



Department of Transportation  
Board of Directors  
Notice of Public Meeting  
1263 South Stewart Street  
Third Floor Conference Room  
Carson City, Nevada  
June 8, 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. May 11, 2015 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Approval of Contracts over \$5,000,000 – *For possible action.*
5. Approval of Agreements over \$300,000 – *For possible action.*
6. Contracts, Agreements, and Settlements – *Informational item only.*
7. Resolution of Abandonment – *For possible action.*  
  
Disposal of NDOT right-of-way, IR-15 north of Charleston Boulevard, City of Las Vegas, County of Clark, State of Nevada; SUR 14-07
8. Resolution of Relinquishment – *For possible action.*  
  
Disposal of NDOT right-of-way, described as a parcel of land formerly known as the Deeth Maintenance Site in the County of Elko, State of Nevada
9. Acceptance of Amendments and Administrative Modifications to the FFY 2015-2018 Statewide Transportation Improvement Program (STIP) – *For possible action.*
10. Receive a Briefing on Draft Southern Nevada High Occupancy Vehicle (HOV) Plan – *For possible action.*
11. Receive a Report on Status of Project NEON – *Informational item only.*
12. 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 May 27, 2015 – *Informational item only.*
  - d. Update on Freeway Service Patrol – *Informational item only.*
13. 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.*
14. 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](mailto: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](http://www.nevadadot.com).

This agenda was posted at [www.nevadadot.com](http://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

Elko County  
571 Idaho Street  
Elko, Nevada

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

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

---

Sandoval: Good morning, ladies and gentlemen. I will call the Nevada Department of Transportation Board of Directors meeting to order. I hope all the mothers had a wonderful Mother's Day. We will commence with Agenda Item No. 1, the Director's Report. Mr. Malfabon, please proceed.

Malfabon: Thank you, Governor. And one request to move up an item perhaps after the approval of the minutes, to move up Item No. 9. The students from the university that did pro bono work for us would like to go take their finals today.

Sandoval: A lot more things that you can do, too. Pro bono being the key word. Sorry.

Malfabon: So they do have finals today, so we appreciate their attendance today for that presentation. Next slide, please. An update on the State Route 342 closure. The temporary route will reopen soon, in a few weeks. The final permanent solution will be in place towards the end of the year, but we really appreciate the partnership with Comstock Mining in doing these repairs and getting rid of that sinkhole and addressing the issues of the embankment settlement there. So there might be some flagger control after it reopens. It's a temporary route, but we'll have to wait and see what the after condition is for that temporary condition, for a few months, until the end of the year. Next slide.

A little update on federal funding. We'll find out more as we attend the American Association of State Highway and Transportation Officials meeting this week in Wyoming. But we've been mentioning that the current transportation bill expires May 31<sup>st</sup> and then the Highway Trust Fund runs

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

into the red this summer. But we're hearing that Congress will probably lean more towards a short-term patch through the end of the year. Still not decided, but it's probable. And one good news was there's a federal loan program known as TIFIA, that funds were not being used in that program, so they redistribute those funds to the state. And NDOT's share was \$5.9 million which is proposed to pay for existing projects. So it's additional money that will eventually be reimbursed to the State Highway Fund, so good news for the State Highway Fund. Next slide.

We are continuing to work on our TIGER grant application. Did the preapplication, and this is for the project near Apex Industrial Center on I-15 and U.S. 93 in that area. And we'll continue to work with the other applicants. They typically coordinate with NDOT on their proposals, as well. Next slide.

A lot happening in the legislature. Our Assembly Bill 21 that allows us to issue bonds for up to a 30-year term is exempt, but a hearing is expected in the Ways and Means Committee soon. Assembly Bill 43, confidentiality with the procurement process and design/build and Construction Manager At Risk, or CMAR. Work session is today in Senate Government Affairs. Senate Bill 324 gives NDOT the authority to enforce on illicit discharges in our right-of-way. Work session expected soon on that bill. And Senate Bill 23, our short-range project list that we report to the legislature to make it match the four-year list that we do for the feds, that passed both houses so it'll be coming to your desk, Governor. And then our budget hearing was held last week, and I wanted to thank Bill Hoffman, and Robert Nellis, and Felicia Denny for covering that hearing in my absence. Next slide.

Senate Bill 2 was amended. It was initially an 85-mile-per-hour speed limit; allowed NDOT to consider that. We had some discussion at previous Board meetings on that. It passed both houses, amended down to 80 miles per hour. And then Assembly Bill 191 was an important...

Martini: Sorry to interrupt...

Malfabon: Yes.

Martini: ...but we can't hear in Las Vegas.

Malfabon: Okay.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Unidentified Male: I've got somebody going in that room to figure it out.

Malfabon: Assembly Bill 191 for continuing the fuel revenue indexing in Clark County has a public vote on a ballot question in November of 2016, in all counties except for Washoe, which already has fuel revenue indexing in place. And it would allow -- if a public votes passes, allows each county to consider enacting that measure in that particular county. One important aspect of that is that a state portion of the fuel tax indexing would go to the State Highway Fund, so NDOT would benefit from passage of that bill and future enactment should that happen. Next slide.

As I mentioned, our budget hearing was held last week, and we requested a significant budget amendment, provided the specifics to the Board members in an e-mail, but it had several new positions for Clean Water Act compliance. There you see the areas: executive administration, IT and mapping areas, program development, administrative services, field support, compliance and enforcement. And the committee asked NDOT to consider repurposing 17 existing vacant positions. There are vacant positions that for several reasons were vacant for six months for more. We previously repurposed 6 positions to this environmental group and they asked us to consider these 17 that have been vacant a long time. So we're currently getting with the staff at NDOT, looking at all alternatives to address the need for positions, but we'll come up with something that's going to be workable for our efforts and Clean Water Act compliance. The budget amendment also included culvert cleaning equipment, PM10 street sweepers for the districts and cameras. A lot of these culverts are confined space areas, so the cameras will help us to look in to the deterioration or the condition of pipe culverts and box culverts. Next slide.

Governor, you were at the unveiling of this new technology. It was pretty cool. With commercial vehicles, the driver -- well, you can probably explain it better than I could since...

Sandoval: You are looking at the first autonomous commercial truck. And I had the good fortune of being able to ride in it with the -- gosh, that's even me on the passenger side. But in any event, just backing up two years, we were the first state to promulgate regulations for autonomous vehicles. And at the time, it was to accommodate the Google car that needed a place to test. And the Google car was the first car to receive that red license plate, which

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

allows for the operation and testing of an autonomous car. Well, I don't know if I'll still be around, you guys likely will be, but those trucks will -- you know, you'll still have a human in them, but it will be like an airplane with autopilot operating on the highways with this commercial vehicle.

So it was a real privilege and honor for me to be able to take the first ride in it. But what I was even more proud of is that the State of Nevada is ahead, and it puts us on the ground floor of the next big thing in commercial transportation. And what was particularly gratifying is talking to the head of Daimler, and this is a gentleman who's the head of this multibillion, multinational corporation, said they came to Nevada because we were so far ahead of everybody else. There are only four states that have regulations and laws that allow for testing, but because we are even so much further than those states and any foreign country, we were able to do this. And this was out at the Las Vegas Speedway. And they spent probably a little over \$7 million in putting this event together, but even better in the part that I missed was the -- this was a press unveiling, but the public unveiling was at Hoover Dam. And they put a video on the Hoover Dam to do this announcement. So I'm told that that was cool, but probably the right word for that.

But as I said, for me -- we got national attention, and I don't know who the press person is, but I saw at least over a thousand different stories on this and every one -- practically every one of them, if not every one of them mentioned Nevada. So what I hope is that this is something that'll attract other companies that are working on this similar testing to come here and for us to create a cluster or a focus that if you're going to be testing, or building, or operating an autonomous vehicles, you're going to do it in Nevada. So it was a great day for all of us.

One little irony though, so we pulled out of this tent and we went along the Speedway. There's a road and then we actually got on the Interstate 15 and that was interesting. But I trust and it was fine, and in the back of the cab was a cameraman and two sound people to document all of this. And so we made it off the 15 and these other trucks flying by us and we're going the speed limit and the -- Mr. Bernhardt, who was the head of Daimler, no hands, just right there. The truck is operating itself. But in any event, we get off and we're coming back to pull up and park and another commercial

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

truck literally pulls out in front of us. And so it was back in manual, and the -- Dr. Bernhardt had to slam on the brakes or else we were going to go right into this other truck. And then my mom instinct went like this, because I literally saved the cameraman from coming through the windshield, because he wasn't buckled. And I said, "Did you get that on camera," because it was a perfect example of why autonomous commercial trucking can be helpful, because no truck would have ever pulled out in front of us if it would have been operated autonomously.

And so it really -- I've probably talked too much, but it was a great experience and it's really exciting for our state. And I want to thank NDOT and DPS that had a big part of making that event happen. They could not describe enough how appreciative and how cooperative all the state agencies that were involved that allowed to make this happen in a very efficient way. And so they said that when other companies talk to them about what their experience was in Nevada, they're going to say it was magnificent. So that's another reason for us to be really proud. So thank you, Rudy.

Malfabon:

Thank you, Governor, and well said. Next slide. A little update on our major projects. First, Project NEON. We're reviewing these alternative technical concepts or ATCs. So when a design-build team has a great idea and they want to be innovative, they have to present that to NDOT, we consider it and then we have one-on-one meetings with them to discuss that. Once it's approved, it can be adopted into the project. We have a public hearing coming up for the -- since we made some changes to the design in months previous, we have a final public hearing on those changes on June 10<sup>th</sup>. Property acquisition are continuing. You see them constantly in the month-to-month in the Board packet. And proposals from the three shortlisted design-build teams are due July 31<sup>st</sup>. Next slide.

USA Parkway is also a design-build project moving along. The four firms are shortlisted; Ames, Granite, Kiewit and Q&D. The draft request for proposals will be issued the end of this month, and then mid-June we'll have a minority contractor workshop so that we can talk about the disadvantaged business enterprise goals and make those connections between those subs and the prime contractors on the design-build team. The final RFP will be around early August of this year, and hope to have notice to proceed first part of 2016. Next slide.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Other projects, as you saw in your Agenda, Carson Freeway had the bids opened and you're going to be considering award of that project today. We're still doing -- or just wrapping up the bid review on U.S. 95 Interchange at the 215 Beltway for those two large ramps. Las Vegas Paving is the apparent low bidder and you'll consider that at the next month's Board meeting to award that project. Next slide.

On...

Sandoval: Rudy, before you...

Malfabon: Yes.

Sandoval: ...move on. Excuse me. Will you talk a little bit about the I-580 and what's going on there?

Malfabon: Okay. The...

Sandoval: In Reno.

Malfabon: We have -- Q&D is our contractor on the concrete paving rehabilitation. So the public has been seeing a lot of the crack-sealing operations, but they're going to get down to the actual slab replacement. So it's going to be very intensive efforts that are going to affect the traffic. You'll see a lot of traffic control. We met internally to try to identify where we would have a serious issue with traffic, gridlock. And we went a little bit southerly on the southbound direction to eliminate some portion of the project that, really, we were going to have no flow of traffic through there. So we did consider that and in hopes that we could at least eliminate that bottleneck to where -- a point where we would get enough lanes to handle the traffic volumes that are currently there on 580. So unfortunately, we did have to reduce some of the scope of work, but we felt it was necessary because of the amount of traffic in that section. We've been hearing a lot from the RTC Board in Washoe County about concerns of just safety in that whole spaghetti bowl interchange area on I-80 and 395 and 580. So we felt that it was appropriate to take those actions and we'll have some significant traffic control impacts, but we think that it's the best approach.

Sandoval: No, I was driving through between 9:00 and 10:00 last night and the traffic going northbound was backed up, I think, all the way close to Damonte, but

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

there was also a pretty horrific rear-ender. It looked like somebody had -- a truck was going full speed and just really hit somebody. So I know it's got to be done and I haven't seen what the plan is, if we're going to use lanes on both sides in order to help traffic...

Malfabon: It's a...

Sandoval: ...get through there.

Malfabon: ...crossover.

Sandoval: But it's not only on Damonte, but it's on the I-80 and coming over to go southbound on the I-580 that things are backing up, as well.

Malfabon: Yes. We'll have to watch the backup, Governor and Board members. So that any advance signing, if there needs to be further down from what we anticipated, the contractor can move the signing in advance and keep up with those backups, because that is a significant concern, the rear-enders, as people are stopped or going very slowly, with people not paying attention. Thank you for pointing that out. Next slide. Oh, okay.

This one, no settlements are expected at tomorrow's Board of Examiners Meeting. We did have a bench trial for a property owner named Nasseri. It's a parcel at Blue Diamond Road and I-15 where the owner was asking, basically, to negate the contract that we had selling the property to him years ago, when we did the Blue Diamond Project. And we built a flyover as part of the I-15 South design-build project, and he's saying that that affected his value of his property. The negotiations continue on a property owned by Wyckoff. It was also on the -- affected by I-15 South design-build project with some overhead transmission lines placed on Warm Springs Road. We think that we can reach a settlement possibly on this one, and that would eventually go to the Board of Examiners should we reach a settlement. If we don't reach a settlement then we'll have to go to trial.

On the Meadowood Interchange construction claim, we're looking -- we proposed some experts to Meadow Valley's president to consider for a nonbinding dispute resolution process. We feel that because we're far apart that it would be best to get some independent look at the issues here. And then one thing to mention is that we're going to really dig into this a lot more in detail. Reid Kaiser and I will work together on this claim, and we have

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

an independent review going on shortly, once we get under contract with an expert to look at the drill shaft construction issues, because that's really what one of the basis of the delays, we feel, but we are far apart on this issue, as well. And as I said, we hope to really dig in to the details of both sides and come to some resolution if we can. If not, we hope to avoid going to court, but we're working towards a resolution. Next slide.

It's a very brief Director's Report, but I'm willing to respond to any questions from the Board. Did we get sound in -- okay.

Sandoval: Any questions from Board members? And, Rudy, now is not the time to talk about this in detail, but I think I mentioned it to you briefly with regard to a possible -- I mean it's a project for the future, but a flyover off of I-80 heading southbound, because I don't know if a day goes by that I haven't seen an accident.

Malfabon: Yes. That's one thing that the RTC Board in Washoe County has been bringing up. So the first step that we're doing is we issued an RFP for a traffic study to get what the future volumes of traffic are at that interchange and those freeways coming in to the spaghetti bowl interchange. So once we get the traffic numbers then we will use that for the environmental study. But we feel that there's some significant constraints with the river, park property near there that is probably going to be more of a vertical solution with bridges within existing right-of-way or minimal right-of-way takes. But it is significant issues and concerns with safety at that location with (inaudible).

Sandoval: Well, I'm just trying to anticipate when things are completed out there at the Tahoe-Reno Industrial Center, there's going to be a large volume of new traffic that's going to be coming through that spaghetti bowl from every direction. And I'd like to get ahead of it if we can.

Malfabon: Yeah. So we've anticipated that as well, Governor and Board Members. So we'll have more to report in future months on our plan there. One thing that I did suggest to staff was to look at more advanced warning and dynamic message signs with active traffic management. So the active traffic management would be you can change the speed limit on the fly in advance of a slowdown anticipated. And the -- it's what we're installing on I-15 on Project NEON. I think the I-80 and 580 would be something that we could

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

look at implementation of active traffic management in that location, as well. Any other questions?

Sandoval: Any other questions or comments from Board members? Seeing none, we'll move to Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Is there anyone present in Las Vegas that would like to provide public comment to the Board?

Martini: There's a gentleman here to speak on his property. I'm not sure if it's part of the resolution on Item No. 7. Sir.

Sandoval: Sir, why don't you come forward, please.

Martini: No, right here. Sir, here's the speaker. Yeah.

Sandoval: If you...

