTH CARSON STREET TO FAIRVIEW DRIVE, PHASE 2B-1
Work Description: CONSTRUCTING DRAINAGE FACILITIES, UTILITIES, FENCING, BRIDGE STRUCTURES, PLACING AGGREGATE BASE, PLACING PLANTMIX SURFACING AND SLURRY SEAL
Advertised Date: JANUARY 7, 2010
Bid Opened: FEBRUARY 18, 2010
Contract Awarded: MARCH 17, 2010
Notice to Proceed: APRIL 19, 2010
Work Completed: NOVEMBER 30, 2011
Work Accepted: DECEMBER 10, 2012
Final Payment: OCTOBER 21, 2014

Contractor: Q & D CONSTRUCTION, INC.
Resident Engineer: STEVE LANI

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$11,723,541.26 |
| Bid Price: | \$7,548,315.70 |
| Adjusted Bid Contract Amount: | \$7,556,670.70 |
| Agreement Estimate (Budget): | \$8,140,151.00 |
| Final Contract Amount | \$7,470,338.94 |
| Percent of Budget: | 92% |
| Total Change Orders: | \$8,355.00 |
| Percent Change Orders: | 0.1% |
| Original Working Days: | 360 |
| Updated Working Days: | 360 |
| Charged Working Days: | 360 |
| Liquidated Damages: | \$2,000.00 |

Project Cost Breakdown:

| | |
|--|------------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$904,789.59(10.80%) |
| Construction Final Contract Amount: | \$7,470,338.94(89.20%) |
| Total Project Cost: | \$8,375,128.53 |

Contract No.: 3407
NDOT I.D. No.: 73524
FHWA Project No(s): STP-093-4(015)
County: Elko
Location: ON US 93 @ HD SUMMIT
Work Description: DESIGN AND BUILD AN OVERPASS SAFTEY CROSSING, INCLUDING 8 FOOT ANIMAL FUNNEL FENCE
Advertised Date: DECEMBER 24, 2009
Bid Opened: FEBRUARY 11, 2010
Contract Awarded: MARCH 22, 2010
Notice to Proceed: MAY 24, 2010
Work Completed: MAY 12, 2011
Work Accepted: JULY 18, 2011
Final Payment: OCTOBER 23, 2014

Contractor: EL CAMINO CONSTRUCTION CO. INC.
Resident Engineer: ISIDRO GOMEZ

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$3,163,919.40 |
| Bid Price: | \$3,156,345.49 |
| Adjusted Bid Contract Amount: | \$3,236,393.34 |
| Agreement Estimate (Budget): | \$3,385,702.00 |
| Final Contract Amount | \$3,442,714.27 |
| Percent of Budget: | 102% |
| Total Change Orders: | \$80,047.85 |
| Percent Change Orders: | 2.5% |
| Original Working Days: | 80 |
| Updated Working Days: | 83 |
| Charged Working Days: | 95 |
| Liquidated Damages: | \$5,747.60 |

Project Cost Breakdown:

| | |
|--|------------------------|
| Preliminary Engineering: | \$121,090.87(2.90%) |
| Right of Way: | \$725.71(0.02%) |
| Construction Engineering: | \$611,428.11(14.64%) |
| Construction Final Contract Amount: | \$3,442,714.27(82.44%) |
| Total Project Cost: | \$4,175,958.96 |

Contract No.: 3442
NDOT Project No.: 73559
FHWA Project No.: SPF-095-3(014)
County: Esmeralda
Length: 21 miles
Location: On US 95 from 3.131 miles north of Chine Wash to 0.796 miles south of Dry Wash
Work Description: Coldmill and Pave
Advertised Date: December 16, 2010
Bid Opening: February, 17, 2011
Contract Awarded: March 17, 2011
Notice to Proceed: April 18, 2011
Work Completed: November 22, 2011
Work Accepted: December 6, 2012
Final Payment: April 9, 2014

Contractor: Road & Highway Builders
Resident Engineer: Sami Alhwayek

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$10,168,182.30 |
| Bid Price: | \$10,171,171.00 |
| Adjusted Bid Contract Amount: | \$11,508,946.50 |
| Agreement Estimate (Budget): | \$10,705,018.00 |
| Final Contract Amount: | \$12,956,046.86 |
| Percent of Budget: | 121% |
| Total Change Orders: | \$1,337,775.50 |
| Percent Change Orders: | 13.2% |
| Settlements/Claims: | none |
| Original Working Days: | 135 |
| Updated Working Days: | 145 |
| Charged Working Days: | 145 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|----------------------|
| Preliminary Engineering: | \$660,283.50 (5.09%) |
| Right of Way: | \$4,233.96 |
| Construction Engineering: | \$358,444.34 (2.76%) |
| Construction Final Contract Amount: | \$12,956,046.86 |
| Total Project Cost: | \$13,979,008.66 |

Contract No.: 3453
NDOT Project No.: 73602
FHWA Project No.: SPF-093-1(015)
County: Clark
Length: 1.50 miles
Location: US 93 from Buchanan intersection to Hoover interchange. MP CL 2.0 TO CL 7.5.
Work Description: Widening, resurfacing, drainage, animal crossing, realignment
Advertised Date: June 1, 2011
Bid Opening: July 7, 2011
Contract Awarded: July 28, 2011
Notice to Proceed: September 12, 2011
Work Completed: November 19, 2011
Work Accepted: December 5, 2012
Final Payment: June 9, 2014

Contractor: Fisher Sand & Gravel Co.
Resident Engineer: Sami Alhwayek

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$16,419,456.70 |
| Bid Price: | \$15,858,585.85 |
| Adjusted Bid Contract Amount: | \$17,366,010.30 |
| Agreement Estimate (Budget): | \$17,765,944.00 |
| Final Contract Amount: | \$18,197,495.61 |
| Percent of Budget | 102% |
| Total Change Orders: | \$1,507,424.45 |
| Percent Change Orders: | 9.51% |
| Original Working Days: | 0 |
| Updated Working Days: | 0 |
| Charged Working Days: | 0 |
| Liquidated Damages: | \$7,357.10 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | \$1,331,641.00(7.32%) |
| Right of Way: | \$23,418.47 |
| Construction Engineering: | \$1,065,316.39(5.85%) |
| Construction Final Contract Amount: | \$18,197,495.61 |
| Total Project Cost: | \$20,616,871.47 |

Contract No.: 3472
NDOT Project No.: 73662
FHWA Project No.: SI-0003(156)
County: Clark
Length: 0.00 miles
Location: Clark County, multiple intersections in district 1 (Clark County)
Work Description: Signal head modification from 5 section P/P heads to 4
Advertised Date: September 30, 2011
Bid Opening: October 20, 2011
Contract Awarded: November 15, 2011
Notice to Proceed: December 26, 2011
Work Completed: October 24, 2012
Work Accepted: January 24, 2013
Final Payment: May 28, 2014

Contractor: Las Vegas Electric Inc.
Resident Engineer: Don Christianson

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$3,231,977.90 |
| Bid Price: | \$3,393,786.20 |
| Adjusted Bid Contract Amount: | \$3,225,008.08 |
| Agreement Estimate (Budget): | \$3,671,352.00 |
| Final Contract Amount: | \$3,447,424.33 |
| Percent of Budget | 94% |
| Total Change Orders: | \$168,778.12 |
| Percent Change Orders: | 5% |
| Original Working Days: | 85 |
| Updated Working Days: | 85 |
| Charged Working Days: | 85 |
| Liquidated Damages: | \$1,000.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | \$29,656.07 (0.86%) |
| Right of Way: | \$2,129.37 |
| Construction Engineering: | \$122,685.51 (3.56%) |
| Construction Final Contract Amount: | \$3,447,424.33 |
| Total Project Cost: | \$3,601,895.28 (95.71%) |

Contract No.: 3474
NDOT Project No.: 60520
FHWA Project No.: CM-0032(093)
County: Clark
Length: 6.33 miles
Location: On US 93 from railroad pass crossing to the I 215/I 515 interchange in Henderson
Work Description: Install CCTV, vehicle detection, message signs, ITS, fiber optic communication
Advertised Date: 11/30/11
Bid Opened: 12/29/11
Contract Awarded: 02/21/12
Notice to Proceed: 04/09/12
Work Completed: April 10, 2013
Work Accepted: July 18, 2013
Final Payment: July 2, 2014