Martini: Just right there. You can just stand right there. You're fine.

Denisi: I stand there.

Martini: Yeah.

Denisi: Okay. Alrighty. Okay. My name is Vincent Denisi. I'm from here in Las Vegas. And I think I'm probably on this project, Condemnation Resolution 448. All right. Anyway, the Nevada Revised Statutes indicate that just compensation is the sum of money necessary to place the property owner in the same position monetarily as if the property had never been taken. I can live with that, no problem. I'm happy with that. But I am the owner of 1007 Desert Lane, and 1007 Desert Lane is in the planned development Las Vegas Medical District. The surrounding streets are (inaudible) in Charleston, Rancho, Alta and MLK. Inside this medical district it's almost completely hospitals; UMC, Valley Hospital, Group Medical Facility, Goldring, et cetera, and many testing laboratories such as Desert Radiology, Quest Diagnostic and, of course, the tons of malpractice attorneys who sue all the above. And plus, it has many state and local governmental offices related to healthcare.

Okay. This location was -- directed me to go to when I set up my business by the Las Vegas City Planning Department, because I repair durable

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

medical equipment and it's the only place -- only one of three places that my licensing would occur, you know, could be used. In this area, at the time, it had just changed from residential to planned development and we had an influx of businesses on the street that I'm located on. Once NDOT announced the NEON Project, everyone left. Me, I was stuck there because I own the property. And when you own the property you can't rent it, you can't move. It's hard to build a business knowing that you're going to be pushed out any day. I had invested \$275,000 for the building, another \$150,000 for repairs and I tied up all my cash. And, of course, the building at the time had a market value of around \$795,000. Okay.

As an investment -- and just to let you know, my hair is not gray because I'm trying to get senior discounts. But the fact of the matter, this is my income. My sole income. And this was an investment piece of property. An investment, basically, is something that you put your money into so you get more money than if you put the same money in the bank. There's a residential part of the property. There's two buildings on the property, two complete buildings on the property. There's a residential part that has a typical bathroom, kitchen, living room, bedroom, et cetera, that's rented out for \$750 a month. And there is the commercial part, the front which -- well, I'm running the business myself, a durable medical equipment repair shop, which pulls in \$1400 a month, which means my total income from rent is \$2150 per month income. And that's what I live on. Okay. I make a little money from the repairs, but that wasn't the, you know, that's not the main source of income.

All right. Now, about a year and a half, two years ago, NDOT offered to purchase the property and they offered me an appraisal. And appraisal amount of \$231,000 which is ridiculous. I mean, in an area loaded with hospitals and medical facilities, nothing sells for \$231,000. Another thing, too, is the Nevada Revised Statute very clearly states in there, Section 37.112, that things are supposed to be based upon the fair market value, not the appraisal value. The appraisal value is, basically, if someone lends you money, what is the scrap value of whatever he lent to you, so that he could get his money back. The fair market value is what property should be selling for. And all the property on this particular strip was very, very expensive until this condemn by NDOT, where they told they were coming

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

through condemning it and the stuff became worthless. Who's going to buy a property that's in the middle of being condemned? Okay.

I told them I was willing to take another piece of property in the -- in this medical district with no problem, you know, just so -- once it had the same arrangements. I told them I would be willing to accept a blank piece of property or a piece of property where if there were old buildings we could have them removed, plus the cost of replacing it. The answer is no. Once again, they keep telling me about the appraised value, which has nothing to do with the fair market value of anything in the area. They actually picked out places for me to look at. Only one in the area. The others outside the area. And the area -- and the least expensive stuff they could find was in the \$350,000 to \$380,000 range. They finally said they were going to go up to \$300,000 then to \$350,000 but they're not going -- they weren't willing to pay for any of the repairs in these old buildings. And these are buildings that are from the '40s, '50s and '60s. Everything is wrong with them. I mean, they're knockdowns. They need to be knocked down.

I went to about 25 of them. I've been faced with leaky roofs, places that had no bathrooms, no water, no electricity, no inner walls. One had a sinkhole that you could drive an SUV in to it. They showed me a couple of residential cul-de-sacs and buildings with no heating and no air conditioning. And I don't think this is in the spirit of the condemnation process. I mean the -- I was reading last night the Nevada Revised Statute, which is not exactly exciting reading, under Section 37.120. And once again over there it says I'm supposed to be put in the same monetary situation that I started off with. I collect rent of \$2150 per month. Okay. I mean if you don't want to give me the property, an equal piece of property, put money in the bank so that I would have that much interest per month coming out. Leave me like I am right now.

I've been literally stuck in this location because of their indecision for over -- almost 10 years, where there's -- I think described in Section 37.111 of Nevada Revised Statutes of the loss of goodwill. First of all, if they move me out of the area, my licenses are no good. My business -- I can't -- most of my business has been word of mouth, customers just know I'm there, and there's no way of -- as soon as I move out, I lose all my customers, I lose all my income from the business. That's a problem also. And, of course, the

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Nevada Revised Statutes talks about the assessment of damages. And my biggest assessment of damages, they completely destroy the fair market value of the property as soon as they condemned it. And every time I speak to the people over at the relocation sector, they keep, you know, they keep pointing out to the appraised value of the property. Whereas the Nevada Revised Statute 37.112 very, very clearly states in black and white, that they should be working with the fair market value of the property, and basically the fair market value of the property before they came in and condemned the area.

And for that reason I'm asking you folks to help me out with this situation, because you're taking away my livelihood. You're taking away my income. And so far \$231,000, yeah, that -- you know, how long is that going to last me? I guess get a job from Kmart and maybe Lutheran services bringing me some food and Catholic charities, some meals on wheels and I'll be set. But you know that's not how, you know, how I want to live. And that's about all I have to say, and I can use your help. Thank you.

Sandoval: Thank you very much, sir. Is there any other public comment? All right. We'll move to Agenda Item No. 3, which are the April 13, 2015 NDOT Board of Directors meeting minutes. Have the members had an opportunity to review the minutes and are there any changes? If there are none, the Chair will accept a motion for approval.

Knecht: So moved.

Sandoval: The Controller has moved for approval. Is there a second?

Skanccke: Second.

Sandoval: Second by Member Skanccke. Any questions or discussion? All in favor say aye.

Group: Aye.

Sandoval: All right. We'll move -- what item was that for...

Malfabon: Item No. 9, Governor.

Sandoval: We'll move to Agenda Item No. 9, which is a Presentation on NDOT's Communications Plan and Branding Campaign.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Malfabon: Okay. And Sean Sever, our communications director will introduce the speakers.

Sever: Good morning, Governor, Board members. I'm Sean Sever, NDOT Communications Director. And I appreciate you taking us out of order this morning. The students have to get back to school; they have finals this week. So I wanted to share something that we are working on to help portray NDOT in a positive light, and that is a communications plan and branding campaign. First of all, my staff does an excellent job informing the public and stakeholders about NDOT projects and programs. We send out a number of news releases and proactively reach out to the media. We utilize social media and tap into our 11,000 Twitter followers. We keep our website content fresh and create high-quality videos. We handle our employee internal communications and then host public events and hearings to help get the word out.

And to give you an idea of how busy we get, we normally get about 4,000 visits a day to our website. The day after the I-15 flooding event in Southern Nevada, we got 62,000 hits on our website and nonstop phone calls. My staff was -- I don't even think they took a break those days. They just went phone call to phone call. So we're one of the few agencies where you can still get a live person on the phone. I think people really appreciate that. One of the things we're most proud of is the Zero Fatalities campaign, which has reached 98 percent of Nevadans. And that means 98 percent of the people in Nevada have seen one of those ads and recognized the campaign.

So my staff does an excellent job. They allow me to cover the legislature where we're also having a lot of success as well this session. So two things I think we're missing here at NDOT is, number one, is a communications plan and the second one is a brand. And one of my employees took a social media class at UNR and the instructor told the class that the students were available to work on a communications plan. And I took them up on this offer. So I thought their young ideas would be a great combination with what my staff was already doing. This was also a free opportunity, so instead of paying an ad agency a lot of money to develop a campaign for us, the students did it for us for free. I went through this same program when I was at UNR in a journalism school, and our client at that time was Nevada

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Bell, which shows my age. So I contacted my professor who's still there, which shows his age, and he couldn't make it, unfortunately, today and we decided to move forward.

Now, no offense here, but when you work with students, you don't always know what you're going to get back. But I do remember how rigorous this class was for me and also that the professor used to own and operate an ad agency in Reno. And that's exactly how they operated. Half of their class worked on our campaign. Their other clients were Pizza Hut and the Reno Philharmonic. And what we got back was ad agency quality stuff. And Deputy Director Bill Hoffman and I were there for their final presentation, and the students exceeded our expectations. So I'd like to have the students share an abbreviated high-level version for you all, and then we can take questions afterward.

Sandoval: Thank you. I'm looking forward to this.

Allen: Thank you for having us today. We're going to get started.

Sandoval: And if you would identify yourselves just so we have it for the record. Oh, it's coming? All right. Excuse me.

Allen: Bridges, intersections, orange cones. These are all images commonly associated with the Nevada Department of Transportation. And that makes sense. They're products of your hard work. Be proud of them. Embrace them.

Fullerton: And for the next 10 minutes, we want you to forget about them. We're going to show you how NDOT is so much more.

Riley: NDOT is the pothole that is not there. There's no storm you knew not to drive through, and the accident that did not happen.

Honaker: It's peace of mind as the driver gets behind the wheel for the first time. It's the safety and connected of Nevada families.

Allen: Again, thank you for having us today. I'm Jennie Allen.

Fullerton: I'm Lindsey Fullerton.

Riley: I'm Mary Kate Riley.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Taylor: I'm Kenzie Taylor.
- Reddy: I'm Bree Reddy.
- Honaker: And I'm Lindsey Honaker. We're excited to share with you a new strategic communications plan. These energetic yet practical tactics aim to reach the public every day, highlighting the good things that the Nevada Department of Transportation does for the state.
- Riley: We believe there is an opportunity to make NDOT a positive presence in the community outside of a project setting.
- Honaker: NDOT needs to control the conversation surrounding their organization by sending out positive and strategic communications.
- Allen: It makes sense to focus on building strong communications between NDOT and constituents. By sending out consistent, strategic communications, NDOT can reinforce the trust the public has in their organization.
- Riley: The Nevada Department of Transportation keeps Nevadans safe and connected by building and maintaining highways.
- Honaker: This clear positional statement is how we want the public to perceive NDOT. It reaches the very core of the hard work that you do for the state.
- Allen: The following messages reinforce this positioning statement by connecting what NDOT does with the public's interest.
- Fullerton: The first message is NDOT takes a proactive approach to safety in the community.
- Riley: Next, the roads and highways NDOT builds connect all Nevadans.
- Honaker: And lastly, NDOT is accessible to the public.
- Allen: The goal, improve the public's perception of NDOT.
- Fullerton: The strategy; to show the public how NDOT keeps Nevadans safe and connected by creating positive awareness through unifying brand, developing new community outreach programs, and seeking positive media coverage for NDOT's efforts.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Riley: We want the public to see for the positive presence you are in the community, one that promotes road safety and is in touch with its public.
- Fullerton: It's important that all of NDOT's communications demonstrate the important of safety for Nevada's drivers and pedestrians.
- Allen: It is also important to remind Nevadans that the roads and infrastructure that you build connect them to each other and opportunities around the state.
- Riley: A strong tagline should connect your message back to the public in order for them to remember what NDOT does. We've created a tagline that we feel best supports your brand while also resonates with the public's make concern -- safety.
- Honaker: The Nevada Department of Transportation, Safe and Connected.
- Allen: We chose this tagline because we believe it gets to the heart of what NDOT does.
- Riley: In order to do this, we need to reach the 95 percent of Nevadans who we found through conducting public surveys had never attended a public meeting.
- Honaker: This group includes the driving population of the state, specifically 30 to 60-year-olds, active members of the workforce, families, and commuters who are not specifically affected by projects. And lastly, new drivers age 16 to 18.
- Fullerton: So how did we get here?
- Riley: We interviewed NDOT employees, conducted public surveys, researched other departments of transportation and analyzed the UNLV College of Engineering research.
- Honaker: After conducting surveys at both Northern Nevada grocery stores and online, we found that 95 percent of participants have never attended a public meeting, 32 percent discovered road projects only after driving through them, and 24 percent have never heard of the Nevada Department of Transportation. And the majority of the participants thought that NDOT operated the bus system.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Allen: The 2014 UNLV Customer Satisfaction Survey surveyed general perception of Nevada's roads. Topics of this survey ranged from traffic congestion, road maintenance, safety, funding, as well as differences between regions.
- Fullerton: This quote was taken directly from the survey. Notice how safety is the public's most pressing concern.
- Honaker: We also looked at neighboring states for similar population sizes to see how they use social media. These three examples have high numbers of followers, as well as engaging content.
- Fullerton: NDOT social media used should demonstrate positive productive conversations regarding projects, interests and pressing concerns around the state.
- Allen: We've developed a list of guidelines for NDOT account postings. All employees with access to the social media account should be familiar with them.
- Riley: We call it Etiquette to Drive Engagement, and it consists of eight essential guidelines for maintaining uniformity throughout platforms. Interacting with constituents on social media is a great way to demonstrate your accessibility.
- Honaker: One of the essential guidelines is to find a balance between fun, informational and promotional posts. For every project update, post something fun to interact your followers with your organization.
- Allen: Other tactics such as monthly photos contests encouraging followers to submit photos of their favorite roads and asking questions are great ways to generate engagement on your pages.
- Riley: Take advantage of your videographer by creating sharable and engaging videos. These videos should be unified under the idea that NDOT keeps Nevadans safe and connected.
- Honaker: Post all of these videos on all social media platforms.
- Allen: Now, here is an example of a video we produced highlighting NDOT rest stops.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Fullerton: Rest stops provide an alternative for drowsy driving and many Nevadans are unaware of NDOT's efforts in building and maintaining them. Sharing this video will remind constituents how NDOT keeps them safe on the road.
- Allen: Though it is important to reach out virtually, it is equally important to have a physical presence in the community. That's why we're recommending a new program. "Street Smarts brought to you by NDOT" would bring NDOT employees into student assemblies and classrooms around the state. students would be informed on safety tips, educated on how to drive in the snow, introduced to tools such and NV roads and further give them ways to keep themselves safe as they begin driving.
- Riley: It is all right to let the public know when NDOT is doing something good. Earned media will allow NDOT to tell its story through a number of different outlets. Show the public how hard you worked to keep the roads of Nevada safe, and how much you are committed to keeping communities and neighborhoods safe across the state.
- Honaker: Promote partnerships with local radio stations in exchange for traffic updates, weather advisories and driving tips.
- Allen: During NDOT projects, the stations would run NDOT project updates. NDOT should also prepare messages to run during adverse weather conditions. "Watch out for black ice," and "Don't forget your chains," are subtle ways of reminding the public how proactive you are about their road safety.
- Fullerton: These partnerships could happen in a couple of ways. First, NDOT could reach out to the stations and ask them to play the messages as public service announcements, or they can ask the stations to seek out a third party on their own terms.
- Riley: Gaining media attention will be the perfect supplement for our community outreach efforts. Any time NDOT is involved with a sponsorship or a new community outreach program is created, a press release should be sent out. The goal here is to seek coverage of the work NDOT does to be proactive about safety and in keeping Nevadans connected.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Honaker: We also suggest having project managers submit editorial pieces to newspapers in all three districts. Giving a human voice to your organization will further drive the idea that you are accessible to the public.
- Allen: These recommendations are not far off of what NDOT already does. Take for example this editorial piece written about the Kingsbury Grade. It demonstrates NDOT's accessibility very well. However, we would like to see it emphasize exactly how the Kingsbury Grade safely connects commuters from the valley to the lake. There's always an opportunity to show Nevadans how you keep them safe and connected.
- Fullerton: An important part of any communications plan is tracking your progress. Quantifying the results will help you make adjustments to the plan in the future, to better fit NDOT's needs.
- Riley: Improving NDOT's communications will help position NDOT as more than a government organization.
- Honaker: NDOT's new communication plan will remind the public what keeps them moving every day. NDOT is...
- Allen: The pothole that is not there.
- Fullerton: The snow storm you knew not to drive through.
- Riley: The accident that did not happen.
- Honaker: Peace of mind as a new driver gets behind the wheel for the first time.
- Fullerton: The Nevada Department of Transportation...
- Group: Safe and Connected.
- Sever: So, once again, Sean Sever for the record. So what -- there's no action to be taken on this item. I'm really just trying to get a buy in. I presented this to the NDOT front office, the Construction Working Group and Mr. Savage, and the next stop would be your NDOT employees. And so our next step -- unfortunately, the students are -- they've moved on to their next semester. But we'd like to institute this communications plan and the Safe and Connected tagline this summer, and I have two interns that are going to work for us this summer that are going to help us out with this. But I think

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

if -- I really believe that if we're consistent in delivering this message things will go much easier for us when the public understands that all we're trying to do is keep them safe and connected. So we can take any questions at this time.

Sandoval: Sean, thank you. And first, congratulations. That was magnificent. I mean it was really good. I mean really good. And we do need to get into the 21<sup>st</sup> century. In fact, I'm so impressed with what you've produced, I think the challenge is the Department, in terms of incorporating it and implementing what you've produced for us. And I like the tagline because it's simple and it's straightforward and, as you said, it gets right to the heart of the matter. So I'm very excited to see our plan or NDOT's plan to start implementing that. And another thing that's, I guess, rewarding for me, is that it was important to me that your generation produced this because that's what we need to do. And I'm a dinosaur so I don't get the social media thing, the Twitter, the Facebook and all of that, but we have to do that to be able to communicate effectively with the public given that this is the way that most people interact these days. So that's my personal take, so I think the challenge now is for us to follow up and make sure that we implement this.

So I'm a proud graduate of the University of Nevada, and so it's really nice to see you folks -- or all of you put this together, but I was also very pleased that you incorporated the survey from UNLV, because that's another part of this, is I don't want this to be a northern centric study. This is something that needs to cover all of the state and if anything, we've got to make sure that we also are reaching out to the rural counties as, well. So it's very good. Any other comments from Board members? Member Savage.

Savage: Thank you, Governor, and students, and Sean, and your staff. Congratulations. Fantastic job. I love the passion. I like the youth. It's all about the future, as the Governor said, and outstanding presentation and just network. You ladies know how to network, and the Department does a great job, and we have our work ahead of us, but we have to sell, sell, sell. And I think you earn that media attention on the progress that this Department will see in the future. So thank you very much. Job well done. Thank you, Governor.

Sandoval: Member Skancke then the Lieutenant Governor.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Skancke:

I just want to state for the record I graduated from UNR with the Governor and I am not a dinosaur. And I will submit to you that neither is he for the things that we've been able to accomplish. Ladies, outstanding job. I mean this is just actually exciting that the Department of Transportation could have a brand that actually talks about the way we do business here, which is we do connect people, hopefully in a safe manner. And number one, one of our number one priorities here, you captured that, which is safety. We are trying to get to zero fatalities. It's difficult. But I think if you lay out the strategy that you've laid out, we can get there because it's about reminding the public that that's their job, it's not just our job. And I think it's important that you remind the public that they've got to stay connected. And because the millennial generation is better connected, you're a part of that, you understand that.

So what I'm really excited about is that you took the time to do this and you put it together so well. You can tell that this was done with passion, and interest, and concern. So well done. I had a couple of questions -- or just a couple of other comments, if I could, Governor. One, love the concept of Smart Streets, because what the Governor did in that truck with autonomous vehicles, out streets need to get smarter both from a safety point of view, as well as from a driver's point of view. So my next challenge to you would be, and I realize that you're going back to class today and you might all be graduating. But as someone who does communications on a daily basis, if someone could define what a smart street was I suggest you trademark it.

The next thing is -- because we've got a lot of dumb streets. The next thing is is I just wanted to know as far as the employees to the classroom, do we get to pick some of those employees who get to go to the classroom? That's just a comment, editorialization. And finally, amazing creativity. I like the interaction of the whole group, and how you communicated with us, and how you made the presentation. I think that was just superb. So we're lucky. As a graduate of the University of Nevada myself, I'm very happy to see the programs that you all are involved with, the success of those programs. And, Governor, I'd like to say that this is something that we didn't have to spend any money on, right, that we didn't actually have to get a researcher from the university to get a \$400,000 grant. It's probably something we should have spent some money on. So well done. Superb. And I hope the Department picks up this brand. I think it will resonate with

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

the public. I think it gives the public direction and puts some responsibility on them. So, again, outstanding job. Thank you, Governor.

Sandoval: Thank you. Mr. Lieutenant Governor.

Hutchison: Thank you, Governor. And I'll just echo the comments. This was an outstanding presentation, just how you coordinated the speaking parts, where you just knew who was speaking. That takes a lot of effort, I know. And there was a lot of rehearsal and effort and time in that, so just those kind of details for those of us who do communicate publicly and have been involved in presentations to a variety of audiences. That was very impressive. I had a very quick -- a couple of follow-up questions for you. How big was your survey, the public survey that you said -- the online? And then -- was it at shopping centers, as well? How big was that survey and do you think it was big enough or if you had more time would you want to make it bigger, or can you just tell me a little bit about that?

Riley: Yeah, I stood outside the grocery store. I would say we were able to get, I think it was close -- it was over 100. I think it was 116 is the number that's in my head right now of physical grocery store surveys, and then we had potentially close to 40 online surveys.

Allen: The online survey did go around the whole state, so we did have a few contacts in rural areas and many more in Las Vegas. Yes, if we had had more time and more research, we would have loved to go to the different districts, and stand outside those grocery stores, and talk to more people, but unfortunately, we were sort of limited to their area.

Hutchison: And what was the response, particularly in-person response? Were people willing to talk about this subject? So many of us here are just accustomed to sort of the political process where people sometimes aren't so interested in that engagement. But when you engaged with the public personally, which by the way is a very difficult thing to do by itself, what was the response?

Riley: It was during election season so I had to preface it with "I'm a student, I'm a student. Please talk to me." And people were a lot more receptive. And it was -- once I...

Sandoval: And welcome to our world.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Hutchison: Yeah, exactly.
- Riley: Once I got speaking with them, they were overflowing with ideas and wanted to talk to me about all of their concerns, but a lot of it did, like Lindsey mentioned in the presentation, have to do with the bus system, and I tried to kindly remind them that that's actually not what NDOT does at all. And so I felt that I was able to inform a lot of people through that process about what exactly NDOT was doing. And like Lindsey mentioned, all of them did mark that they -- or most of them had marked that they had not heard of NDOT and their efforts, so...
- Hutchison: Thank you. Just a real quick follow-up and I don't want to spend too much time on this, but because what the Governor said is so true with your generation being so in tune with social media. As part of your evaluation, did you -- or part of your work, did you evaluate NDOT's social media presence currently? And be as kind as you'd like, but how does that compare to what you're proposing? And use whatever system you'd like. I mean on a scale of 1 to 10, let's assume that your social media suggestion is a 10, where are we now, and what was your overall view in terms of just how we're representing, and how we're reaching your generation through social media?
- Honaker: I would say that, again, our suggestions aren't far off from what they're already doing on social media. I would just say, kind of like I said before, implementing the eight guidelines, just so we kind of have structure as to what we're posting on all social media platforms. And also, kind of having a fun element as well so it engages all of the followers and everything and kind of -- so we can kind of build up the following.
- Allen: And this was a bridged version, so they have the full eight guidelines in the book we gave them. But just simple things like the length of posts and when to post. Things like that are -- yeah, really small things do a lot in terms of reaching people online. So things like that, but overall good. They do a good job.
- Riley: And through our research of other departments of transportation that were very successful with similar population sizes, we were able to come up with these ideas because they had such large followings and we wanted to, kind of, mirror that.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Hutchison: Well, thanks again for a wonderful presentation. And, Sean, we just got a report that there were 17 existing vacant positions that needed to be repurposed. There may be some candidates here in the future. So thank you very much. Governor, thank you.
- Sandoval: Mr. Controller.
- Knecht: Thank you, Governor, and thank you ladies and Sean. Very good job. Thank you above all for providing some comic relief that we candidates didn't provide during the election season. Some lighthearted moments. I'm not going to dwell on this because everybody has said pretty much what needs to be said and I second all that. I did want to let you get back to your finals where I know you're going to do well. And above all, I know you're going to do well after your finals out there in the business world, so good luck and thanks.
- Group: Thank you.
- Sandoval: Well...
- Sever: Just to conclude, Governor, if I could. So going back to their research, they did pull a lot of information from the UNLV study which is a very comprehensive study that NDOT does. But I also have full confidence in my staff to carry the torch from here forward and be successful.
- Sandoval: No, thank you. And if you could take to your professor you don't need to take a final, you just did and you got an "A."
- Group: Last semester's class.
- Sandoval: Oh, okay.
- Sever: They also got an "A."
- Sandoval: But the other piece of this, I -- maybe the Department does this and I -- everyone -- I don't sound so cliché, but is there an app or can an app be created that folks can check on? Because I just saw this line of cars last night, and if there's more of a real-time way to communicate where the bottle necks up so that people aren't pulling into situations, I'd love to see that. I don't know if that means you have to join Twitter for NDOT and you get a tweet and it tells you, or if there's an app where you can see where the

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

problems are so that you can try to avoid it, that would be something I'd like to see incorporated in this. For example, DMV has an app that you can see what the wait times are real time. And similarly, if there was something that regionally could be used in order so people could know. I know we have those dynamic reader boards that shows how much time it takes to get somewhere, but if there's something that could even -- someone could use before they leave their place of work or before they leave the house to pick up their kids or whatever the errand is, that's something I'd like to see, as well.

But, again, really good job. And I feel like we're on America's Got Talent or something, but -- you do. You do. And so you pass, and everybody gave you the thumbs up. But in all seriousness, this is a great benefit to the state and when we incorporate what your suggestions have been, I think you'll have some -- not some, you will have the satisfaction of knowing that you've made this state a better place. And so, I really want to give all of you my thanks and appreciation. And as the years move on and you see this start to roll out, you can say I did that. So thank you. Thank you.

Malfabon: Thank you. Thank you, ladies. And to Sean, that was very, very impressive. A lot of good advice for NDOT to take forward. The next item will be presented by Robert Nellis.

Sandoval: We are moving to Agenda Item No. 4, Approval of Contracts Over \$5 million.

Nellis: Good morning, Governor, members of the Board. For the record, Robert Nellis, Assistant Director for Administration. And I only wish we had that video for our budget closing on the rest stops before they -- if we could go back in time.

There is one non-bus construction contract under Agenda Item No. 4, Attachment A on Page 3 of 13 for the Board's consideration. This project is located on U.S. 395, Carson City Freeway, from South Carson Street to Fairview Drive, to construct a four-lane controlled access freeway to include signs, lighting, sound walls, and landscaping esthetics. There were six bids and the Director recommends award to Road and Highway Builders in the amount of \$42,242,242. And, Governor, that concludes the contracts for

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

consideration under this Agenda item. Does the Board have any questions on this contract?

Sandoval: Okay. Questions? Member Savage.

Savage: Thank you, Governor. Thank you, Mr. Nellis. I think I know the answer, but I'd like to go on record. On Page 13 of 13 of the price sensitivity cost comparisons, Page 13 of 13, under Temporary Pollution Control, the low bid had an amount of \$10,000 and the second low bid had an amount of \$400,000. And the line item below that under Dust Control, they had \$5,000, the apparent low bidder, and the second low bidder had \$500,000. And my question to, I guess, Mr. Terry or Mr. Nellis, would be is the Department at risk financially if it takes more money to control the dust and the temporary pollution?

Terry: John Terry, Assistant Director for Engineering. I do not believe so. Those are two lump sum items that extend over the duration of the contract. Yes, we do see contractors moving money and spreading it out within other items, but I have heard of no issues NDOT has had of enforcing our dust control and our temporary pollution control specifications in making the contractor do the work on the project. So for that reason, no, I do not believe we are at risk.

Savage: So if the contractor did come back and spend \$400,000 rather than the \$5,000, the Department would not have to fund that contractor any more money?

Terry: No, it's a lump sum bid and that's his bid.

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

Sandoval: Thank you, Member Savage, and that's a great catch because what we don't want to see is an amendment later on, to be adding money for dust control. So you're telling us that won't happen; that if it does cost the low bidder more money to do that, it's going to be its responsibility to absorb that expense?

Terry: Again, John Terry, Assistant Director. Yes, the specifications are pretty clear on what has to be done under that bid item, for the duration of the

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

contract. And unless some other things change, they should have to do the items that are in that item of the contract. Yes.

Sandoval: And just as aside, just because it's been a sensitive issue, there are no issues with airborne asbestos for this project, are there?

Terry: None that I or anyone else is aware of. That's correct.

Sandoval: Okay. Because that, obviously, has a lot to do with the dust mitigation that needs to be done.

Terry: And, again, John Terry. We're going to talk later about NOA in Southern Nevada and dust control as the primary mitigation measure we're taking. And we were already doing extensive dust control on our projects. It's just ramped up in the NOA area. But, yes, dust control, especially in the urban areas, has and will continue to be a requirement.

Sandoval: And I'm a -- I'm not a contractor, but when they come to you and say -- what was it \$50,000?

Savage: It was \$5,000.

Sandoval: Or \$5,000, don't you come back and say, really, \$5,000 for a major road project?

Terry: And, again, John Terry, Assistant Director. And, again, the really is when our bid analysis team evaluates the bids and sees if any advantage or change is being gained by the way they bid the projects. We're aware that the contractors move money around within the way we bid our projects and we track that. So we evaluate it and we pay it as lump sum, but we still enforce our spec.

Sandoval: So when they -- and if they came back and said we've got a change order on dust mitigation, you'll say sorry.

Terry: You have to do what's in the spec. A change would only be if something changed that they had to do stuff beyond what was in the specification that's in the contract.

Sandoval: But when you see that number, \$5,000, don't you say there is no way that you're going to be able to get this done for that amount?

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Terry: Agreed. And we even see penny-a-ton oil and things like that where they move money around within these contracts. Yes.
- Sandoval: Well, doesn't that mean we're getting overcharged in another area?
- Terry: Yes.
- Sandoval: Well, that doesn't sound logical to me.
- Terry: We could have a long discussion on how highway contracts are bid and the way money is moved around within those and how we establish our reasonable bid prices, but as long as the other quantities are correct or relatively correct, then no advantage is gained by doing that.
- Sandoval: Well, it's probably a conversation for another day so I have a better understanding. But I'll just hold that thought. Mr. Controller.
- Knecht: Thank you, Governor. And my follow up to that would be this; we're looking at temporary pollution control where we've got a 40 to 1 ratio between the top two bids, which does bracket the engineer's estimate, and then we've got 100 to 1 on dust control which also brackets it. I'm moved to wonder do we go back and look at how we specified the scope of work for each of those to make sure that there isn't a loophole that somebody's taking advantage of, to get down to \$5,000 and \$10,000? Because that's what would worry me might bring us a change order.
- Terry: Again, John Terry, Assistant Director. I mean we attempt to look at our spec. I do not know of any recent changes in the northern areas on our temporary pollution control and dust control specifications, or issues we've had with enforcing those specifications, or loopholes that would end those specifications. So I'm sure people are looking at it, but I am not aware of any issues with those specific bid items.
- Knecht: And a follow up, Governor. John, does the persistence the last few years of the drought exacerbate the dust control problem, or pollution control problem, or does it mitigate it, or have no effect or what?
- Terry: Again, John Terry, Assistant Director. It certainly affects the availability of water for the dust control. The pollution control which is more our stormwater-type stuff is probably less if you don't get as many rains. That's

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

the runoff that occurs during a project. So I would said the availability of construction water is the issue.