Contractor: Las Vegas Electric
Resident Engineer: Glenn Petrenko

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$9,729,686.00 |
| Bid Price: | \$6,647,492.75 |
| Adjusted Bid Contract Amount: | \$6,647,492.75 |
| Agreement Estimate (Budget): | \$7,046,367.00 |
| Final Contract Amount: | \$6,556,414.37 |
| Percent of Budget | 93% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0% |
| Original Working Days: | 240 |
| Updated Working Days: | 240 |
| Charged Working Days: | 240 |
| Liquidated Damages: | \$600.00 |

Project Cost Breakdown:

| | |
|--|----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$313,774.31 (4.79%) |
| Construction Final Contract Amount: | \$6,555,414.30 |
| Total Project Cost: | \$6,869,188.61 |

Contract No.: 3481
NDOT Project I.D. No.: 73452
FHWA Project No(s): SPF-095-2(050)
County: NYE
Location: ON US 95 FROM 1.47 MILES SOUTH OF THE AMARGOSA RIVER TO 6.46 MILES NORTH OF THE TRAILING EDGE OF B-636
Work Description: COLDMILL, RBM, PBS AND OPENGRADE
Advertised Date: NOVEMBER 30, 2011
Bid Opened: DECEMBER 22, 2011
Contract Awarded: FEBRUARY 21, 2012
Notice to Proceed: MARCH 26, 2012
Work Completed: OCTOBER 29, 2012
Work Accepted: JULY 12, 2013
Final Payment: DECEMBER 17, 2014

Contractor: AGGREGATE INDUSTRIES SWR, INC.
Resident Engineer: SAMI ALHWAYEK

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$8,245,725.00 |
| Bid Price: | \$8,500,000.00 |
| Adjusted Bid Contract Amount: | \$8,592,695.54 |
| Agreement Estimate (Budget): | \$8,938,028.00 |
| Final Contract Amount | \$9,045,989.08 |
| Percent of Budget: | 101% |
| Total Change Orders: | \$92,695.54 |
| Percent Change Orders: | 1.1% |
| Original Working Days: | 120 |
| Updated Working Days: | 120 |
| Charged Working Days: | 120 |
| Liquidated Damages: | \$11,738.75 |

Project Cost Breakdown:

| | |
|--|------------------------|
| Preliminary Engineering: | \$400,734.58(4.04%) |
| Right of Way: | \$23,117.69(0.23%) |
| Construction Engineering: | \$442,833.90(4.47%) |
| Construction Final Contract Amount: | \$9,045,989.08(91.26%) |
| Total Project Cost: | \$9,912,675.25 |

Contract No. 3503
NDOT Project No.: 60534
FHWA Project No.: SPSR-0443(001)
County: Washoe
Length: 3 miles
Location: SR 443 Clear Acre Lane from North of US 395 to 7th Street
Work Description: Coldmill and place stress relief course and place plantmix
Advertised Date: February 9, 2012
Bid Opening: March 1, 2012
Notice to Proceed: May 7, 2012
Work Completed: October 26, 2012
Work Accepted: January 4, 2013
Final Payment: March 3, 2014

Contractor: Granite Construction Company
Resident Engineer: Shane Cocking

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$5,221,490.51 |
| Bid Price: | \$4,192,192.00 |
| Adjusted Bid Contract Amount: | \$4,192,192.00 |
| Agreement Estimate (Budget): | \$4,492,334.00 |
| Final Contract Amount: | \$4,298,401.80 |
| Percent of Budget: | 96% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 100 |
| Updated Working Days: | 100 |
| Charged Working Days: | 88 |
| Liquidated Damages: | \$2,000.00 |

Project Cost Breakdown:

| | |
|--|----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$157,479.37(25.94%) |
| Construction Final Contract Amount: | \$4,298,401.80 |
| Total Project Cost: | \$4,455,881.17 |

Contract No. 3504

NDOT Project I.D. No(s): 73610

FHWA Project No(s): IM-015-1(144)

County: CLARK

Length: 25.54

Location: ON I-15 FROM THE CALIFORNIA/NEVADA STATELINE TO SLOAN INTERCHANGE

**Work Description: COLD MILL AND PLACE PLANTMIX BITUMINOUS SURFACE WITH
OPENGRADED AND BRIDGE REHABILITATION ON I-707N, I-711N, I-713N, G-662
NORTH AND SOUTH AND I-647 NORTH AND SOUTH**

Advertised Date: MARCH 22, 2012

Bid Opening: APRIL 12, 2012 1:30 PM

Contract Awarded: MAY 25, 2012

Notice to Proceed: JULY 9, 2012

Work Completed: DECEMBER 6, 2012

Work Accepted: JANUARY 7, 2013

Final Payment: AUGUST 4, 2014

Contractor: LAS VEGAS PAVING CORPORATION

Resident Engineer: GLENN PETRENKO

Project Performance:

| | |
|--------------------------------------|-----------------|
| Engineers Estimate: | \$15,838,769.17 |
| Bid Price: | \$14,200,000.00 |
| Adjusted Bid Contract Amount: | \$14,200,000.00 |
| Agreement Estimate (Budget): | \$15,305,662.00 |
| Final Contract Amount: | \$14,576,056.52 |
| Percent of Budget: | 95% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Original Working Days: | 130 |
| Updated Working Days: | 130 |
| Charged Working Days: | 97 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | \$203,573.25(1.34%) |
| Right of Way: | \$3,894.29(0.03%) |
| Construction Engineering: | \$367,372.32(2.42%) |
| Construction Final Contract Amount: | \$14,576,056.52(96.21%) |
| Total Project Cost: | \$15,150,896.38 |

Contract No.: 3506
NDOT Project No.: 60549
FHWA Project No.: SP-000M(184)
County: Elko
Length: 34.6 miles
Location: On SR 225 (EL-112.90 to 127.50) and SR 226 (EL-0.00 to 20.00)
Work Description: Chip Seal of existing roadway
Advertised Date: May 9, 2012
Bid Opening: May 30, 2012
Contract Awarded: June 21, 2012
Notice to Proceed: July 23, 2012
Work Completed: September 9, 2013
Work Accepted: October 29, 2013
Final Payment: June 24, 2014

Contractor: Valley Slurry Seal Company
Resident Engineer: Boyd Ratliff

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$1,107,459.61 |
| Bid Price: | \$1,129,336.00 |
| Adjusted Bid Contract Amount: | \$1,129,336.00 |
| Agreement Estimate (Budget): | \$1,208,389.00 |
| Final Contract Amount: | \$1,176,799.67 |
| Percent of Budget | 97% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0% |
| Original Working Days: | 60 |
| Updated Working Days: | 60 |
| Charged Working Days: | 54 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|---------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$48,935.04 (4.16%) |
| Construction Final Contract Amount: | \$1,176,799.67 |
| Total Project Cost: | \$1,225,734.71 |

Contract No.: 3507-READV
NDOT Project No.: 60548
FHWA Project No.: SP-000M(183)
County: Churchill
Length: 44.2 miles
Location: On SR 121 and US 95A
Work Description: Chip Seal of Existing Roadway
Advertised Date: June 20, 2012
Bid Opening: July 12, 2012
Contract Awarded: October 3, 2012
Notice to Proceed: June 3, 2013
Work Completed: October 2, 2013
Work Accepted: October 18, 2013
Final Payment: November 18, 2013

Contractor: Intermountain Slurry Seal, Inc.
Resident Engineer: Stephen Lani

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$1,549,527.85 |
| Bid Price: | \$1,285,000.00 |
| Adjusted Bid Contract Amount: | \$1,285,000.00 |
| Agreement Estimate (Budget): | \$1,374,949.00 |
| Final Contract Amount: | \$1,293,171.65 |
| Percent of Budget | 94% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.00% |
| Original Working Days: | 90 |
| Updated Working Days: | 90 |
| Charged Working Days: | 59 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$80,264.61 (6.21%) |
| Construction Final Contract Amount: | \$1,293,171.65 (94.16%) |
| Total Project Cost: | \$1,373,436.26 |

Contract No.: 3512
NDOT Project No.: 60538
FHWA Project No.: SI-095A(015)
County: Churchill, Lyon
Length: 12.84 miles
Location: US 95A, Lyon County, from 0.13 Miles North of Junction with US 50 in Silver Springs to the Truckee River Canal; on US 50, Lyon and Churchill Counties, from 0.08 Miles East of UPRR Tracks in Silver Springs to the Truckee River Canal
Work Description: Construct Fencing
Advertised Date: May 3, 2012
Bid Opening: May 31, 2012
Contract Awarded: June 21, 2012
Notice to Proceed: July 23, 2012
Work Completed: April 25, 2013
Work Accepted: July 8, 2013
Final Payment: July 9, 2014