Knecht: Thank you. And I guess I'll close with this; you can certainly secure my vote for this by telling me it'll be done sooner rather than later.

Terry: I actually don't know what the construction days that this contractor bid. It was 350 in here. Okay. I would like to point out that I don't know why, but we didn't put our engineer's estimate in this one. But...

Malfabon: It's there.

Terry: Was it in there?

Malfabon: It's very -- bid \$100,000.

Terry: Okay. It did make it in there. Oh good. For once we were quite close.

Sandoval: Other questions from Board members? Mr. Lieutenant Governor.

Hutchison: Just a real quick follow up on that last point. Are the engineer estimates available for those bidding? Is that just not disclosed?

Terry: No, our current policy is we give a range. It's quite a wide range. We do not give out the exact estimate, nor our individual items for individual items.

Hutchison: Thank you.

Sandoval: If there are no further questions, Mr. Nellis, is there anything under this -- anything else under this Agenda item?

Nellis: No, Governor. That concludes Agenda Item No. 4.

Sandoval: 4? Okay.

Nellis: Yeah.

Sandoval: If there are no further questions, the Chair will accept a motion for approval of the contract described in Agenda Item No. 4.

Knecht: (Inaudible) the local boy, can I have that one?

Sandoval: Yes.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Knecht: So moved.
- Sandoval: So Controller has moved for approval. Is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hearing none, all in favor please say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes unanimously. When does work commence?
- Malfabon: We expect in about 30 days that they'll commence work.
- Sandoval: All right. Thank you very much. Let's move on to Agenda Item No. 5, which is Approval of Contract -- or Agreements over \$300,000.
- Nellis: Thank you, Governor. Again for the record, Robert Nellis, Assistant Director for Administration. There are six agreements under Attachment A found on Pages 3 and 4 of 26 for the Board's consideration. And, Governor, if it pleases the Board, I can summarize two at a time and then pause for questions before moving on to the next items.
- Sandoval: Let me ask if there are -- I do have a specific question on one of those -- on one of these contracts.
- Nellis: Would you like me to summarize first and then pause for questions?
- Sandoval: I don't think so.
- Nellis: Okay.
- Sandoval: I think we'll just wait to get to it. So my question is on Contract No. 2 with Snell and Wilmer. And perhaps this is a question for Counsel, but Snell and Wilmer has represented NDOT for a very long time on various matters, but Snell and Wilmer has also commenced a plaintiff's action against the state with regard to a different issue, which obviously brings up the issue of conflict. And I'm not aware of any waiver of conflict, and I kind of want to get Mr. Gallagher's take on this.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Gallagher: Good morning. For the record, Board members, Dennis Gallagher, Counsel to the Board. Governor, no waiver was requested of the Department of Transportation in regards to the litigation that was filed by Snell and Wilmer against the state.
- Sandoval: So would not -- I mean it's a pretty basic conflicts check in my book and they're both against us -- they're representing the State of Nevada on one hand and suing the State of Nevada on another, although I don't know if they try to thread needle by saying one is we're representing NDOT on one hand, and we are suing DHHS on another. But as I said, in my mind, at a minimum there should have been a communication. So I think there's a conflict here. I don't think that Snell and Wilmer can continue to represent the state on these matters before us. And so I am not supportive of Agenda Item No. 2 until that's resolved. So other comments from Board members?
- Hutchison: Governor, thank you. I was going to ask a question different on Item No. 2, but I agree 100 percent. You cannot be on both sides of the "V" against the existing client. I think the case law is pretty clear in terms of trying to split hairs with this and saying which department it is. The client is State of Nevada and I agree 100 percent. I would not support Item No. 2 either, until we understand that there's either been a waiver, which apparently there hasn't been, or what's their explanation. They better get out of the plaintiff's business or continue to defend the state.
- Gallagher: I can represent to the Board that neither myself nor the attorney on my staff who's assigned to this matter, were aware of Snell and Wilmer's representation in the Rights of Passage case until Friday of last week.
- Sandoval: So where does that put us? I mean obviously they've been representing us for -- since -- at least on this one, July 18<sup>th</sup> of 2013.
- Gallagher: Correct.
- Sandoval: So do we seek other counsel? Do we -- what's our next step?
- Gallagher: I will get with Mr. Kaiser after this meeting, and we will discuss it, and we will come up with a proposal. Also, we have not -- I have not heard back yet from Snell and Wilmer about their representation in the other case, so I have no explanation that I can convey to the Board as to how this happened.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Sandoval: And just as an aside, I don't think we should paying one penny in attorney's fees from their retention of that client and the filing of suit against the state. So I would ask that if there's a bill that comes to state, and there are billings for work that was commenced subsequent to that plaintiff's action, that we shouldn't be responsible for those.

Hutchison: And, Governor?

Sandoval: Yes.

Hutchison: Just to piggyback on that. There's even some precedent to suggest that they're -- and I don't know how far you want to take it, but the scorchment of fees when a lawyer intentionally puts the law firm in conflict with the client. The client has got to go out and secure new counsel. Now, this counsel's been on the case for a while, and you have to have an awful lot of up-to-speed costs to replace counsel. So that's maybe something else they want to consider, as well.

Sandoval: Thank you.

Hutchison: Thank you.

Sandoval: Mr. Controller.

Knecht: Thank you, Governor. And I've got two things in that regard. Under the circumstances and given the questions and answers on the record here, I think it would be appropriate if Counsel and the Department would formally notify the Controller's Office of any bills that may be in process so that we can be sure that nothing is untimely or improperly paid under this contract. There's \$170,000 already logged before this Amendment 3, and I'd like to know the details of that. The second thing, Governor, is -- and I see Mr. Gallagher nodding affirmatively there. Did you have anything you wanted to add, sir?

Gallagher: Oh, I was going to wait, Mr. Controller, until you finished your statement to say we would get that information to you.

Knecht: Thank you. I appreciate that. Governor, would it be appropriate to move to table this one item at this point?

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Sandoval: Why don't we wait until we get through the entire Agenda item and then we'll take it on there.

Knecht: Okay.

Sandoval: I have one more questions and it's one of my favorite topics, the escalator. It -- and that's Contract No. 6. I see that we have to pay the expense of continuing to maintain that escalator until we replace it. I had an opportunity to have a conversation with some of the Commissioners, and it was relayed to me that we are getting close to finalizing the agreement to turn that over and have the county -- Clark County be responsible for the maintenance thereafter.

Malfabon: Go ahead, John.

Terry: Again, John Terry, Assistant Director for Engineering. We do not yet have the executed agreement with Clark County on the escalators, which is not just the maintenance, but a lot of issues to do with the escalators. And we're in like the second draft of that agreement. But at the same time, the county has said, although I have not seen the final one, that they are sending over a letter saying they have every intention of taking over the escalators upon execution of the agreement, and we expect that contract to them. We also expect that next month, hopefully, we will bring to the Board the first purchase, which is the advance purchase of the escalators to start on the project.

Sandoval: Thank you. I have no further questions. Board members, any other questions with regard to this Agenda item? Member Savage?

Savage: Thank you, Governor. Item No. 1 and Item 4, again, I know we're always on the construction department about estimate -- job estimates. And Item No. 1 is about six times the original cost, and Item No. 4 is around three times the original cost. And I know this work has to be done, but it's all about good estimates and pricing upfront so there's no surprises at the end of the day. And is there any explanation as to why the major cost increases that we didn't see?

Malfabon: I could address Item No. 1. So the IT staff were supporting the development of this access data of this eDiscovery system. They felt that they were not able to get to other IT projects as a result of the commitment to support for

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

this software. It's a good software system for the electronic discovery, the e-mails, any kind of electronic documents that you have to provide. And you have to, basically, scan all your documents and make them accessible to the legal staff. So it was a good product, it's just that they couldn't support it, so we had to amend the contract to provide that support from the vendor instead of getting it from the in-house support. So it frees up the IT staff to work on other internal projects at NDOT.

Savage: So do you -- because the amendment came out early even though the contract had another year left on it.

Malfabon: Right.

Savage: Do you foresee any other additional dollars?

Malfabon: I don't foresee any. It was, basically, a change in the scope of work to...

Savage: Okay.

Malfabon: ...provide the support.

Savage: Okay.

Malfabon: So it wasn't in the original scope of work.

Savage: Okay. Very good. Thank you. And Item No. 4, Emergency Work, I think. It was, again, original amount was \$300,000 allocated and now we're at \$1.2.

Malfabon: On this one, most likely though there will be a change. It sounds like it's going to be a lot more significant rock scaling. So we had previously mentioned to the Board about the cave rock tunnel area...

Savage: Mm-hmm.

Malfabon: ...on U.S. 50 and some of the rock scaling required because of rock fall mitigation required. It looks like the contract -- construction contract is going to be a lot more cost, but the -- that came about after the development of this item in the Agenda. So I don't know if, John, you have something additional to add to that. But it was a substantial increase.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Terry: Again, John Terry. They're somewhat related. This is additional rock scaling, which is potentially scaling back in mitigation. Cave rock, and we will probably present in the near future on that, is more significant than that, and we're actually talking about a more significant -- a fix to the area by cave rock to prevent the rock falls. In that, we're going to create a catchment area to sort of deal with it. So they're sort of related, and maybe you could give it better than that.

Dyson: Certainly. Thor Dyson, District Engineer. On February 6<sup>th</sup>, we have massive rains. In those massive rains, we have two different events. The major event was the closure of State Route 342. While that was going on, the District was dealing with also cave rock on U.S. 50. It was several large rocks because of the rains had fallen down, and actually fell down and came close to hitting a motorist. So we closed the tunnel and began emergency operations to address the rock fall that was a real big concern for safety for all of us.

So in the process, we have -- the Department has an on-call agreement with Hi Tech. And we have had them originally for around \$380,000, if I remember correctly, to address various rock fall issues throughout the district. So NDOT has a lot of roadways and a lot of the roadways in District 2 have cut slopes. And those cut slopes, when it rains a lot, rocks can come down. Cave rock is a unique situation and based on -- we didn't know what was going to transpire, so we worked with headquarters to increase the dollar amount from the \$388,000 to \$1.2. It may or may not be used throughout various areas in the district. So we've got rock fall problems along I-80. We've got rock fall problems down by Hawthorne, and cave rock is one that's a concern.

Currently, the Department is working on more of a long-term fix. We've had meetings with TRPA. We've had meetings with the tribe there and we're moving forward with a long-term project to address cave rock. Like Assistant Director Terry said, we'll be coming forward with that to address it on a permanent basis. This is on an as-needed basis. We may not even touch a dollar of this. If it rains a lot, I might be using quite a bit of it. I think that fairly well explains it.

Savage: Thank you, Mr. Dyson. Thank you, Mr. Terry. That satisfies my concern. Thank you, Governor.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Sandoval: Thank you. Mr. Lieutenant Governor.

Hutchison: Thank you, Governor. And I have questions on Items 2 and 5. And it won't surprise Mr. Gallagher it has to do with attorney's fees. And so I'm going to try to consolidate my thoughts and comments so that I don't belabor the point. But my first point is -- or my first question is I know on Item No. 2, and we discussed that from a conflict standpoint, but just from a procedural standpoint, I know there's a big jump from the initial agreement of \$30,000 an hour up to \$450,000 amendment. I get why that happened, because it sounds like there was a FOYA request initially that Snell and Wilmer was brought on for, initial consultation. And then it rolls over into litigation, and so obviously that's going to be a big difference.

My procedural question is when you have a law firm that's helping in a consulting role in one area like FOYA and it rolls into litigation, does that go back out for another RFP and (inaudible) should it in light of two completely different skillsets that may be required for those two different litigation or consulting tasks?

Gallagher: For the record, Dennis Gallaher, Counsel to the Board. Historically, this has not occurred very often. Once the FOYA request came in, it was, kind of, obvious where it was going head. It would either stop there or it would continue to go. The personnel from Snell and Wilmer that were assigned to this are from their construction department. So the Department and my office knew that this FOYA would roll over and pick that firm for the staff that had worked on a similar matter some years ago. I don't know if that fully answers your question.

Hutchison: And this example with Snell and Wilmer, it works and makes sense because it usually rolls over. But have you had a situation in which you anticipate where when the legal issues change or legal tasks change that maybe a firm that's better equipped, I guess, to help NDOT than maybe the initial firm with that task? Is that something that you at least look at and consider before you just automatically roll that over?

Gallagher: Would most undoubtedly look and consider, but the retention of the initial firm, if you will, would probably be -- not probably, excuse me, would be made in mind with where it would end up.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Hutchison: Future -- yeah.

Gallagher: Yes.

Hutchison: Future litigation or efforts. Okay. And then I just have a question just overall again, kind of, procedure and how we do things. I just noted on -- not only on Item 2, but -- and I think there's an easy explanation for why there was such an increase in the budget, so to speak. But then I looked at Number 5, Legal Support Services, and we went from -- and turn back to the supporting materials which was on Page 23 of 26, and it looks like we've gone from \$275,000 to \$425,000, and so that's almost a 40-percent increase.

And my question is when we get these cases in the door that we know that we've got to get outside counsel for, we don't think the Attorney General's office either has the capacity or the expertise to handle, do we ask for a full litigation budget? That is start to finish, tell us what it's going to cost. Because if that's the case and we've got a \$275,000 litigation budget that now it bumps up to almost 40 percent increase, it seems like there had to be either some extraordinary circumstances or just there's a lot more depositions or a lot more pretrial or something happened. Or do we not request that full litigation budget and so we don't have the full pitcher initially?

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. When we involved outside counsel, we always ask for a budget. In this particular item, Number 5, part of the reason we're seeking to amend it is the property owner's counsel did take one of the judge's rulings up to the Supreme Court on a writ, so that was not factored in the initial budget. And this is the case that the Director mentioned in his report that we are in active negotiations and are very hopeful that we won't need much of this amendment if -- any of it if we're able to settle this coming week.

Hutchison: Thank you. And then my final comment has to do with rates and just the number of bidders. Do we send these out with an RFP? Does the legal world know that NDOT needs counsel for an inverse condemnation action and submit your bids, or is it done differently?

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. We put out requests for expressions of interest. The last one we did, Lieutenant

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Governor, I believe was just over a year ago. We got some responses and, basically, created a pool, if you will, of experienced counsel and their rates, and as needed we'll call upon them.

Hutchison: And then you'll select, based on your knowledge of those firms, their skillsets, their lawyers, whoever is going to be handling it?

Gallagher: Yes.

Hutchison: And do we go in and ask for competitive rates? The legal market has changed substantially. I'm just telling you when you're working with insurance companies or businesses now, they are really asking for your most competitive rates. And particularly, as I went back and looked at the Litigation Report, we've got some firms doing five or six cases. Do we ask them, I mean give us a volume discount? We're basically a client that's going to be giving you a lot of matters. Are you going to give us a rate not \$400-\$500 an hour? You better be giving us a \$200 an hour rate to a \$300 an hour rate and we expect those kind of discounts.

Gallagher: Yeah. For the record, Dennis Gallagher, Counsel for the Board. Yes, we do that. A couple of the firms have given us just discounts across the board. A couple of the other firms use a blended rate.

Hutchison: Yeah. Okay. Thank you very much. Thank you, Governor.

Sandoval: Other questions from Board members? If there are none, the Chair will accept a motion for approval of agreements over \$300,000 as described in Agenda Item No. 5 with the exception of Contract No. 2.

Hutchison: So moved.

Knecht: Second.

Sandoval: Lieutenant Governor has moved. The Controller has seconded the motion. Any questions or discussion? All in favor say aye.

Group: Aye.

Sandoval: Opposed no? The motion passes unanimously. We will move on to Agenda Item No. 6, Contracts, Agreements and Settlements.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Nellis: Thank you, Governor. Again for the record, Assistant Director Robert Nellis. There are two attachments under Agenda Item No. 6 for the Board's information. And beginning with Attachment A, there are two contracts that can be found on Page 4 of 12. The first project is located at the Fernley maintenance station in Lyon County to upgrade the vehicle storage base. There were three bids, and the Director awarded the contract to Raymond Brothers Construction in the amount of \$714,976.

The second project is located on U.S. 95 Amargosa Valley to Beatty in Nye County for half-inch chip seal. There were four bids and the Director awarded the contract to VSS International Inc. in the amount of \$1,542,000. Does the Board have any questions on either of these two contracts?

Sandoval: Hearing none, please proceed.

Nellis: There are 44 executed agreements under Attachment B, that can be found on Pages 8 through 12 for the Board's information. Items 1 through 15 are cooperative and interlocal agreements. 6 through 14 are acquisitions and appraisals. 15 through 21 are facility agreements and the lease. Item 22 and 23 is a license and a rental agreement. And then, finally, Items 24 through 44 are right-of-way access and service provider agreements. And Board members, I just have one note on Item No. 23. There was an error in the end date. That was a typo. It should not be 3-31, 2025. That should be 3-31, 2016. And this just simply allows NDOT to pay rent when a tenant has to relocate prior to total acquisition of the property, and it keeps new tenants from moving in. Does the Board have any questions on any of the other 44 items?

Sandoval: Questions from Board members? Mr. Lieutenant Governor.

Hutchison: Thank you, Governor. Just one question on Item No. 5. And I know that's not a lot of money, but \$10,000 for an employee survey. Is that something that needs to go to UNR to conduct that, or is that something that we just...

Malfabon: I can respond to that. Mr. Lieutenant Governor, we used to do this employee satisfaction survey. It's one of our performance measures. And doing it in house, we heard a lot of concern from employees that would we trace back any negative comments. They felt concern about being able to be upfront about their comments, and we saw a lot more comments and also

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

participation when it was a third party. So hearing the interest from our human resources division, we contracted that survey out.

Hutchison: Okay. Thank you.

Sandoval: Any other questions? Anything else?

Nellis: That actually -- Governor, that concludes the items under this Agenda Item No. 6.

Sandoval: All right. This is for information only. Thank you, Mr. Nellis. Let's move to Agenda Item No. 7, Condemnation Resolution No. 448.

Malfabon: Thank you, Governor. We have three owners and three parcels associated with Project NEON acquisitions. The Peaceful Sundays Trust, we have the information provided there. We revised our offer to \$310,000 to the owner, but it was rejected and negotiations are now at an impasse. As in the case of all condemnation actions, we continue to work towards a settlement. It just moves in to the legal realm and it keeps us on schedule for the design-build project.

Mr. Denisi did address the Board on his concerns associated with the second one, the second parcel there. We made an initial offer of \$231,150 for .19 acres. He made a counteroffer, but negotiations are at an impasse. As stated, we'll continue to work towards a settlement, but this moves it more on the legal side to continue those negotiations and keep us on schedule with the court and acquisition of the property.

The third is the Reich Series LLC. We made a settlement offer of \$1,570,000 and the property owner has not responded. So just to be timely in our acquisition and keep on schedule with the design-build Project NEON, we're requesting the Board's support of the condemnation resolution on these parcels.

Sandoval: Are there any questions from Board members? Mr. Controller.

Knecht: Thank you, Governor. And Mr. Gallagher, you heard what we heard from Mr. Denisi. Are you able, at this point, to comment or respond in any way that's helpful to us on the question of what the fair market value was before NDOT took any actions in this area, and whether that fair market value has any meaning or use in all of this?

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Mr. Controller, in order to address your question I will pass it over to Paul Saucedo, Chief of Right-of-Way.
- Saucedo: For the record, Paul Saucedo, Chief Right-of-Way Agent. Yes, sir. When we have a situation like this the appraiser will actually go and find comparable outside of the project area so that you can avoid having any kind of project influence on the value of the properties. It's a very difficult situation, especially when you have a business relocation. Those are very hard, very complex, and there's a lot of contact that we must keep with that property owner to keep them informed, to try to get them through that process. So it's very difficult. I definitely will be talking with our consultant on that to see -- make sure we're making contact with Mr. Denisi and he fully understands everything that we're trying to do there.
- Sandoval: No, and just to follow up, that seems like part of this issue here is a communication one between Mr. Denisi and our appraiser. So certainly we want to encourage the two -- NDOT, and Mr. Denisi, and give him a full and fair opportunity to give all that information that he feels should be part of that evaluation.
- Saucedo: Paul Saucedo again. Yes, sir, we will make sure that there's a connection there. It's difficult because we do not acquire businesses. Our job is to relocate businesses. If they can't be relocated then that's another issue that we have to address. And so it's very complicated, especially when you're people aren't used to having to deal with all of the federal rules and state rules that we have to deal with. But we will definitely reach out and make sure that we have that continued contact with Mr. Denisi.
- Sandoval: Are there any other questions? Mr. Lieutenant Governor.
- Hutchison: Thank you, Governor. I'd like to just understand the Reich Series LLC situation. From the summary, it appears that our initial offer was \$950,000 and then we didn't get any counter at all and we go from \$950,000 to \$1.5 million. Was there a reason for that?
- Saucedo: Yes, sir. Paul Saucedo, Chief Right-of-Way Agent. Yes, Mr. Lieutenant Governor, in that situation we actually provided an appraisal to the property owner. They looked at it. There were some questions, in regards to the

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

income approach to value that we used, and their actual costs that they incur in running the business -- or excuse me, in running the apartment complex there. We took that into consideration, also looked at a difference in the cap rate and there was one other issue that was in that that isn't really reflected in our appraisal, but they had been approached by a cell company for (inaudible) Natural Cell Site at one point in time, and they had documentation to support that. And so we tried to be creative, and one of the reasons the cell company didn't come in was because of the project. So there was potential for some consideration there that we worked in to the income approach to value. And that's kind of where we came up with that counteroffer.

Hutchison: So do you -- this goes back, I guess, to the first point that was made. Do you try to communicate upfront with the property owners and get that information before you make the initial offer, or is this -- or it's just sort of as matter of protocol procedure, you just get an appraiser in there, give them a basic appraisal, hand them that and see what they say, and then if they give you more information that's when you go back and revise it?

Saucedo: No, sir. It's kind of a process. I mean we want the appraiser -- the appraiser meets with the property owner. Hopefully, the information flows.

Hutchison: Yeah.

Saucedo: Sometimes the property owners may or may not give that information upfront. We'll go back again once we get the appraisal and get it reviewed, set just compensation, make the offer to the owner and then through the negotiation process you might find out some of these other issues. In addition, the appraiser may not feel that an item may have value to the property, but to the property owner it may have a huge value. So you kind of wrestle with that and try to be reasonable and come up with something that in a settlement situation where it makes sense. It may not make sense from an appraisal standpoint, but it makes sense from a human standpoint or just the fact that there is something there, you just can't put your finger on what it is. Does that make -- does that help?

Hutchison: Yes, it does. It makes sense. And maybe this is a question for Mr. Gallagher, but it seems to me the best approach is to -- before this goes in to litigation -- and I would assume this is the approach. Before this

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

actually goes into litigation, the state has come in and made their best, highest final offer. I mean, we are going to say this is our best, highest offer with the information that we have. You've given us all your information. This is our offer here. Now, I assume that that's the case. And if that's the case, Mr. Gallagher, do we then make an offer of judgment from the moment that we file our complaint so that if, in fact, somebody is being unreasonable, and we've given our best and our fairest offer, and if they're being unreasonable, then there's a cost shifting mechanism under the law that would allow us to recover our cost if they go forward with litigation, assuming that we give them the best, highest, good faith offer before we actually commence litigation?

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Lieutenant Governor, unfortunately under the law they're in a condemnation proceeding...

Hutchison: Nothing available. Is that right?

Gallagher: Yes.

Hutchison: Okay. So there's no cost shifting at all where you could -- so they're really -- okay. Well, I won't say it on record about what incentives that provides. But all right. Thank you. That's helpful to know and we go in with our best offer and if they don't take it then we've got to go to litigation, and we really can't put a lot of pressure legally in terms of cost shifting then.

Gallagher: And if I may, and Mr. Saucedo may elaborate on this. Oftentimes when the Department comes to the Board seeking authorization on a condemnation resolution, it also seeks authority for continuing negotiations. So hopefully, at some point, be it before the complaint is actually filed or have shortly thereafter, the Department can reach a settlement with the property owner.

Hutchison: Thank you. Thank you. Very helpful. Thank you.

Saucedo: Thank you.

Sandoval: Member Skancke.

Skancke: Thank you, Governor. The cell tower information caught my attention, having been in that business 15 years ago. So did they produce a document from that cell company that said that the company wasn't going to go there

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

because of the condemnation process or was that just part of their -- I'd like to see a letter from that cell phone company. I know how they operate and how they locate. It's all based upon how much the rent is going to be for that site. There's very little that goes in to their consideration, because they would put a cell tower or a cell site on every living being and every building on this planet if they could get there for a reasonable price. It comes down to dollars. So I'd like to kind of see that letter that was produced by the cell company that specifically says that. That would be really helpful, I think, for people to make a decision.

Saucedo: Okay. For the record, Paul Saucedo, Chief Right-of-Way Agent. I would have to check to see if there is a letter. I know that there was documentation where they had contacted the property owner. I don't know if there was every documentation in specifics to Project NEON and that situation.

Skancke: It'd be helpful to go from this amount of money -- and I am not a lawyer and I am not an accountant, but to go from \$950,000 to \$1.5 million because of a cell tower is a little expensive.

Saucedo: Yes, sir. Paul Saucedo, Chief Right-of-Way Agent. Let me just explain a little bit. We did not make another offer. We made an offer of a proposal to settle. So our just compensation is still the -- is it...

Skancke: \$950,000.

Saucedo: \$950,000. The \$1.5 was an outreach to the owner to avoid litigation and to discuss possible settlement based on these additional factors that we had. So when we file with the court, we'll go ahead and get a new appraisal, it's part of our process. Either the new appraisal -- or the \$950,000 will be the just compensation (inaudible) that is established with the courts.

Sandoval: Any other questions or comments with regard to Agenda Item No. 7? If there are none, the Chair will accept a motion to approve Condemnation Resolution No. 448 as described in Agenda Item No. 7.

Skancke: So moved.

Sandoval: Member Skancke has moved. Is there a second?

Knecht: Second.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Sandoval: Second by the Controller. Any questions or discussion on the motion? Hearing none, all in favor please say aye.
- Group: Aye.
- Sandoval: Opposed no? The motion passes. We will move on to Agenda Item No. 8, which is to Review and Ratify the Selection of the Contractor for the I-80 at Truckee River near Verdi Construction Manager at Risk Project.
- Malfabon: Thank you, Governor. Jenica Keller from Project Management Division is here to answer any questions. What we have here is a Construction Manager At Risk contract for scour countermeasures. So scour is when you have high water flows which, unfortunately, we haven't had a lot of, but these bridges are scour -- have the ability to scour out at the foundation. So we want to take countermeasures, have those in place through this CMAR contract.
- We had -- the information provided shows that we had an RFP for CMAR preconstruction services February 26<sup>th</sup>. Four firms responded. Two of the four proposers were shortlisted and we held interviews. Granite Construction and Q&D Construction were the two teams that were interviewed, and subsequently we had a selection. And Granite Construction, I appreciate Jenica and the team's efforts to negotiate a contract quickly. This is critical from the standpoint of the timing of working in the river, so that's why we worked rapidly to get it before the Board this month.
- The information is provided and Jenica is here to respond to any questions, but we're asking that the Board ratify the selection of Granite Construction as the CMAR provider for the I-80 at Truckee River near Verdi Project and approve a preconstruction services agreement with Granite Construction. The amount of the contract -- Jenica, could you help me out on the amount?
- Keller: Jenica Keller for the record. The amount -- the total contract with Granite Construction is \$398,300.
- Malfabon: And that is for the preconstruction services. So the construction phase will be negotiated after the design is completed. And that will be brought back to the Board.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Sandoval: And what's the time frame for that?
- Keller: We would like to -- we haven't met with the contractor yet. We're hoping to be back either late this year or early next year. There's a very short window of construction within the river, so we would like to be ready to go when that timeline hits, which is July of next year.
- Sandoval: Because I -- just stating the obvious and I don't know if the river is ever going to be any lower, knock on wood, than it is now. And so the faster that we can move on this, the better.
- Malfabon: Yes, Governor.
- Sandoval: And I hope I'm proven wrong and that they -- this is one, probably, amendment that I would like, if there was more water than we thought there was going to be. But in any event, any way we can expedite this would be my preference. Any questions from Board members on Agenda Item No. 8? Mr. Lieutenant Governor.
- Hutchison: Thank you, Governor. And I just want to just -- just trying to get my feet on the ground here in terms of how this works. I was struck by a statement on Page 2 of the memo, third paragraph down, where it says, "The Department released an invitation to interview," and then a couple sentences after that it says, "As specified in the RFP and in accordance with NRS, final selection of the most qualified firm was based 100 percent on score on the interview process." So is there -- there's literally no consideration given to any other factors? For example, the amount of the ultimate contract, I mean you've got...
- Malfabon: We have...
- Hutchison: ...score and then how does -- can you just tell me how that plays in with...
- Malfabon: Yes.
- Hutchison: ...ultimately what the bid?
- Malfabon: So on the Construction Manager At Risk process, you're hiring the contractor to work with our engineers or our consultant engineers to help design the project. So since there's no design developed yet, they have a general idea of the scope of work but they don't have a design to offer any

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

bids towards. But they do address some issues about how they're going to reduce costs, how they're going to approach the project. In some cases, they have some great ideas that they present in this process, and that's how they're ranked. So it's a score -- technical score but not -- we don't negotiate the price until afterwards. So this is just for preconstruction services for during design, and then we'll negotiate the guaranteed maximum price after the design is completed.

Hutchison: And if you can't negotiate a satisfactory contract amount from NDOT, I don't know if that's ever happened, but can you go back to number two and ask that person or that company to bid and -- or are you stuck with that one?

Malfabon: Usually, we would put it out for competitive bids. If we are unable to negotiate acceptable guaranteed maximum price, we put it out for the...

Hutchison: That makes sense.

Malfabon: ...low bid.

Hutchison: Thank you.

Sandoval: Any other questions? If there are none, the Chair will accept a motion to ratify the selection of the contractor for the project described in Agenda Item No. 8.

Savage: Move to approve.

Sandoval: Member Savage has moved to approve. Is there a second?

Skanche: Second.

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

Group: Aye.

Sandoval: Opposed no? The motion unanimously. Thank you very much. We'll move to Agenda Item No. 10, which is Briefing by the RTC of Washoe County.

Malfabon: Thank you, Governor. You may recall that we had Carl Hasty give a presentation about the Tahoe Transportation District. In a similar vein, Lee

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Gibson, Executive Director of RTC of Washoe County is going to provide an update to the Board on what's happening in the RTC.

Gibson:

Good morning, Governor and members of the State Transportation Board. For the record, I'm Lee Gibson, the Executive Director of the RTC. I don't think we've had the opportunity yet to come before the new Board since everyone joined back in January. And I thought with some of the events that have recently happened in Washoe County, I thought this month would be a great opportunity for us to come and brief you on some of the exciting projects and programs and services that we're engaged in. But I've got a PowerPoint that I think is going to come up. There we are.