Contractor: Sierra Nevada Construction, Inc.
Resident Engineer: Stephen Lani

Project Performance:

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$952,986.02 |
| Bid Price: | \$886,007.00 |
| Adjusted Bid Contract Amount: | \$886,007.00 |
| Agreement Estimate (Budget): | \$988,027.00 |
| Final Contract Amount: | \$987,039.10 |
| Percent of Budget | 100% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.00% |
| Original Working Days: | 100 |
| Updated Working Days: | 100 |
| Charged Working Days: | 100 |
| Liquidated Damages: | \$2,250.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$66,767.70 (6.77%) |
| Construction Final Contract Amount: | \$986,039.10 (93.66%) |
| Total Project Cost: | \$1,052,806.80 |

Contract No. 3513**NDOT Project No: 60530****FHWA Project No.: SPSR-306(007)****County: Eureka****Length: 14.3miles****Location: SR 306 from 0.48 Miles North of Lander/Eureka County Line to South of Beowawe****Work Description: Roadbed Modification with 4" Plantmix Bituminous Overlay with Chip Seal and 3" Cold Milling with 3" Plantmix Bituminous Overlay with Chip Seal****Advertised Date: June 15, 2012****Bid Opening: July 2, 2012****Contract Awarded: July 25, 2012****Notice to Proceed: August 14, 2012****Work Completed: July 19, 2013****Work Accepted: August 19, 2013****Final Payment: March 6, 2014****Contractor: Sierra Nevada Construction, Inc.****Resident Engineer: Boyd Ratliff****Project Performance:**

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$7,732,062.36 |
| Bid Price: | \$7,477,007.00 |
| Adjusted Bid Contract Amount: | \$7,441,007.26 |
| Agreement Estimate (Budget): | \$8,756,151.00 |
| Final Contract Amount: | \$7,400,343.96 |
| Percent of Budget: | 85% |
| Total Change Orders: | -\$35,999.74 |
| Percent Change Orders: | -0.5% |
| Settlements/Claims: | none |
| Original Working Days: | 90 |
| Updated Working Days: | 90 |
| Charged Working Days: | 89 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$1,919,974.15 (25.94%) |
| Construction Final Contract Amount: | \$7,400,343.96 |
| Total Project Cost: | \$9,320,318.11 |

Contract No. 3514
NDOT Project No.: 60522
FHWA Project No.: SPI-080-1(070)
County: Washoe
Length: 6.89
Location: I-80 Multiple Locations
Work Description: Bridge repairs
Advertised Date: June 27, 2012
Bid Opening: July 19, 2012 1:30 PM
Contract Awarded: August 15, 2012
Notice to Proceed: September 17, 2012
Work Completed: September 25, 2013
Work Accepted: March 10, 2014
Final Payment: April 24, 2014

Contractor: Q & D Construction, Inc.
Resident Engineer: Sam Lompa

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$2,019,334.50 |
| Bid Price: | \$1,693,000.00 |
| Adjusted Bid Contract Amount: | \$1,825,289.10 |
| Agreement Estimate (Budget): | \$1,862,300.00 |
| Final Contract Amount: | \$1,890,642.45 |
| Percent of Budget: | 102% |
| Total Change Orders: | \$132,289.10 |
| Percent Change Orders: | 7.8% |
| Settlements/Claims: | none |
| Original Working Days: | 90 |
| Updated Working Days: | 90 |
| Charged Working Days: | 90 |
| Liquidated Damages: | \$6,000.00 |

Project Cost Breakdown:

| | |
|--|----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$127,053.96 (6.72%) |
| Construction Final Contract Amount: | \$1,890,642.45 |
| Total Project Cost: | \$2,017,696.41 |

Contract No. 3515
NDOT Project I.D. No(s): 73689
FHWA Project No(s): BR-0001(099)
County: Churchill County,
Length: 0
Location: Alcorn Road, at V-Line Canal - Off-System
Work Description: Replace Substandard Off-System Bridge B-1592.
Contract Awarded: September 27, 2012
Notice to Proceed: October 29, 2012
Work Completed: May 3, 2013
Work Accepted: October 4, 2013
Final Payment: February 18, 2014

Contractor: Granite Construction Company

Resident Engineer: NDOT Crew 904 – L. Boge

Designer: Kevin Maxwell

Project Performance:

| | |
|--|--------------|
| Engineers Estimate: | \$589,570.18 |
| Bid Price: | \$384,384.00 |
| Final Contract Amount: | \$397,712.58 |
| Dollar Amount Over/Under Bid: | \$13,328.58 |
| Percent Bid: | 88% |
| Construction Engineering Costs: | \$162,250.12 |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 50 |
| Updated Working Days: | 50 |
| Charged Working Days: | 50 |
| Liquidated Damages: | -\$1,000.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | \$122,963.22 (30.84%) |
| Right of Way: | \$11,576.72 |
| Construction Engineering: | \$162,250.12 (40.69%) |
| Construction Final Contract Amount: | \$397,712.58 |
| Total Project Cost: | \$694,502.64 |

Contract No. 3518
NDOT Project I.D. No(s): 73657
FHWA Project No(s): NH-580-1(030)
County: WASHOE
Location: I-580 AT THE MOANA LANE INTERCHANGE
Work Description: RECONSTRUCT EXISTING INTERCHANGE (DIVERGING DIAMOND INTERCHANGE)
Advertised Date: SEPTEMBER 12, 2012
Bid Opening: AUGUST 3, 2012 1:30 PM
Contract Awarded: SEPTEMBER 10, 2012
Notice to Proceed: SEPTEMBER 12, 2012
Work Completed: FEBRUARY 19, 2013
Work Accepted: MAY 13, 2014
Final Payment: OCTOBER 8, 2014

Contractor: GRANITE CONSTRUCTION COMPANY
Resident Engineer: SHANE COCKING

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$6,962,832.28 |
| Bid Price: | \$6,978,978.01 |
| Adjusted Bid Contract Amount: | \$6,978,978.01 |
| Agreement Estimate (Budget): | \$6,978,978.00 |
| Final Contract Amount | \$6,924,808.53 |
| Percent of Budget: | 99% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Original Working Days: | 0 |
| Updated Working Days: | 0 |
| Charged Working Days: | 0 |
| Liquidated Damages: | \$1,400.00 |

Project Cost Breakdown:

| | |
|--|------------------------|
| Preliminary Engineering: | \$1,733,454.28(19.20%) |
| Right of Way: | \$32,510.20(0.36%) |
| Construction Engineering: | \$339,721.84(3.76%) |
| Construction Final Contract Amount: | \$6,924,808.53(76.68%) |
| Total Project Cost: | \$9,030,494.85 |

Contract No.: 3519
NDOT Project No.: 73697
FHWA Project No.: STP-515-1(039)
County: Clark
Length: 0 miles
Location: I-515, at the Interchange of Flamingo Road
Work Description: Construct Landscape and Aesthetic Treatments around Interchange
Advertised Date: August 22, 2012
Bid Opening: September 13, 2012
Contract Awarded: October 12, 2012
Notice to Proceed: November 26, 2012
Work Completed: May 24, 2013
Work Accepted: April 4, 2014
Final Payment: April 21, 2014

Contractor: Las Vegas Paving Corporation
Resident Engineer: Martin Strganac

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$1,910,634.85 |
| Bid Price: | \$2,144,539.61 |
| Adjusted Bid Contract Amount: | \$2,167,402.61 |
| Agreement Estimate (Budget): | \$2,356,103.00 |
| Final Contract Amount: | \$2,238,123.29 |
| Percent of Budget | 95% |
| Total Change Orders: | \$22,863.00 |
| Percent Change Orders: | 1.10% |
| Original Working Days: | 130 |
| Updated Working Days: | 130 |
| Charged Working Days: | 126 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | \$243,153.14 (81.00%) |
| Right of Way: | n/a |
| Construction Engineering: | \$300,168.37 (13.41%) |
| Construction Final Contract Amount: | \$2,238,123.29 |
| Total Project Cost: | \$2,781,444.80 (80.47%) |

Contract No. 3522

NDOT Project No.: 73729

FHWA Project No.: SI-0032(107)

Counties: Churchill and Elko

Length: 0

Location: 3 Railroad Crossings – US 93 South of Wells at Milepost EL-66.43; Montello Road at Milepost EL-21.82 and US 95 Lovelock Cutoff at Milepost CH-55.66

Work Description: Installation of Advanced Warning Signals

Advertised Date: September 12, 2012

Bid Opening: October 4, 2012 2:00 PM

Contract Awarded: October 31, 2012

Notice to Proceed: December 3, 2012

Work Completed: November 4, 2013

Work Accepted: November 25, 2013

Final Payment: March 6, 2014

Contractor: Titan Electrical Contracting, Inc.