So very quickly, just a little bit of background regarding regional transportation commissions. The Regional Transportation Commission in Washoe County is created under state law and by ordinance of the county it's the mechanism by which county option motor fuel taxes for capacity projects are implemented over time. We have become the metropolitan planning organization, as well as the transit operator for Washoe County. The MPO function is a very, very important function. It's really where the Nevada DOT and RTC in Washoe County really come together in a very tight framework of cooperation and decision making with respect to the plan's program and services for all modes of transportation that we implement in Washoe County.

We've recently completed and gone through our process of developing our regional transportation plan. This is a long-range plan for our community. It is the basis from which we pull projects that go in to what's called the Transportation Improvement Program that feeds your STIP process. The guiding principles that really govern my board's decision-making on selection of projects include safety, economic development, sustainability and increased travel choices. I'm going to talk a little bit about sustainability later in the presentation. It's not just about the environment, but it's also about being economical and being good stewards of the taxpayers' dollars.

This is our proposed fiscal year 2016 budget. These are the revenues by source. As you can see, we bring in a lion's share of our funds from the fuel tax. We do have indexing of our fuel revenues in Washoe County. This has provided us the basis, actually, for us to fund a lot of the highway projects I'll be talking about shortly. The sales tax dollars come in, bring in about

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

\$26 million a year, that funds some street rehabilitation programs, as well as our public transit programs.

I do want to highlight our regional road impact fee. This is a very, very unique public-private partnership we've established and operated over the years. It's a way we bring in revenue, but also through what are called capital contribution frontend agreements. We're able to work with developers, implement offsets, get infrastructure in place early and do a lot of good early imposition of infrastructure, installation of infrastructure that helps fund development.

Expenditures, as you can see on this slide, the bulk of our money goes to capital improvements, about 50 percent, but we also invest significantly in public transportation, pavement preservation, capitalizing our public transit system, as well as just operating the agency overall.

So, on to some of the major projects. The first I want to highlight is the Southeast Connector. Governor, I cannot tell you how valuable your staff, especially Brittica and Cory Hunt have been in helping us navigate issues with respect to the State Historic Preservation Office, as well as the Nevada Division of Environmental Protection. They were indispensable in helping us move agreements, helping get decisions, and helping us move this vital arterial that's going to really dramatically increase and improve mobility and accessibility in the Truckee Meadows. This is a \$280 million locally funded project. We've already completed phase one. This is phase one right here over the Truckee River. We received our Section 404 permit on April 15<sup>th</sup>. We've already issued our NTP to Granite Construction, ramping up construction right now.

This is not just a road project as my director of engineering, Jeff Hale, likes to point out. This is also an environmental engineering project. We'll be removing 22,000 tons of mercury-latent soils, encapsulating them in the roadway and significantly reducing the rate at which mercury goes in to Steamboat Creek, the Truckee River, and dramatically -- basically, what we're doing is we're fixing a 150-year old environmental problem left over from the Comstock days. So we're very proud of that. We are going to be restoring 80 acres of wetlands and we're upgrading those wetlands. We'll be getting -- for those of you who may be familiar with the area, we're going to be getting rid of the white top, restoring the vegetation and really making

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

this for those who will be accessing this bike path that will go all along the 5.5 miles. Really, dramatically, improving that experience that they'll have when they go down there.

This is the Southeast McCarran Boulevard widening project. This is a \$45 million project jointly funded by RTC and NDOT. Knowing the Board's enjoyment of construction techniques, this is a single installation of the ped and bike lanes over the Truckee River. We did this all in one installation, in one day. Really, really fabulous construction technique that -- and construction procedure by our contractor, Granite. They extent of the project is from Mira Loma to Greg Street. We're going to be widening to three lanes in each direction, and it's going to be a great asset for a very, very congested area of town right now.

As I mentioned earlier, we're also the transit operator. This is a unique project in that we're blending our public transportation function along with our street and highway function. This is 4<sup>th</sup> Street/Prater Way RAPID project. This is a \$52.7 million project running, basically, from 4<sup>th</sup> Street station in downtown Reno, eventually linking to Centennial Plaza in Sparks. We'll be connecting 6,000 residential areas, challenged residential areas to 38,000 jobs in the Virginia Street corridor from Virginia Street -- I'm sorry, from UNR through the midtown area to Meadowood Mall. We'll be using our electric buses. Our electric buses are a great innovation. These are provided by Proterra, a company out of South Carolina, but also connections here with respect to the battery design. And these buses, we have four right now. When they're really moving along at maximum capacity, maximum usage, we save about \$200,000 a year. We're looking at bringing in four more for this project. Do the math. We'll be putting almost half a million dollars back in to our operating budget.

As I'll talk about later, our transit system is facing some significant financial challenges. We have a Blue Ribbon Committee that's been looking at these challenges. Any opportunity we have to save funds and plow them back in to services away, we can help improve the quality of life in the Truckee Meadows. We'll be saving over 50,000 -- I think it's 50,000 gallons of fuel alone just in this project. We're also adding sidewalks and bike lanes. So think about 4<sup>th</sup> Street, if you will. It's parallel to I-80. This is the dominant alternate mode corridor for a lot of our regional connectivity. This is where

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

the bicycles are found. This is a lot of bus traffic. The bus line is our third most heavily traveled bus line in the metropolitan area. It's also an area challenged, as you can see in the before drawing, with those power poles. We'll be undergrounding the utilities. That's what our TIGER grant is going to help us fund. That's going to allow us to create ADA accessible sidewalks throughout the entire length. Something we're very, very proud of, and I know from our community outreach it's been -- it's something very much needed.

The Pyramid/McCarran Intersection, this is a -- has been a bottleneck for many, many years as the Spanish Springs area has grown and developed. We've been working in this for a number of years with NDOT. We'll be upgrading the intersection. We'll be adding a triple left from eastbound McCarran to northbound Pyramid. It's about a \$72 million project. We're all the way through demolition. I can't say enough about Paul Saucedo and his staff and the Right-of-Way. It's been a joint effort by our two staffs and two agencies. We're through demolition. We have a few relocations left and we're very, very hopeful to be under construction here later in the year.

So the Virginia Street corridor, I want to talk a little bit about this. This is a unique project between -- and partnership with UNR, the City of Reno and the RTC. What we're really striving to do is to take our very successful bus RAPID transit service and move it up to UNR. We see a lot of -- as we know, there's going to be a lot of growth in the student population, the faculty population. We know in the midtown area and the downtown area a lot of growth and development, especially in Startup Row. We need to integrate the fabric of service in this area to help those connections grow and prosper, and allow for especially the text startups to have great access with regard to the resources at UNR. I left my phone over there. What we see in a lot of these text startups behavior, they don't value driving. They would rather use public transportation. They see an ability and an opportunity to use electronic devices for recreational communication or business communication as a much preferred and higher and best use of their time than driving an automobile. Facilitating those connections is something we think is going to be an important addition as something I know in the City of Reno and our partnership with UNR, we're really trying to facilitate.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Interestingly enough, with respect to millennials, if they're not going to use their electronic devices and use transit, they want to walk or use bicycles. They want to get a physical benefit, a health benefit, if you will, out of that transportation accessibility. So something we're going to be improving upon. Something I'm going to talk a little bit more in my presentation under Planning Initiatives.

Here's an example of the type of designs where we're really widening sidewalks, installing bike lanes. This is Center Street and Virginia Street. We want to try to use an existing right-of-way there, an existing plaza to upgrade that and help improve the aesthetics of the area. Again, this is a very, very important project for us because it's tying together a lot of our regional assets to our public transit system and making the bicycle and walking in transit a much more integrated service. And I might add this is also kind of that north-south connection to the 4<sup>th</sup>/Prater project. The 4<sup>th</sup>/Prater project and the Virginia Street project are closely tied together, and we believe is going to be an excellent multimodal edition to our community, bringing Sparks and Reno together and providing for much closer connections for everyone using our area.

Several months ago, you had two of my bosses here, the mayor of Reno and RTC Chair Neoma Jardon. We're talking about Virginia Street, the safety challenges. We at the RTC will be embarking on a Complete Street master plan. We've had very, very good luck -- very, very good luck, very, very good fortune, I guess, in that whenever we've used Complete Street, and that is a design like you see in the photograph here with the bike lane and the sidewalk, maybe pronounced and more pronounced design and painting and traffic control devices. We've seen substantial reductions in crashes. Just on Plummus, Mayberry, Arlington, we've seen a crash reduction of 46 percent. And the crashes that we do have are much, much less severe. I like to think it's one of the reasons why our auto insurance rates can -- or seem to be a little bit lower than other parts of the state. And it's something this Complete Street master plan is going to help us move forward. It's something that's critical to my bosses at the RTC. We think it's critical for economic development. A safe transportation system is the type of transportation system, I think, the types of businesses we're bringing to the Reno-Sparks area really want to have, and it's something we're going to be moving forward with.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

I mentioned earlier the question of transit. We had a Blue Ribbon Committee meet from last summer through last month. I'll be taking some of the -- I'll be taking the recommendations to the RTC this week for their consideration. What we heard from this group of business, education, social service and local government representatives is we can't have any more transit cuts. The recession hit our transit system severely. We had to reduce service in order to bring our expenses in line with our revenues. The two biggest -- or the two biggest economic influences that affected our transit service during the great recession was the reduction in the sales tax that funds public transportation operations, but also the experience we had with increasing fuel cost. We actually had a situation where we were cutting service because we couldn't afford the price of diesel, but at the same time we were seeing our demands increase as people were abandoning their automobiles for the very same reason, yet we were having to cut service because we, like those households, couldn't make those expenses match.

We're still facing a challenge. Our sales tax revenues are still in the 2005 area of total receipts, yet we're facing 2015 costs in labor, fuel, spare parts and those types of things. So we've got to work around that. The electric buses are part of the equation, but I think what we heard from this Blue Ribbon Committee is they don't want to see any more service cuts. Mr. Kazmierski, who's featured prominently there, really promotes and believes public transportation is a key element to building that future economy that I think we all throughout the state desire.

The Board will be looking at additional funding. Of course, we are seeing some improvement in our revenue forecast, but we're going to have to take a hard look at how we use sales tax. We do use some of our sales tax for preventative maintenance, and we're going to be taking a look at that. And maybe over time as our fuel revenues increase through indexing, perhaps we'll be shifting some of that money over. But the Blue Ribbon Committee is not taking off the table the question of a ballot initiative, but that's really something for my board to deliberate upon with county commissioners and local governments.

So that's the update from the RTC. I'll be happy to take any questions. I do want to compliment Rudy and his staff, Bill, Sondra, John. We all work very, very closely. We're all dedicated. You have a great dedicated staff.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

My staff, as well. We're all dedicated to safety, the connections, a lot of the things you heard earlier on Item 9. So with that, Governor, I'd be happy to answer any questions.

Sandoval: Thank you. And I appreciate your presentation. Just a few questions for you. One of the things that struck me was your discussion of bicycles. And I haven't seen them, maybe we do have them. But I was up in Portland not long ago and I've been in some other metropolitan areas where they have those bike racks where you can rent a bike and take it from one place to another and leave it there. Are we contemplating anything like that?

Gibson: Governor, again, Lee Gibson, RTC. Yes, we are. In fact, we have a feasibility study right now on a bike-sharing program. We're hoping to get that back in about two or three months and the board will be making some decisions. That's kind of an interesting approach that we've seen. They're actually public-private partnerships, so we want to look for that private partner who will want to own and operate those assets and services and help bring them to the Truckee Meadows. So, yes, we're going to bring that home.

Sandoval: No, it just reminds me of those students that were here earlier. It's pretty common, given that the city is trying to convert to a university town and this new technology and startups and innovation. I think that's going to be an important component of it, given the millennials approach, as you described, to transportation and not wanting to utilize vehicles. Just as an aside, just to comment on the Complete Streets program, I really like the idea of putting those bike lanes, and at least from my observations there's been a huge increase in utilization because I think people do feel more secure and safe with those dedicated bike lanes. So I'm hopeful that that's going to be a permanent component as you continue to redo the streets in Washoe County.

Gibson: Governor, again, Lee Gibson, RTC Washoe. That absolutely is a critical piece. And I want to -- I'd like to remind folks, and I know this, and I think you still may drive that same road, Mayberry. When I'm in my vehicle on Mayberry, I feel safer knowing that the bicycle is in a bicycle lane and the parking lane is there and then the pedestrian is there. We all have our own spaces. And so I know when Mayberry -- before Mayberry was reconstructed and not only did it have the potholes, but it was four lanes. It was a very, very dicey sort of experience driving down that road.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Separating the different users of the road in to their own separate spaces is really what drives that safety improvement dramatically. And as far as speed goes, what our studies have shown is we bring traffic back down to the posted speed limit. So we're not seeing as much as speeding as we did in the past, after we do the Complete Street treatment.

Sandoval: Right. You've alluded to my Reno home, as you know, is nearby there and I know Member Savage resides there, as well. And that's been my observation since you restriped and redid Mayberry. And it's very -- I guess I'll put it this way. I like to see on a Saturday morning and Sunday morning, you see bikes going from there out to Verdi and back. And I really do believe that it's increased the number of people that are getting outdoors and utilizing bicycling. The other question I had was, are there plans for Virginia Street, north of downtown up through that university section?

Gibson: Again, Lee Gibson, RTC. Governor, we're working with the NDOT staff to work through a Complete Street design solution for the section of Virginia Street north of McCarran. And actually, I should point out we at the RTC through our regional road impact fee will be improving the McCarran/North Virginia Street intersection. So we want to move that forward and we've been meeting with the NDOT staff to work through to get a design process started so we can make those improvements north of there. We operate a couple of bus lines up there. We want to make sure those bus stops, crosswalks, and those features that support the transit use are fully in place and integrated with the street design. And that's really what Complete Streets are all about, so you'll be hearing more from both of us, I think, on that particular endeavor.

Sandoval: And last question is have there ever been any contemplation of malling Virginia Street, between Liberty and somewhere up north, and just using Sierra and Center as circulators?

Gibson: To my knowledge, there has not been a formal study to look at creating a pedestrian mall. I've heard rumor about it. I think one of the things we need to do first, just sort of to be maybe pragmatic, is let's get the Virginia Street bridge installed and see -- I know the Virginia Street bridge, we have a great interest in that because right now, today, we can't operate a bus over the existing Virginia Street bridge -- or I should say our 60-footers. It would be a weight risk. So perhaps after we get the bridge installed we ought to look

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

at something like that or look at a transit way. I know we've had some public comment on our Virginia Street preliminary engineering effort, that some folks would like to see buses more fully up Virginia Street, so...

Sandoval: I guess last last question, but is the public transportation, does it break even?

Gibson: No, it does not. We recover about 30 percent of our cost from the farebox. We use the sales tax and advertising for our operating subsidies, and we use federal funds for capital. The 4<sup>th</sup>/Prater project is the first -- is our first small start -- FTA Small Start project. That's a discretionary program where you have to compete. Our argument for success in that program, which is about \$6.5 million, was the efficiency with which our improvements will be made. We'll be having a very, very small incremental increase in our cost, but fundamentally, no transit system in the country pays for itself out of the farebox. They're all reliant on some level of a subsidy. We're actually above the national average for farebox recovery, and that's a good thing. But it is just part of the financing and funding framework for public transportation to have subsidies that capture revenues from other areas.

Sandoval: What is the demographics of your largest users of that system?

Gibson: Our largest users are workers followed by seniors and students. Seniors actually make up about 11 percent of our total ridership. We carry 25,000 people a day. So do the math, almost 3,000 seniors a day rely on ride for their -- fix for their mobility purposes. And what we hope to do is see the worker and student percentages grow. And I think, when we implement the UNR service, that's going to change and change dramatically. One anecdotal story I like to tell about our bus RAPID transit system, I was on a plane coming here from Vegas a couple years ago, and I got the sweet seat which I think we all know what that is, and an attorney sat in the seat in front of me. And he held the seat. The person next to him finally sat down and appeared to be a millennial. They were -- this person was going to relocate to the midtown area precisely because of the RAPID service. They did not want to rely on their automobile. As we all know, the legal profession in Reno has a lot of offices in downtown county courts, district court, federal court. These attorneys wanted to live, if you will, where they did not have to use a car. And I thought that was really cool to hear people just talk about that anecdotally.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Sandoval: Thank you. Other questions? Member Skancke.