Resident Engineer: Boyd Ralliff

Project Performance:

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$260,602.50 |
| Bid Price: | \$249,301.00 |
| Adjusted Bid Contract Amount: | \$249,301.00 |
| Agreement Estimate (Budget): | \$306,753.00 |
| Final Contract Amount: | \$281,126.00 |
| Percent of Budget: | 92% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 30 |
| Updated Working Days: | 30 |
| Charged Working Days: | 21 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|----------------------|
| Preliminary Engineering: | \$17,175.95 (6.1%) |
| Right of Way: | \$1,634.07 |
| Construction Engineering: | \$43,381.76 (15.43%) |
| Construction Final Contract Amount: | \$281,126.00 |
| Total Project Cost: | \$343,317.78 |

Contract No. 3527

NDOT Project No.: 60564

FHWA Project No.: NH-0003(163)

County: Clark

Length: 12.2 miles

Location: US 93 from 1 Mile South of the Junction of US 95 and US 93 to Foothills Road

Work Description: Install temporary/permanent tortoise fencing around perimeter of the Boulder City Bypass (Part 1) and perform plant salvaging activities for construction of US 93/US 95 mainline from 1 mile south of the Junction of US 95/US 93 to Foothills Road

Advertised Date: September 19, 2012

Bid Opening: November 1, 2012 3:00 PM

Contract Awarded: November 20, 2012

Notice to Proceed: January 7, 2013

Work Completed: July 19, 2013

Work Accepted: July 23, 2013

Final Payment: April 3, 2014

Contractor: Las Vegas Paving Corporation

Resident Engineer: Samih Alhwayek

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$2,292,538.13 |
| Bid Price: | \$1,327,000.00 |
| Adjusted Bid Contract Amount: | \$1,327,000.00 |
| Agreement Estimate (Budget): | \$1,459,890.00 |
| Final Contract Amount: | \$1,393,010.05 |
| Percent of Budget: | 95% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Settlements/Claims: | none |
| Original Working Days: | 140 |
| Updated Working Days: | 140 |
| Charged Working Days: | 134 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$280,826.13 (20.15%) |
| Construction Final Contract Amount: | \$1,393,010.05 |
| Total Project Cost: | \$1,673,836.18 |

Contract No. 3531**NDOT Project I.D. No(s): 73737****FHWA Project No(s): SP-000M(188)****County: CLARK****Length: 28.22****Location: I-15 BETWEEN SR 593, TROPICANA AVENUE, AND SR 573 CRAIG ROAD****Work Description: REMOVE AND REPLACE EXPANSION JOINTS****Advertised Date: January 10, 2013****Bid Opening: February 7, 2013 1:30 PM****Contract Awarded: March 14, 2013****Notice to Proceed: April 15, 2013****Work Completed: May 20, 2013****Work Accepted: March 11, 2014****Final Payment: August 26, 2014****Contractor: LAS VEGAS PAVING CORPORATION****Resident Engineer: JASON VOIGT****Project Performance:**

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$374,181.53 |
| Bid Price: | \$308,500.00 |
| Adjusted Bid Contract Amount: | \$450,447.44 |
| Agreement Estimate (Budget): | \$397,860.00 |
| Final Contract Amount: | \$427,062.05 |
| Percent of Budget: | 107% |
| Total Change Orders: | \$141,947.44 |
| Percent Change Orders: | 46.0% |
| Original Working Days: | 60 |
| Updated Working Days: | 60 |
| Charged Working Days: | 26 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | \$14,434.71 (0.03%) |
| Right of Way: | N/A |
| Construction Engineering: | \$60,454.64 (12.04%) |
| Construction Final Contract Amount: | \$427,062.05 (85.08%) |
| Total Project Cost: | \$501,951.40 |

Contract No. 3538R
NDOT Project No.: 73688
FHWA Project No.: BR-0007(036)
County: Elko
Length: n/a
Location: Deeth Bridge on CR701B, at Mary's River
Work Description: Replace Substandard Off System Bridge B-1662
Advertised Date: May 23, 2013
Bid Opening: June 13, 2013 1:30 PM
Contract Awarded: July 1, 2013
Notice to Proceed: August 19, 2013
Work Completed: October 29, 2013
Work Accepted: October 30, 2013
Final Payment: April 9, 2014

Contractor: Gerber Construction, Inc.
Resident Engineer: Boyd Ratliff

Project Performance:

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$278,197.65 |
| Bid Price: | \$273,563.10 |
| Adjusted Bid Contract Amount: | \$273,263.56 |
| Agreement Estimate (Budget): | \$312,713.00 |
| Final Contract Amount: | \$268,761.95 |
| Percent of Budget: | 86% |
| Total Change Orders: | -\$299.54 |
| Percent Change Orders: | -0.1% |
| Settlements/Claims: | none |
| Original Working Days: | 60 |
| Updated Working Days: | 60 |
| Charged Working Days: | 41 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | \$127,697.58 (47.51%) |
| Right of Way: | \$2,851.18 |
| Construction Engineering: | \$39,771.06 (14.79%) |
| Construction Final Contract Amount: | \$268,761.95 |
| Total Project Cost: | \$439,081.77 |

Contract No.: 3542
NDOT Project No.: 60585
FHWA Project No.: SPI-080-1(071)
County: Washoe
Length: 0.15 miles
Location: I-80, Multiple Locations
Work Description: Bridge repairs and maintenance
Advertised Date: April 18, 2013
Bid Opening: May 16, 2013
Contract Awarded: June 4, 2013
Notice to Proceed: July 8, 2013
Work Completed: November 7, 2013
Work Accepted: March 10, 2014
Final Payment: December 16, 2013

Contractor: Q & D Construction, Inc.
Resident Engineer: Samuel Lompa

Project Performance:

| | |
|--------------------------------------|----------------|
| Engineers Estimate: | \$1,648,940.36 |
| Bid Price: | \$1,330,000.00 |
| Adjusted Bid Contract Amount: | \$1,362,685.58 |
| Agreement Estimate (Budget): | \$1,476,400.00 |
| Final Contract Amount: | \$1,254,700.00 |
| Percent of Budget | 85% |
| Total Change Orders: | \$32,685.58 |
| Percent Change Orders: | 2.50% |
| Original Working Days: | 60 |
| Updated Working Days: | 60 |
| Charged Working Days: | 60 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-------------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$66,644.28 (5.31%) |
| Construction Final Contract Amount: | \$1,254,700.00 (94.96%) |
| Total Project Cost: | \$1,321,344.28 |

Contract No.: 3544
NDOT Project No.: 60589
FHWA Project No.: SP-000M(196)
County: Washoe
Length: 0 miles
Location: District II Headquarters Maintenance Yard
Work Description: Water line upgrade and backflow upgrades at west side of campus
Advertised Date: June 12, 2013
Bid Opening: July 18, 2013
Contract Awarded: August 2, 2013
Notice to Proceed: September 3, 2013
Work Completed: January 30, 2014
Work Accepted: April 9, 2014
Final Payment: April 7, 2014

Contractor: Sierra Nevada Construction, Inc.
Resident Engineer: Samuel Lompa

Project Performance:

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$820,599.39 |
| Bid Price: | \$623,007.00 |
| Adjusted Bid Contract Amount: | \$628,750.32 |
| Agreement Estimate (Budget): | \$669,237.00 |
| Final Contract Amount: | \$616,652.23 |
| Percent of Budget | 92% |
| Total Change Orders: | \$5,743.32 |
| Percent Change Orders: | 1% |
| Original Working Days: | 40 |
| Updated Working Days: | 40 |
| Charged Working Days: | 40 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$48,181.38 (7.81%) |
| Construction Final Contract Amount: | \$616,652.32 (92.75%) |
| Total Project Cost: | \$664,833.70 |

Contract No. 3549

NDOT Project I.D. No(s): 73719

FHWA Project No(s): SI-0032(103)

County: CLARK

Location: MULTIPLE INTERSECTIONS IN CLARK COUNTY

Work Description: SIGNAL SYSTEM MODIFICATION IN CLARK COUNTY. SYSTEMIC REPLACEMENT OF 5 SECTION PROTECTIVE/PERMISSIVE HEADS TO 4 SECTION PROTECTIVE/PERMISSIVE HEADS (UTILIZING FLASHING YELLOW ARROW)