Skancke: Thank you, Governor. And, Lee, thank you for the presentation. It's always great to get an update of what is happening throughout the state. Transit is a big issue for me and it has been for a number of years, so it was great to see that you had put together kind of a Blue Ribbon task force and brought all those people together because it is how the future is going to move. We've all read the studies on millennials. They're not buying cars, all those things. My question is kind of around the transit arena. In the State of Nevada, the MPOs are the transit agencies. And I don't remember the history on that and why that is, and maybe I need to do some research, but I guess my question is when you look around the region at Salt Lake City and Denver and Phoenix and Southern California, they have separate transit agencies and then they have MPOs and cogs. Are we at a point where we need separate transit agencies, because the demand -- so we can increase demand and increase use where MPOs are MPOs and the transit are -- or is there a benefit for the two organizations to still be together at this time?

Gibson: Governor, again, Lee Gibson, RTC Washoe. And I'll throw some perhaps personal experience into this. I've been involved with RTCs in the state since 1989, both in Clark County and here, and in a public capacity and in a private sector capacity. We are very fortunate in this state that our MPO transit authority and street and highway construction agencies are wrapped in to one. We can make and deliver multimodal solutions. In my mind and in my experience, especially during my consulting period where I go to work outside of the state more often, we deliver them faster, better and often times cheaper than what I think other communities can do. We have also been able to deliver public transportation, I think, in this state in a much more innovative framework than other states. We have -- both RTCs operate extensive public-private partnerships for the operation of their bus systems. Of course, we all know Las Vegas has a monorail, which was developed through the private sector.

I think the richness and I should say the ability of us to integrate the planning and programming functions with the delivery functions is something I get a lot of calls through the American Public Transportation Association, or through the Association of Metropolitan Planning Organization that other states would like to imitate. I was just recently at

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

a meeting where I actually served on a panel, it was a USDOT meeting through the Secretary's office, and I believe it was in Minneapolis. In Minneapolis, the MPO and the transit authority are the same agency, and they love it because they're able to navigate the federal process. They're able to build innovative funding and financing programs with their local partner agencies and deliver projects. So my personal view is we should be thankful that our MPOs, transit authorities and street and highway agencies in this state are integrated in to one and hopefully advocate throughout the nation they should follow our model, because that's what I tell people around the country.

Skancke:

Thank you, Governor. And thank you, Lee. I was hoping you were going to say that, because there is opportunities when you don't have competing agencies. My final question for you is at the last -- two meetings ago, I made a statement here that I thought that NDOT should be doing more in the passenger rail/transit arena. With all of your years in this industry, I think you said 1989, either in the public or the private sector, what could we be doing to help you? What could NDOT be doing to help the local agencies? And I know they already are, but what else can we -- what else can we do to promote the last slide of your presentation, which is more transit in our state, from workforce to workplace and to improve livability here?

Gibson:

Well, I'll defer to Rudy maybe to chime in on this. But it's my understanding the Nevada DOT, correct me if I'm wrong, Rudy, but you're front and center in dealing with the railroads. And I know when I sort of look at my long-range vision map of our area, when I look at Washoe County, Lyon/Storey County and I see what's going on in the Tahoe-Reno Industrial Center, I take a look at I-80. I drive I-80. When I'm going eastbound to my left is sheer cliffs. I look to the right going east, there's a river. I don't know that anybody wants to go after 404 permits anymore. I see a rail right-of-way. I think the Department being at the tip of the spear, if you will as I understand it, and helping deal with railroads, perhaps we ought to have a railroad summit and start talking about what opportunities may exist for that.

I get a lot of questions about what kind of transit service we're going to operate from Reno to TRIC. And we are moving forward with that,

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

Governor. We are looking at and discussing perhaps a partnership with Proterra. Our provider of electric buses has an integrated corporate. They have corporate experience with Tesla. Many of their executives came out of Tesla and are now looking at the battery and transit opportunities through Proterra. Bringing everyone together to talk about how we might be able to do something is important, but long-term when I look at the employment numbers of what could be out there, long-term when I look at what the projections are we maybe wanting to look at some kind of commuter rail option, perhaps. At least look at it. I mean I'm not saying we're going to go build it, but just at least look at it.

Skandck: Thank you. Governor.

Sandoval: No, and I appreciate your bringing this up. But this is me talking, but I think there is going to be some profound change in Northern Nevada with regard to the number of people that are coming to this county as a result of these new projects and businesses that are coming in. And it's very important that we be ahead of this and not be reactive, because we really don't have a big window of time. And also, folding in to that the demographics of the people that are going to be coming to this town to work here. And the difference in their view of transportation and how they get to work and how they live every day. And I think of literally the thousands of people that are going to be commuting to that Tahoe-Reno Industrial Center, and not just because of Tesla, but because of Switch, because of Zulily and some other projects that are possible out there, as well.

I know it comes down to money, but this commuter rail issue is something that I'd really like to see where we are and what can be done, whether there can be a commuter rail on I-80, if there's enough room for that, and the I-580 and such. But I somewhat view us as Las Vegas of maybe two decades ago and before. It really exploded in terms of growth. I don't -- Reno will never be the size of Las Vegas, but I see proportionally the type of growth happening up here that happened there. And we're now spending over a billion dollars on Project NEON trying to catch up with the growth down there and Las Vegas is now growing again, too.

But I see a window of opportunity to try and get in front of this, at least in the northern part of the state. So I want to stay really close to working with the RTC in Northern Nevada and with NDOT, to try and do that. Because I

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

think whoever is sitting here four years from now is going to have some very different challenges than this group that is before you today, and I'm hopeful that we will have planted the ideas or the infrastructure. I don't want to be talking about things for two years and then making decisions and losing that window of opportunity. So I -- this is more of an editorial than a question, but I do think given what is coming there -- I guess it really -- I was out at the Tesla site a couple weeks ago and saw the footprint of a building that was only 14 percent of what is going to be built, and I was in complete awe of what it was. And they are going to be -- they are ahead of schedule and they are going to literally be thousands of people that are going to be traveling through there.

And that's why obviously the USA Parkway project is important too, to provide those opportunities to the people here in Carson and Lyon County to go to get to work in an efficient way, and avoid all that traffic coming through the spaghetti bowl in Washoe County. There's just a lot of interconnected issues here that can either come out really well, or they can come out really bad. And so in any event, we just have to keep working on that and stay very close. Mr. Skancke.

Skancke:

Thank you, Governor. And I just -- I mean in all seriousness, a dinosaur would not be talking that way, right. So this is exactly where we have to go. I mean this is what leaders do. And this conversation of NDOT being in the transit business and the future of I-11 which we've talked about, connecting the southern part of the state to the northern part of the state, if -- and how that connects to USA Parkway, and how that moves our economy, and how we become better connected in a safer state if we're going to -- I mean I love that brand, so I'm going to try to tie it altogether. If it's safe and it's connected, we can compete better in a global economy, and that's where you've tried to take this with our economic development efforts. We need the infrastructure to make -- to deliver on that promise.

So I know we work in the rail and we do transit, but they cannot be neutrally exclusive events. We've got to be more connected and start planning for transit. And I'll take it one step further, Governor. If we're going to put I-11 through the state then there should be a high-speed passenger and cargo rail corridor. I want to remind everyone that during the Salt Lake City Olympics, a third of the people that were in Salt Lake City stayed in Reno

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

and in Las Vegas. A third of everyone who went to the Olympics in Salt Lake City, were staying in Las Vegas and in Reno. That's important for us to have that information and that analysis because that's what we have to build for the future. People are staying in other parts of the country, and they're staying here and going to other parts of the region.

So now is the time for the Department of Transportation to be in the transit business and looking at how we move people differently just besides roads. And I hope that we do that. And I hope we can do it over the next three years while we still have -- it's no surprise or any secret that I'm a big supporter of this governor and what he's doing. We've got three more years to get a lot of this done, and I think this Board is ready to make that happen, as well. So well done. Thank you.

Sandoval: Other questions or comments? All right. Mr. Gibson, thank you very much.

Gibson: Thank you, Governor.

Malfabon: Thank you, Lee. The next presentation will be given by John Terry.

Terry: Once again, John Terry, Assistant Director for Engineering. I apologize, not as polished as those UNR students at doing these presentations, but talking once again about naturally occurring asbestos in Southern Nevada. Next please.

Kind of the purpose of this presentation, I mean, this Board has asked a lot of questions of us and I think there's been some feelings that we sort of dribbled it out and trying to talk directly about what we have done and what we are going to do to address this naturally occurring asbestos., both on I-11 Boulder City Phases One and Two, as well as moving forward on other projects and material sources in Southern Nevada. And if I could add here, too, as well, there's been an awful lot of media coverage. After our last board meeting, I believe a little bit incorrect some of it and maybe to address what's really going on here. Next please.

And maybe this is a little bit more for the Board members that are newer that maybe aren't as familiar with this issue. The ones that have been with us for a while maybe bear with me, but naturally occurring asbestos is the natural asbestos as it may or type of rock that are natural in the soil. We're not talking here about asbestos that is from commercially processed

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

asbestos, which has been an ongoing issue in this nation. So it's the naturally occurring geologic stuff that's in the soils. Next.

And while it sort of hit us as a huge surprise, we have come to find out that naturally occurring asbestos is in 30 -- has been identified in 35 states and in 44 of the 58 counties in California, which is part of the reason we leaned on California for some of the procedures we needed to move forward. Next please. And in our case, it somewhat started with the UNLV study that came out in October of 2013 that identified the potential for naturally occurring asbestos in various locations in and around Boulder City, and this is one of the maps that was from that study. Next.

So what did we do? We formed NOA team, the FHWA, the RTC of Southern Nevada and NDOT. We got assistant with the Volpe Center, which is a consulting and -- which is the center assembled an expert panel from the FHWA and we moved forward from there. Next. So a lot of people have been involved, California. We got some help from Cal Trans and various agencies that we'll talk about in the next slide. Go ahead. So we hired environmental firms. Later we'll talk about which ones we hired versus the RTC, but the bottom line is we did 611 samples were collected from depths from the surface to 200 feet down. You might ask why we went 200 feet down. There actually are cuts in the Phase 2 project that are that deep. And all the samples were tested to determine if NOA was present and if so in what concentrations. Next.

Kind of hard to see, but that's a map of all the holes we put in the ground out there. And green is good, yellow is no detect. Yellow is very low but did detect NOA. And the red, which there are a few of in the more -- what that be, the far section up in the mountains of the Phase 2 where we detected higher levels of asbestos. Next. So those are the results, 597 samples. Of those, 406 were no detect. 154 had .25 percent or less, and 37 between .25 and 1 percent, and then the 14 samples above 1 percent. As you're going to see in both this and later in the air sampling, we did find it out there, are relatively low concentrations and somewhat inconsistent. Next.

Ambient air. So we tested the soil then we tested the air. We had 17 monitoring stations that went on for quite a period of time, included in both residential and public use areas. Next. Again, kind of hard to tell but you can see the yellow dots are where we put the monitoring stations. So they

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

were not just on the alignment, they were in other places around and near the alignment. Next. And, again, the ambient air results, I wouldn't get too concerned with some of those peaks. Those are probably windier days, but they are still well below the .02, which is the minimum level. And so, again, we did get some detect. Very low levels, quite inconsistent. Next.

So we used this for the NEPA evaluation process. And many of you that are on the Board, we debated this process a lot, but since we had an environmental impact statement where a new issue came up after the finalization of the environmental impact statement. We had to reevaluate it. We used all of this data, and all of these experts to do this reevaluation and study the impacts, and the conclusion was by implementing the mitigation measures, that we're going to talk about later, that we were able to proceed with just a reevaluation of the impact -- environmental impact statement and a supplemental impact statement was not required.

What are those mitigation measures? They're mostly, like I say, sort of dust control extreme. Thoroughly wet the work areas and unpaved roads and these are things that got in to either the performance specifications that were in the design-build contract that we worked with the RTC on, or in the actual special provisions in the specs that we did on our design-bid-build for Phase 1. Thoroughly wet the work area. Reduce vehicle driving speed so you don't get dust created. Reduce drilling and excavating speeds. Excavate and blast during periods of calm and/or low wind speeds, perhaps even shut down the job on higher wind days. Next. Avoid overloading trucks. Clean out equipment so you don't get track-out dirt creating dust. And limit the NOA concentration to less .25 percent for the surfacing material. Essentially when we're done, cap it all with material that is confirmed to be low or no presence of NOA. Next.

So what are the schedule impacts of all this we had to do? So the UNLV paper came out in October of 2013. The NEPA reevaluation was completed and approved by November of 2014. We estimate that Phase 2, if it hadn't suffered some other delays, was delayed by nine months due to this. And that our Phase 1 bids were delayed by nine months because of this, because we had to go through the reevaluation process. And we're estimating both projects are six months additional duration of the contract due to these measures that they have to incorporate going slower, more watering, et

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

cetera. So that's the best of our guess, but we're still talking about both projected expected to be complete, I-11 open in 2018.

So what does this all cost? NDOT Phase 1 and Phase 2, we were responsible for the NEPA for both. We were responsible for the exploration and testing on hours and the technical assistance that we used the Tetra Tech, a little over \$1 million. RTC and Phase 2, much bigger project but they already had the borings that were left over from doing the geotechnical borings through there and they used a combination of firms, including one via agreement with NDOT, about \$1.65 million on their side was spent in the preliminary. This is the engineering phase. Next. Construction cost, we brought before this Board at the last meeting, we said about \$3 million. We're saying as a part of our construction augmentation, we have some other services. The certified industrial hygienist and other things that we have to do during the construction augmentation phase to oversee the contract, and we estimate that's about \$2.6 million. I think we said \$3 million at the last board meeting. The NOA items and the design-bid-build contract, the dust control and some of the others what we estimate to be beyond what they would have done otherwise, \$1.8 million in that contract. RTC Phase 2, assistance with construction oversight, they're using the firm CDM Smith as well, \$2.1 million. And then an estimate, and again, an estimate for what Las Vegas Paving had to add to their bid to deal with the NOA is \$4.7 million. That's what we know of what the cost is all totaled.

So where are we going from here? That's what we've already done. We have to do a certified lab for source acceptance. Materials get used to process aggregates, et cetera. Many of the tests are done by the contractors, but we have to do final source acceptance. That's part of our contract. In our agreement with the RTC, we said we would cover that on Phase 2 as well. We had anticipated using our existing NDOT labs. That's not the right way to go. We don't want to be hauling that material in to Las Vegas and in to Carson City to do that testing, so we have to set up a source acceptance lab. We expect to do so, and we expect to bring that contract to you in June of 2015 for about \$200,000. Next please.

Now I'm moving off of Boulder City Bypass. We have a critical need in Southern Nevada in terms of material sources, pits. Some of the materials we use, for example, landscaping materials are in that overall area that was

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

identified by UNLV as potentially having NOA. We feel we have to test that before we haul and use it on our existing construction contracts, and we're proposing to supplement our -- or amend our agreement with Tetra Tech, who is our Boulder City-only consultant who has done a very good job for us to help us, get through these critical pits so that we can keep going on some of our construction projects by doing this testing for an estimate of \$80,000. Next please.