Advertised Date: JULY 17, 2013

Bid Opening: AUGUST 22, 2013 1:30 PM

Contract Awarded: SEPTEMBER 24, 2013

Notice to Proceed: NOVEMBER 12, 2013

Work Completed: MAY 20, 2014

Work Accepted: AUGUST 26, 2014

Final Accepted: DECEMBER 5, 2014

Contractor: TRANSCORE ITS LLC

Resident Engineer: DON CHRISTIANSEN

Project Performance:

| | |
|--------------------------------------|---------------------|
| Engineers Estimate: | \$911,025.50 |
| Bid Price: | \$870,935.40 |
| Adjusted Bid Contract Amount: | \$857,884.61 |
| Agreement Estimate (Budget): | \$963,013.00 |
| Final Contract Amount | \$820,198.83 |
| Percent of Budget: | 85% |
| Total Change Orders: | -\$13,050.79 |
| Percent Change Orders: | -1.5% |
| Original Working Days: | 40 |
| Updated Working Days: | 40 |
| Charged Working Days: | 40 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------------|
| Preliminary Engineering: | \$37,954.67(4.04%) |
| Right of Way: | n/a |
| Construction Engineering: | \$81,457.26(8.67%) |
| Construction Final Contract Amount: | \$820,198.83(87.29%) |
| Total Project Cost: | \$939,610.76 |

Contract No. 3553
NDOT Project I.D. No(s): 60579
FHWA Project No(s): SPS-0164(002)
County: Clark
Location: SR 164 NIPTON ROAD
Work Description: EMERGENCY RECONSTRUCTION OF WASHED-OUT PORTION WITH HYDRAULIC IMPROVEMENTS
Advertised Date: SEPTEMBER 4, 2013
Bid Opening: SEPTEMBER 26, 2013 1:30 PM
Contract Awarded: OCTOBER 23, 2013
Notice to Proceed: DECEMBER 2, 2013
Work Completed: February 6, 2014
Work Accepted: April 8, 2014
Final Payment: October 29, 2014

Contractor: AGGREGATE INDUSTRIES
Resident Engineer: MARTIN STRGANAC

Project Performance:

| | |
|--------------------------------------|--------------|
| Engineers Estimate: | \$775,574.89 |
| Bid Price: | \$540,000.01 |
| Adjusted Bid Contract Amount: | \$540,000.01 |
| Agreement Estimate (Budget): | \$623,200.00 |
| Final Contract Amount: | \$545,601.46 |
| Percent of Budget: | 88% |
| Total Change Orders: | \$0.00 |
| Percent Change Orders: | 0.0% |
| Original Working Days: | 50 |
| Updated Working Days: | 50 |
| Charged Working Days: | 50 |
| Liquidated Damages: | \$0.00 |

Project Cost Breakdown:

| | |
|--|-----------------------|
| Preliminary Engineering: | n/a |
| Right of Way: | n/a |
| Construction Engineering: | \$99,792.91(15.4%) |
| Construction Final Contract Amount: | \$545,601.46 (84.54%) |
| Total Project Cost: | \$645,394.37 |



1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7440
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MEMORANDUM

March 2, 2015

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: March 9, 2015 Transportation Board of Directors Meeting
Item #16: Old Business

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment A.
- b. Monthly Litigation Report - *Informational item only.*
Please see Attachment B.
- c. Fatality Report dated February 23, 2015 - *Informational item only.*
Please see Attachment C.
- d. Supplemental information regarding Research Agreement – *Informational item only.*
Please see Attachment D.

List of Attachments:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated February 23, 2015- *Informational item only.*
- d. Supplemental Information regarding Research Agreement - *Informational item only.*

Recommendation for Board Action:

Informational item only.

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF FEBRUARY 19, 2015 | | | | | | |
|---|---|---|---|------------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Nossaman, LLP | Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015 | 3/11/13 - 3/11/15 Amendment #1 | 3/11/13 1/14/14 | \$ 1,400,000.00 | \$ 3,400,000.00 | \$ 805,156.66 |
| | | | | \$ 2,000,000.00 | | |
| | | | | \$ 3,400,000.00 | | |
| Chapman Law Firm | NDOT vs. <i>Carrie Sanders</i> 8th JD - A-12-664693-C Project Neon - Las Vegas NDOT Agmt No. P192-12-004 | 6/12/12 - 6/12/15 | 6/12/12 | \$ 541,800.00 | \$ 541,800.00 | \$ 150,171.97 |
| Chapman Law Firm | NDOT vs. <i>Gendall</i> 8th JD - A-12-666487-C Project Neon - Las Vegas NDOT Agmt No. P325-12-004 | 8/21/12 - 2/21/15 Amendment #1 | 8/21/12 8/19/14 | \$541,800.00 Extension of Time | \$ 541,800.00 | \$ 111,870.10 |
| Chapman Law Firm | NDOT vs. <i>Robarts 1981 Decedents Trust</i> 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004 | 10/23/12 - 9/30/16 Amendment #1 | 10/23/12 9/12/14 | 475725 Extension of Time | \$ 475,725.00 | \$ 389,701.82 |
| Chapman Law Firm | NDOT vs. <i>MLK-ALTA</i> 8th JD - A-12-658642-C Project Neon - Las Vegas NDOT Agmt No. P508-12-004 | 1/14/13 - 1/14/16 | 1/14/13 | \$ 455,525.00 | \$ 455,525.00 | \$ 240,775.87 |
| Chapman Law Firm | NDOT vs. <i>Highland Partnership 1980</i> 8th JD - Project Neon - Las Vegas NDOT Agmt No. P507-12-004 | 1/14/13 - 1/14/16 | 1/14/13 | \$ 449,575.00 | \$ 449,575.00 | \$ 407,356.97 |
| Chapman Law Firm | NDOT vs. <i>Highland 2000-I, LLC</i> 8th JD - A-12-671915-C Project Neon - Las Vegas NDOT Agmt No. P501-12-004 | 1/14/13 - 1/31/16 Amendment #1 | 1/14/13 1/21/15 | \$ 449,575.00 Extension of Time | \$ 449,575.00 | \$ 616.77 |
| Laura FitzSimmons, Esq. | Condemnation Litigation Consultation NDOT Agmt No. P510-12-004 | 12/16/12 - 12/30/17 Amendment #1 Amendment #2 Amendment #3 | 12/16/12 8/12/13 1/22/14 5/12/14 | \$ 300,000.00 | \$ 2,700,000.00 | \$ 563,366.06 |
| | | | | \$ 850,000.00 | | |
| | | | | \$ 750,000.00 | | |
| | | | | \$ 800,000.00 | | |
| Lemons, Grundy, Eisenberg | NDOT vs. <i>Ad America (Appeal)</i> 8th JD - A-11-640157-C Project Neon - Las Vegas NDOT Agmt No. P037-13-004 | 1/22/13 - 1/31/16 Amendment #1 | 1/22/13 1/22/15 | \$205,250.00 Extension of Time | \$ 205,250.00 | \$ 41,197.82 |
| Sylvester & Polednak, Ltd. | NDOT vs. <i>Wykoff</i> 8th JD - A-12-656578-C Warms Springs Project - Las Vegas NDOT Agmt No. P071-13-004 | 2/27/13 - 1/31/17 Amendment #1 | 2/27/13 1/23/15 | \$275,000.00 Extension of Time | \$ 275,000.00 | \$ 42,861.55 |
| Sylvester & Polednak, Ltd. | NDOT vs. <i>Railroad Pass</i> 8th JD - A-12-665330-C Boulder City Bypass Project NDOT Agmt No. P072-13-004 | 2/27/13 - 2/27/15 Amendment #1 | 2/27/13 5/12/14 | \$ 275,000.00 | \$ 550,000.00 | \$ 219,774.45 |
| | | | | \$ 275,000.00 | | |
| Sylvester & Polednak, Ltd. | NDOT vs. <i>K & L Dirt</i> 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004 | 2/27/13 - 1/31/17 Amendment #1 | 2/27/13 1/23/15 | \$ 275,000.00 | \$ 275,000.00 | \$ 174,304.92 |
| | | | | Extension of Time | | |
| Sylvester & Polednak, Ltd. | NDOT vs. <i>I-15 & Cactus</i> Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004 | 2/27/13 - 2/28/17 Amendment #1 | 2/27/13 2/17/15 | \$ 200,000.00 Extension of Time | \$ 200,000.00 | \$ 47,378.98 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF FEBRUARY 19, 2015 | | | | | | |
|---|--|---|-------------------------------|--|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| ** Varela, Lee, Metz & Guarina, LLP - Novation Agreement 2/28/14 from Watt, Tieder, Hoffar & Fitzgerald | Pacific Coast Steel vs. NDOT K3292 - I-580 2nd JD CV12-02093 NDOT Agmt No. P160-13-004 | 4/30/13 - 4/30/15 | 4/30/13 | \$ 275,000.00 | \$ 275,000.00 | \$ 59,870.66 |
| Sylvester & Polednak | Fitzhouse Enterprises (acquired title as Westcare) 8th JD - A-13-660564-C Project Neon - Las Vegas NDOT Agmt No. P201-13-004 | 5/31/13 - 5/31/15 | 5/31/13 | \$ 290,000.00 | \$ 290,000.00 | \$ 173,169.06 |
| Chapman Law Firm | 54 B LLC vs. Clark County & NDOT 8th JD - A-12-674009 NDOT Agmt No. P217-13-004 | 6/6/13 - 11/30/15 | 6/6/13 | \$ 250,000.00 | \$ 250,000.00 | \$ 196,466.92 |
| Snell & Wilmer | Meadow Valley Public Records, K3389 NDOT Agmt No. P273-13-004 | 7/18/13 - 7/30/15 Amendment #1 Amendment #2 | 7/18/13 7/29/14 12/9/14 | \$ 30,000.00 \$ 50,000.00 \$ 90,000.00 | \$ 170,000.00 | \$ 30,582.14 |
| Kemp, Jones, Coulthard | Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004 | 7/17/13 - 2/28/17 Amendment #1 | 7/17/13 2/12/15 | \$ 280,000.00 \$ 475,000.00 | \$ 755,000.00 | \$ 347,199.89 |
| Chapman Law Firm | Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004 | 7/25/13 - 7/30/15 Amendment #1 | 7/25/13 4/28/14 | \$ 200,000.00 \$ 250,000.00 | \$ 450,000.00 | \$ 90,424.06 |
| Chapman Law Firm | Ad America vs. NDOT (South Point) 8th JD A-11-653502-C NDOT Agmt No. P293-13-004 | 7/25/13 - 7/30/15 | 7/25/13 | \$ 70,000.00 | \$ 70,000.00 | \$ 3,495.23 |
| Kemp, Jones & Coulthard | NDOT vs. City of Los Angeles 8th JD A-13-687717-C Boulder City Bypass Project NDOT Agmt No. P405-13-004 | 9/1/13 - 9/30/15 | 9/1/13 | \$ 250,000.00 | \$ 250,000.00 | \$ 195,167.62 |
| Sylvester & Polednak | NDOT vs. Smith Family Trust 8th JD A-13-687895-C Project Neon NDOT Agmt No. P465-13-004 | 9/7/13 - 9/30/15 | 9/7/13 | \$ 280,000.00 | \$ 280,000.00 | \$ 252,720.49 |
| Chapman Law Firm | NDOT vs. LGC, 231, LLC 8th JD NDOT Agmt No. P561-13-004 | 12/20/13 - 12/15/15 | 12/20/13 | \$ 453,650.00 | \$ 453,650.00 | \$ 391,933.76 |
| Laura FitzSimmons, Esq. | Risk Management Analysis for Project NEON Costs for Risk Management Analysis NDOT Agmt No. P006-14-004 | 1/13/14 - 12/13/17 Amendment #1 | 1/13/14 8/21/14 | \$ 900,000.00 \$ 310,000.00 | \$ 1,210,000.00 | \$ 235,088.02 |
| Chapman Law Firm | McCarran Widening 2nd JD - Various Temporary Easements NDOT Agmt No. P142-14-004 | 5/14/14 - 5/30/16 | 5/14/14 | \$ 200,000.00 | \$ 200,000.00 | \$ 137,590.43 |
| *** Armstrong Teasdale, LLP | Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004 | 5/14/14 - 5/30/16 | 5/14/14 | \$ 250,000.00 | \$ 250,000.00 | \$ 245,570.00 |
| Sylvester & Polednak | First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004 | 7/17/14 - 7/30/16 | 7/17/14 | \$ 280,000.00 | \$ 280,000.00 | \$ 253,688.61 |

| OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF FEBRUARY 19, 2015 | | | | | | |
|---|--|---------------------|-----------------------------|-------------------------------|--------------------------|------------------------------|
| Vendor | Case/Project Name | Contract Period | Contract and Amendment Date | Contract and Amendment Amount | Total Contract Authority | Contract Authority Remaining |
| Carbajal & McNutt, LLP | Las Vegas Golf & Country Club 8th JD A-14-705477-C Project Neon NDOT Agmt No. P362-14-004 | 9/8/14 - 8/30/15 | 9/8/14 | \$ 375,000.00 | \$ 375,000.00 | \$ 369,844.70 |
| Kemp, Jones & Coulthard | Walker Furniture Project Neon NDOT Agmt No. P431-14-004 | 10/13/14 - 11/30/16 | 10/13/14 | \$ 350,000.00 | \$ 350,000.00 | \$ 292,548.14 |
| Lambrose Brown | Grant Properties Project Neon NDOT Agmt No. P433-14-004 | 10/14/14 - 10/30/16 | 10/14/14 | \$ 275,000.00 | \$ 275,000.00 | \$ 275,000.00 |
| Lambrose Brown | Sharples Project Neon NDOT Agmt No. P434-14-004 | 10/16/14 - 10/30/16 | 10/16/14 | \$ 275,000.00 | \$ 275,000.00 | \$ 275,000.00 |
| Laura FitzSimmons, Esq. | Project Neon Eminent Domain Actions NDOT Agmt No. P480-14-004 | 11/10/14 - 11/30/15 | 11/10/14 | \$ 600,000.00 | \$ 600,000.00 | \$ 536,800.00 |
| Varela, Lee, Metz & Guarino | Sequoia Electric K3409 NDOT Agmt No. P526-14-004 | 10/16/14 - 10/30/16 | 10/16/14 | \$ 250,000.00 | \$ 250,000.00 | \$ 250,000.00 |
| Lambrose Brown | Paralegal Services - Project Neon NDOT Agmt No. P547-14-004 | 11/20/14 - 11/30/16 | 11/20/14 | \$ 250,000.00 | \$ 250,000.00 | \$ 250,000.00 |
| * BH Consulting Agreement | <i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i> | 6/30/12 - 6/30/16 | 6/30/12 | \$ 77,750.00 | \$ 77,750.00 | \$ 76,340.00 |
| | | | | | \$ 77,750.00 | \$ 76,340.00 |

* Pass Through - Federally mandated 800 MHz rebanding project fully reimbursed by Sprint Nextel.

** The firm of Varela, Lee, Metz & Guarina, LLP took over representing the Department in the matter of Pacific Coast Steel vs. NDOT Case as of 2/28/14 from the firm of Watt, Tieder, Hoffar & Fitzgerald.

*** The firm of Downey Brand, LLP took over representing the Department in utility matters relating to condemnation actions and acquisitions from the firm of Armstrong Teasdale, LLP.

Contracts Closed Since Last Report:

| | | | | | | |
|----------------------------|--|-------------------|---------|---------------|---------------|---------------|
| Sylvester & Polednak, Ltd. | JTYJK, LLC dba Wireless Toyz vs. NDOT 8th JD A-13-681291-C Project Neon - Las Vegas NDOT Agmt No. P127-13-004 | 4/19/13 - 2/28/15 | 4/19/13 | \$ 175,000.00 | \$ 175,000.00 | \$ 136,144.90 |
|----------------------------|--|-------------------|---------|---------------|---------------|---------------|

| Monthly Litigation Report to the Nevada Department of Transportation - February 19, 2015 | | | | |
|--|--|-------------------------|---------------|---------------|
| Case Name | Nature of Case | Outside Counsel to Date | | |
| | | Fees | Costs | Total |
| Condemnations | | | | |
| NDOT vs. Chavez, Dawn R. | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. City of Los Angeles, et al. | Eminent domain - Boulder City Bypass | \$ 52,014.50 | \$ 2,817.88 | \$ 54,832.38 |
| NDOT vs. Custom Landco. (Walker Furniture) | Eminent domain - Project Neon | \$ 54,233.50 | \$ 3,218.36 | \$ 57,451.86 |
| NDOT vs. Fitzhouse/Westcare | Eminent domain - Project Neon | \$ 75,925.00 | \$ 40,905.94 | \$ 116,830.94 |
| NDOT vs. Gendall Trust | Eminent domain - Project Neon | \$ 360,826.30 | \$ 69,103.60 | \$ 429,929.90 |
| NDOT vs. Hackler, Connie L. | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. Highland Partnership 1980, LLC | Eminent domain - Project Neon | \$ 36,761.25 | \$ 5,456.78 | \$ 42,218.03 |
| NDOT vs. I-15 and Cactus, LLC | Eminent domain - I-15 Cactus | \$ 134,775.00 | \$ 17,846.02 | \$ 152,621.02 |
| NDOT vs. Jenkins, Carrie, aka Carrie Sanders | Eminent domain - Project Neon | \$ 291,797.75 | \$ 99,830.28 | \$ 391,628.03 |
| NDOT vs. Jensen, Allan B. | Eminent domain - McCarran Widening * | \$ 46,051.25 | \$ 16,358.32 | \$ 62,409.57 |
| NDOT vs. K & L Dirt Company, LLC | Eminent domain - Boulder City Bypass | \$ 86,900.00 | \$ 13,795.08 | \$ 100,695.08 |
| NDOT vs. LGC 231, LLC - (Holsom Lofts) | Eminent domain - Project Neon | \$ 59,190.00 | \$ 2,526.24 | \$ 61,716.24 |
| NDOT vs. Las Vegas Golf & Country Club | Eminent domain - Project Neon | \$ 5,132.75 | \$ 22.55 | \$ 5,155.30 |
| NDOT vs. Manaois, Randy M. | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. Marsh, Nita, et al. | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. Miller, Bruce B. | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. MLK-ALTA | Eminent domain - Project Neon | \$ 187,019.70 | \$ 27,729.43 | \$ 214,749.13 |
| NDOT vs. Railroad Pass Investment Group | Eminent domain - Boulder City Bypass | \$ 152,000.00 | \$ 178,225.55 | \$ 330,225.55 |
| NDOT vs. Smith Family Trust, et al | Eminent domain - Project Neon | \$ 25,225.00 | \$ 2,054.51 | \$ 27,279.51 |
| NDOT vs. Stanford Crossing, LLC | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. Turner, Ronald Lee | Eminent domain - McCarran Widening * | \$ 55,838.75 | \$ 16,817.37 | \$ 72,656.12 |
| NDOT vs. Wykoff Newberg Corporation | Eminent domain - I-15 and Warm Springs | \$ 199,300.78 | \$ 32,837.67 | \$ 232,138.45 |
| Inverse Condemnations | | | | |
| 54 B LLC | Inverse condemnation | \$ 43,668.53 | \$ 9,864.55 | \$ 53,533.08 |
| AD America, Inc. vs. NDOT (NEON) | Inverse condemnation - Project Neon | \$ 513,748.06 | \$ 113,858.70 | \$ 627,606.76 |
| AD America, Inc. vs. NDOT (NEON-Silver Ave.) | Inverse condemnation - Project Neon | | | |
| Eastman, Brandon vs. NDOT | Inverse condemnation - Project Neon | | | |
| First Presbyterian Church of LV vs. NDOT | Inverse condemnation - Project Neon | \$ 25,125.00 | \$ 1,186.39 | \$ 26,311.39 |
| Nassiri, Fred vs. NDOT | Inverse condemnation | \$ 360,767.78 | \$ 47,032.33 | \$ 407,800.11 |
| Robarts 1981 Decedents Trust vs. NDOT | Inverse Condemnation - Project Neon | \$ 83,151.08 | \$ 2,872.10 | \$ 86,023.18 |
| Cases Removed from Last Report: | | | | |
| JYTYJK, LLC dba Wireless Toyz vs. NDOT | Inverse condemnation - Project Neon | \$ 29,630.25 | \$ 9,224.85 | \$ 38,855.10 |
| * McCarran Widening fees and costs are under one contract. | | | | |

| Monthly Litigation Report to the Nevada Department of Transportation - February 19, 2015 | | | | |
|--|--|--------------------|-------|-------|
| Case Name | Nature of Case | Outside Counsel to | | |
| | | Fees | Costs | Total |
| <u>Torts</u> | | | | |
| Ariza, Ana, et al. vs. Wulfenstein, NDOT | Plaintiff alleges wrongful death | | | |
| Discount Tire Company vs. NDOT; Fisher | Plaintiff alleges negligence and personal injury | | | |
| Francois, John A. vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Harris Farm, Inc. vs NDOT | Plaintiff alleges negligence and personal injury | | | |
| Jorgenson & Koka, LLP | Plaintiff alleges negligence causing property damage | | | |
| NDOT vs. Tamietti | NDOT seeks injunct. relief to prevent closing access | | | |
| Oneal, Brenda vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Richard, Eboni vs. NDOT | Plaintiff alleges negligence causing personal injury | | | |
| Windrum, Richard & Michelle vs. NDOT | Plaintiff alleges negligence and personal injury | | | |
| Woods, Willaim and Elaine | Plaintiff alleges wrongful death | | | |
| Zito, Adam vs. NDOT | Plaintiff alleges negligence and property damage | | | |
| <u>Contract Disputes</u> | | | | |
| None currently in litigation | | | | |
| <u>Personnel Matters</u> | | | | |
| Akinola, Ayodele vs. State, NDOT | Plaintiff alleges 14th Amendment - discrimination | | | |
| Cerini, Cheri | Petition for Judicial Review | | | |
| Cases Removed from Last Report: | | | | |
| Heme, Sandra Lee vs. County of Clark; NDOT | Dismissal | | | |
| Mullen, Janet vs. NDOT | Settlement reached and funded by insurer | | | |

2/23/2015

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LVMPD, RENO PD.

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)

SUBJECT: FATAL CRASHES AND FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

| | CURRENT | | SAME DATE LAST YEAR | | # CHANGE | | |
|-----------|---------|--------|---------------------|--------|----------|--------|----|
| | Crashes | Fatals | Crashes | Fatals | Crashes | Fatals | |
| 2/22/2015 | 1 | 1 | 2/22/2014 | 1 | 1 | 0 | 0 |
| MONTH | 16 | 17 | MONTH | 15 | 17 | 1 | 0 |
| YEAR | 42 | 43 | YEAR | 29 | 31 | 13 | 12 |

CRASH AND FATAL COMPARISON BETWEEN 2013 AND 2014, AS OF CURRENT DATE.

| COUNTY | 2014 Crashes | 2015 Crashes | % CHANGE | 2014 Fatalities | 2015 Fatalities | % Change | 2014 Alcohol Crashes | 2015 Alcohol Crashes | % Change | 2014 Alcohol Fatalities | 2015 Alcohol Fatalities | % Change |
|------------|--------------|--------------|----------|-----------------|-----------------|----------|----------------------|----------------------|----------|-------------------------|-------------------------|----------|
| CARSON | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| CHURCHILL | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| CLARK | 20 | 26 | 30.00% | 22 | 26 | 18.18% | 4 | 2 | -50.00% | 4 | 2 | -50.00% |
| DOUGLAS | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| ELKO | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| EUREKA | 0 | 2 | 200.00% | 0 | 2 | 200.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| HUMBOLDT | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| LANDER | 2 | 1 | -50.00% | 2 | 1 | -50.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LINCOLN | 0 | 1 | 100.00% | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| LYON | 2 | 1 | -50.00% | 2 | 1 | -50.00% | 2 | 0 | -100.00% | 2 | 0 | -100.00% |
| MINERAL | 0 | 1 | 100.00% | 0 | 2 | 200.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| NYE | 0 | 2 | 200.00% | 0 | 2 | 200.00% | 0 | 1 | 100.00% | 0 | 1 | 100.00% |
| PERSHING | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| STOREY | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| WASHOE | 4 | 6 | 50.00% | 4 | 6 | 50.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% |
| YTD | 29 | 42 | 44.83% | 31 | 43 | 38.71% | 8 | 3 | -62.50% | 8 | 3 | -62.50% |
| TOTAL 14 | 261 | ---- | -83.9% | 284 | ---- | -84.9% | ---- | ---- | #DIV/0! | ---- | ---- | #DIV/0! |

2014 AND 2015 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2014 AND 2015, AS OF CURRENT DATE.

| COUNTY | 2014 Vehicle Occupants | 2015 Vehicle Occupants | % Change | 2014 Peds | 2015 Peds | % Change | 2014 Motor-Cyclist | 2015 Motor-Cyclist | % Change | 2014 Bike | 2015 Bike | % Change | 2014 Other moped,at v | 2015 Other moped,at v |
|------------|------------------------|------------------------|----------|-----------|-----------|----------|--------------------|--------------------|----------|-----------|-----------|----------|-----------------------|-----------------------|
| CARSON | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| CHURCHILL | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| CLARK | 12 | 7 | -41.67% | 4 | 11 | 175.00% | 6 | 3 | -50.00% | 0 | 3 | 300.00% | 0 | 2 |
| DOUGLAS | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ELKO | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| ESMERALDA | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| EUREKA | 0 | 2 | 200.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| HUMBOLDT | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LANDER | 1 | 1 | 0.00% | 1 | 0 | -100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LINCOLN | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| LYON | 0 | 1 | 100.00% | 0 | 0 | 0.00% | 1 | 0 | -100.00% | 1 | 0 | -100.00% | 0 | 0 |
| MINERAL | 0 | 2 | 200.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| NYE | 0 | 2 | 200.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| PERSHING | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| STOREY | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| WASHOE | 1 | 4 | 300.00% | 2 | 1 | -50.00% | 1 | 1 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| WHITE PINE | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 | 0.00% | 0 | 0 |
| YTD | 15 | 22 | 46.67% | 7 | 12 | 71.43% | 8 | 4 | -50.00% | 1 | 3 | 200.00% | 0 | 2 |
| TOTAL 14 | 145 | ---- | -84.83% | 69 | ---- | -82.61% | 55 | ---- | -92.73% | 8 | ---- | -62.50% | 9 | ---- |

Total 2014 285

Taking Bridge Innovation into Field

Principal Investigator: David H. Sanders, Professor, Department of Civil and Environmental Engineering, University of Nevada, Reno

Introduction

The 1989 Loma Prieta Earthquake and the 1994 Northridge Earthquake showed the bridge community that we needed to design our structures better. The bridge design community focused on a design philosophy that was based on damage/column plastic hinging. While there has not been a significant earthquake in the United States in 20 years, extensive experiments have shown that this philosophy will be successful at preventing collapse. Retrofit and repair methods have also been developed with the same philosophy.

The primary issue with this existing design philosophy is that collapse prevention is ensured through damage of the structures. Therefore, when the earthquake is over, the bridge may need to be shut down for repairs or even torn down. In the last 10 years, research has turned from just satisfying life safety to serviceability. The performance objectives have been raised so that after a minor earthquake the bridge has no damage and after a major event there is limited repairable damage.

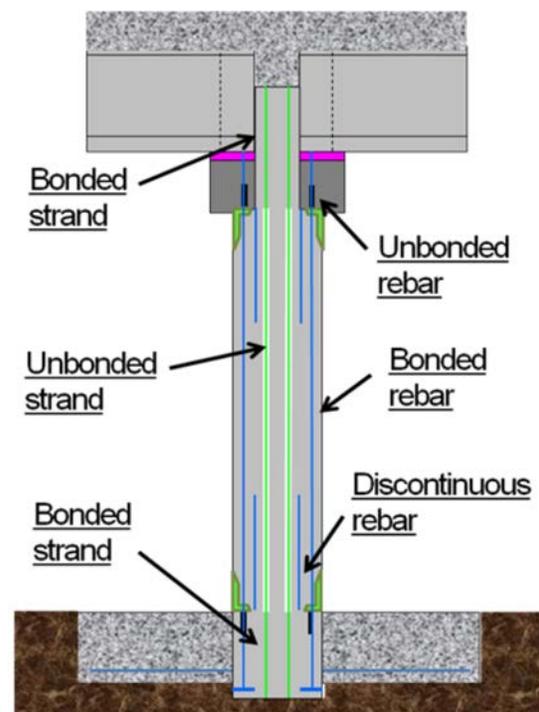
The State of Nevada highway system is at full capacity in many locations and has limited redundancy in other places. Therefore, it is critical that Nevada moves towards designs that limit damage, and therefore increase the post-earthquake serviceability of the bridge. This will improve the resilience of our highway system and our economy.

There has been a lot of research into ways to mitigate bridge earthquake damage, but there has been limited implementation. The purpose of this proposal is to identify bridges and construction methods that work for Nevada and will mitigate earthquake damage. The project will examine methods that work the best in low, moderate and high seismic regions.

Proposed Research

The primary objective is to determine new design and construction strategies that can be used by NDOT that not only satisfy life safety but also mitigate earthquake damage.

Task 1: Literature Survey – In this task, the possible design and construction methods that mitigate earthquake damage will be summarized. A presentation will be made to NDOT to discuss the pros and



cons of each method. It will be critical to include bridge design, maintenance and construction division so that different systems can be evaluated.

Deliverable: Written summary of design strategies with pros and cons, and a presentation to NDOT on the strategies.

Task 2: Bridge Identification – In discussion with NDOT engineers, potential bridges will be identified. The bridges will be in two categories:

- 1) Bridge configurations/sites that are likely to be constructed in next several years. It is important to identify bridges where we can implement the end results of the projects.
- 2) Common bridges/spans that are used by NDOT so that we can maximize the future impact of the project. These are bridges that may not be built in the next several years but are likely to be constructed.

The project will target recent past bridges that were designed to current standards that are similar to future bridges. These bridges have the advantage that they have already been designed using conventional methods. Therefore, in Task 3, the bridges can be redesigned and analyzed using new methods. This will also enable cost comparisons between methods. It will also be important to select bridges from both lower and higher levels of seismicity. In lower seismic areas, it will be possible to design a bridge so that no damage occurs even due to their largest anticipated earthquake.

Deliverable: Bridges configurations and types that will be analyzed in detail.

Task 3: Design and Analytical Program – With the bridges that are selected in Task 2, bridges will be designed and analyzed with at least two potential damage mitigating options. The analysis results will enable performance estimates and comparisons between the different methods. As part of the design process, constructability, materials and maintenance will be focal points. It is important that the final solutions be ones that can be constructed and maintained.

Deliverable: Written summary of the results from the analysis that shows how the different methods and bridges perform to a set of earthquakes. A presentation will be made to NDOT on the results.

Task 4: Initial and Long-Term Cost Estimating – Using the results of Task 3, estimates will be made in the cost of the different alternatives. This will enable NDOT to make a value decision of cost versus performance. It is important to look at the initial and long-term costs as well as the earthquake performance. In addition, it will be important to look at repair strategies that can be used with each of the methods if repairs are necessary.

Deliverable: Written summary of the cost estimates for each of the strategies for each bridge type. A presentation will be made to NDOT on the results.

Task 5: Design Guidelines and Construction/Material Specifications – Using the results of existing experimental studies and the results of Task 3 and 4, design guidelines and construction specifications will be developed. This will enable the implementation of the project in actual bridge projects. The design guidelines will assist NDOT engineers in implementing these new methods in future projects. There will likely be construction or material specifications that are necessary for constructing with these new methods. Preliminary construction and material specifications will be developed along with sample details for the methods.

Deliverable: Draft Design Guidelines and Construction/Material Specifications

Task 6: Final Report – A final report will be submitted to NDOT for their review. The final report will document all the work that was done for the project. After the review, the final report will be updated.

Deliverable: Final Report and Presentation to NDOT.

Urgency and Anticipated Benefits

The focus of bridge engineers for many years has been on life safety. It was important to ensure that bridges would not collapse during an earthquake. Recent research projects show that it is possible to have a much higher level of performance. The sooner these new design methods are implemented, the sooner earthquake damage can be mitigated.

The anticipated benefit is the reduction in earthquake damage. The reduction in damage will lead to the reduction in bridge closures and the ability to get an affected area back to “normal” as soon as possible.

In a state that relies on its transportation for goods and services, and tourism, returning to “normal” as quickly as possible is very important. The benefits will be to low, moderate, and high seismic regions. Different methods will likely be more appropriate for each type of region.

Implementation Plan

Utilizing the “Five Stages of Research Deployment”, this proposed project is a combination of Stages 3 and 4.

The Concepts (Stage 1) and the Laboratory Prototype (Stage 2) have been conducted. In this project, we will begin to prepare for a Controlled Demonstration (Stage 3). End users are enlisted in this project to help determine the best methods to mitigate damage.

The project will meet objectives of Stage 4 (First Application Field Pilot Stage). We will be working to translate the methods into “real world” operating conditions and to develop specifications and standards.

NDOT Champions

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