Then we've got to advance other projects in Southern Nevada. We've got other projects that could be in this area that's potentially affected, and as well as testing other areas of the state. So we need to clear our existing material pits. That's just to clear the pits that are out there that are currently needed for current construction projects, sort of a stop gap. But all of our pits, we need to go out and test them before we go hauling that material to other places. If NDOT develops future pits, which are always an ongoing process, as well as pulling off material from commercial pits that are going to be used on our projects, we're saying we need to move forward with NOA and Southern Nevada, and then we will do our other projects by task order. By other projects, the one that comes to mind is we want to put our ITS devices down U.S. 93 toward Searchlight in the area that's potentially identified as having NOA. We've got to go out and test it, find out if it's there and deal with it from then. We say that those projects we then do on a task order basis, so we want to put out a new full RFP solicitation to deal with these things. We're estimating a two to three-year contract to help us deal with this moving forward. Next. And with that, I'll answer any of your questions on what we're doing.

Sandoval:

Okay. Thank you, Mr. Terry. And I want to compliment you and everybody involved with this. We all know the history on it. It was brought to our attention, as was mentioned in your presentation, in October or November of 2013. We responded immediately. And that's without regard to any disturbance previous, so the -- I think it's important to know or have on the record is that at no point was the health, safety and welfare of the public brought -- put at risk. UNLV researchers brought it to our attention. We responded. We hired the consultants. We did a comprehensive review. The whole process has been transparent with first and foremost the health, safety, and welfare of the public in mind.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

And so as we sit here, and I see both this air and -- I guess I'll put it this way, the mitigation efforts that we've undertaken, I think you can be really proud and confident that we have protected the public here. That we have responded in an immediate fashion, and that going forward, back to what Mr. Skancke said, in terms of safe and connected, the safe part. I mean people think about safety in regard to traffic, but it's also when we build roads. And now with something that someone perhaps may not have been aware of, we have now incorporated that in all our planning with regard to the construction of roads in Southern Nevada. So this is a good day for us. It's been expensive and I know that we've grumbled a bit about how this has escalated, but at the same time we've never lost sight of what the main point is, which is to protect the people, every man, woman, and child there in Southern Nevada who can be exposed to all this. So I feel good about -- great about what we're doing here. And we can move forward with this I-11 and the Boulder City Bypass knowing that we've done a very good job in terms of protecting the public when it comes to this naturally occurring asbestos.

The reason I'm making a record like this is because there's been some suggestion out there that we've done -- we haven't done this. And frankly, I can't think of us acting any faster and any more thorough and covering every base than what we have done. And so I think it's important for the public to know that. And perhaps there are people that are listening in watching on this. I would encourage them to follow up with the Department of Transportation, to get a copy of this presentation and get the true history as to what's going on here. Because I think part of this story has been left out, and it's been to the detriment of the Nevada Department of Transportation and has created a narrative that should not exist in the first place. So, Mr. Terry and everyone involved in this at the Department, thank you. We are going to continue to make this investment, protect the people of our state, and we're going to have a great transportation infrastructure down there with the protections that are necessary during construction and moving forward.

So I -- it wasn't really a question, but I thought it was important to make the record as to what has really happened here with regard to this situation. Anyone else want to make any comments? Thank you.

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

- Malfabon: Thank you, John. Moving on to Item 11, Old Business. We have the Report of Outside Counsel Costs on Open Matters and the Monthly Litigation Report. If there's any questions to our chief counsel, Dennis Gallagher, we can take those at this time.
- Sandoval: I have a question, Mr. Gallagher. So was that one case with Snell and Wilmer, is that the only matter that it is handling for us?
- Gallagher: Governor, for the record, Dennis Gallagher, Counsel to the Board. Yes, sir, at the current time that is the only case.
- Sandoval: Okay. Other questions from Board members, with regard to Outside Counsel Costs, the Litigation Report? And Fatality.
- Malfabon: And finally, Governor, we have the Fatality Report. And we continue to see an unacceptable level of fatalities, increasing particularly in Clark County. I wanted to just emphasize the personal responsibilities, but also to Department staff and recognizing the Department's role in driving down these fatalities and working with our partners on law enforcement education to address behavioral side of drivers and pedestrians, bicyclists, motorcyclists and the emergency medical responders, as well. I know that there's a lot of continued efforts out there and we're not seeing the results unfortunately, but we will be tireless on this issue of working collaboratively with our partners to drive down fatalities.
- Sandoval: Questions or comments? Okay. We'll move to Agenda Item 13, Public Comment. Is there any member of the public here in Carson City that would like to provide comment to the Board? Is there anyone present in Las Vegas that would like to provide public comment to the Board?
- Martini: None here, Governor.
- Sandoval: I --
- Malfabon: Governor, if I could make a public comment. I just want to acknowledge the efforts of Mary Martini on several fronts, dealing with the Clark County on the pedestrian bridges and the maintenance issues, the Mt. Charleston flood diversion berm, working with the county on that, as well, to try to get a maintenance agreement. And I think that NDOT is blessed by having people like -- district engineers like Mary Martini, Thor Dyson addressed

Minutes of Nevada Department of Transportation  
Board of Director's Meeting  
May 11, 2015

the Board earlier, and Kevin up in Elko, Kevin Lee. We are really blessed to have those three leaders as our district engineers. And I just wanted to make that comment. Thank you.

Sandoval: Agreed and thank you, because none of this is easy. And so it does bear that we mention that. And I thank you for that, Mr. Director, because we get these nice packets that are...

Malfabon: They're not always nice.

Sandoval: Well, I mean nice in the way that it's a great collection of information that's been synthesized to a few -- maybe a hundred pages, whereas there may be thousands of pages of backup and thousands of hours of time and effort that goes in to it. So I think I speak for all the Board members when I show my appreciation. I know we're hard sometimes, but these are the tough questions that need to be asked. And at the end of the day, I think it allows for the best product possible.

Malfabon: Thank you, Governor.

Sandoval: So is there a motion for adjournment?

Knecht: So moved.

Sandoval: The Controller has moved to adjourn. Is there a second?

Skancke: Second.

Sandoval: Second by Member Skancke. All in favor say aye.

Group: Aye.

Sandoval: This motion is granted. This meeting is adjourned. Thank you.

---

Secretary to Board

---

Preparer of Minutes



## MEMORANDUM

June 1, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** June 8, 2015, Transportation Board of Directors Meeting  
**Item #4:** Approval of Contracts Over \$5,000,000 – For Possible Action

---

### **Summary:**

The purpose of this item is to present to the Board a list of construction contracts which are over \$5,000,000 for discussion and approval.

### **Background:**

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.

The attached construction contracts constitute all contracts over \$5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department from April 17, 2015 to May 13, 2015.

### **Analysis:**

These contracts have been prepared 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 for Approval, April 17, 2015 to May 13, 2015.

### **Recommendation for Board Action:**

Approval of the contract listed on Attachment A.

**Prepared by:** Administrative Services Division

# Attachment

# A

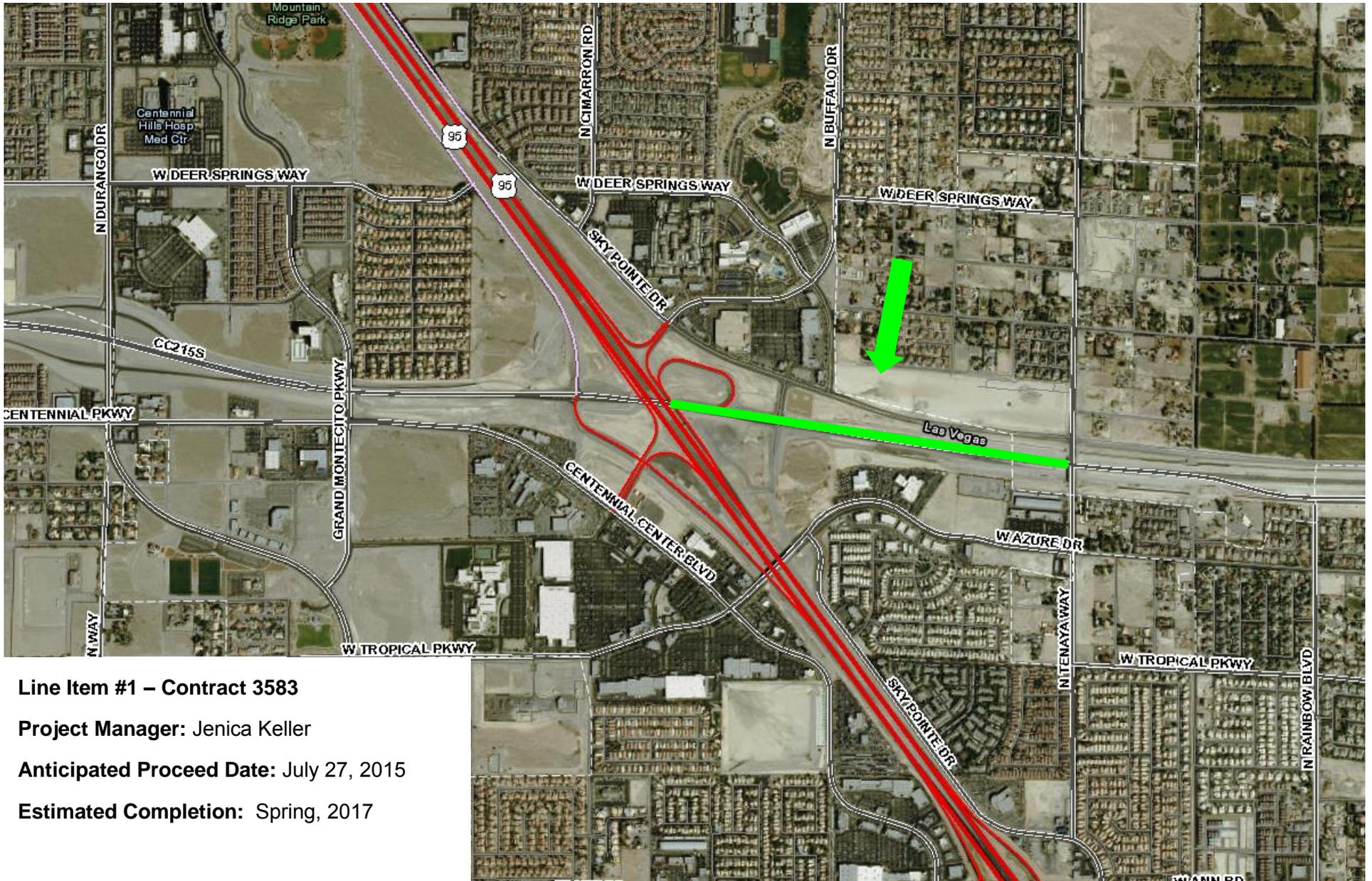
**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION**  
**CONTRACTS FOR APPROVAL**  
**April 17, 2015 to May 13, 2015**

1. April 9, 2015, at 1:30 PM the following bids were opened for Contract 3583, Project No. NHP-STP-095-2(061), US 95 NW Phase 3A and CC 215, in Clark County, to construct ramps and collector road for the US 95/CC 215 interchange and to construct reinforced box storm drain with all appurtenances.

Las Vegas Paving Corporation.....	\$39,200,000.00
Ames Construction, Inc. ....	\$47,390,448.01
Road and Highway Builders LLC.....	\$54,111,111.00
 <b>Engineer's Estimate</b> .....	 \$44,232,776.07

The Director recommends award to Las Vegas Paving Corporation for \$39,200,000.00

# Line Item 1



**Line Item #1 – Contract 3583**

**Project Manager:** Jenica Keller

**Anticipated Proceed Date:** July 27, 2015

**Estimated Completion:** Spring, 2017



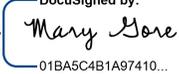
1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7070  
Fax: (775) 888-7101

**MEMORANDUM**

**Administrative Services**

May 11, 2015

**To:** John Terry, Assistant Director, Engineering  
Reid Kaiser, Assistant Director, Operations  
Rudy Malfabon, Director

**From:** Mary Gore, Administrative Services Officer 

**Subject:** Concurrence in Award for Contract No. 3583, Project No. NHP-STP-095-2(061), US95NW Phase3A; CC215 from US95 to Tenaya Way, MP CL 88.0 and Clark County Reegional Flood Control Facility Ids CNWE 0301 and CNWE 0304 Along CC215 from an Existing Concrete Channel (East Tenaya Way) N to US95., Clark County, described as Construct the N/E and W/S Ramps and S/B Collector Road for the US 95/CC 215 Interchange and to Construct Approximately 5,500 Linear Feet of Reinforced Concrete Box Storm Drain with All of Appurtenances, Engineer's Estimate \$44,232,776.07.

This memo is to confirm concurrence in award of the subject contract.

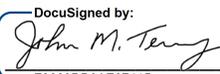
Bid proposals were opened on April 9, 2015. Las Vegas Paving Corporation is the apparent low bidder at \$39,200,000.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Ames Construction, Inc with a bid of \$47,390,448.01.

The project is Federally funded, required 4% DBE participation and is not subject to State Bidder Preference provisions.

The subcontractor listing documentation and DBE information submitted by the two lowest bidders have been reviewed and certified by the Contract Compliance Officer. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Chairman has provided their concurrence to award, and their report is attached.

Your concurrence in award of this contract by endorsement hereon is respectfully requested. Please return the approved copy to this office. Upon receipt a packet will be prepared to obtain Transportation Board approval of the award at the next available meeting.

Concurrence in award:

  
F8663DD9AE87415...  
John Terry, Assistant Director

  
22B87BD707CB4CD...  
Reid Kaiser, Assistant Director

  
C4C7CE5CD584445...  
Rudy Malfabon, Director

- Enclosures:
- Unofficial Bid Results Report
- Contract Compliance Memo
- BRAT Summary Report

# Nevada Department of Transportation

## Unofficial Bid Results

April 9, 2015

<b>Contract Number:</b> 3583	<b>Bid Opening Date and Time:</b> April 9, 2015 1:30pm
<b>Designer:</b> Shawn Paterson	<b>Liquidated Damages:</b> \$11,400.00
<b>Senior Designer:</b> Christopher Petersen	<b>Working Days:</b> 400
<b>Estimate Range:</b> \$41,000,000.01 to \$49,000,000	<b>District:</b> II
<b>Project Number:</b> NHP-STP-095-2(061)	

**County:** Clark

**Location:** US95NW PHASE3A; CC215 FROM US95 TO TENAYA WAY, MP CL 88.0 AND CLARK COUNTY REGIONAL FLOOD CONTROL FACILITY ID'S CNWE 0301 AND CNWE 0304 ALONG CC215 FROM AN EXISTING CONCRETE CHANNEL (EAST TENAYA WAY) N TO US95.

**Description:** CONSTRUCT THE N/E AND W/S RAMPS AND S/B COLLECTOR ROAD FOR THE US 95/CC 215 INTERCHANGE AND TO CONSTRUCT APPROXIMATELY 5,500 LINEAR FEET OF REINFORCED CONCRETE BOX STORM DRAIN WITH ALL OF APPURTENANCES.

Apparent Low:	Las Vegas Paving Corp	\$ 39,200,000.00
2nd Low	Ames Construction	\$ 47,390,448.01
3rd Low	Road and Highway Builders	\$ 54,111,111.00
<b>Bidders:</b>		<b>Actual Bid Amount</b>

1	Las Vegas Paving Corporation 4420 South Decatur Blvd Las Vegas NV 89103	39,200,000.00
2	Ames Construction 3101 East Craig Road North Las Vegas NV 89030	47,390,448.01
3	Road and Highway Builders LLC 96 Glen Carran Circle #106 Sparks NV 89431	54,111,111.00



1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7497  
Fax: (775) 888-7235

## MEMORANDUM

### Contract Compliance Office

April 16, 2015

**To:** Jenni Eyerly, Administrative Services Officer  
**From:** Jaye Lindsay, Contract Compliance  
**Subject:** NDOT Bidder DBE & Subcontract Information – Contract No. 3583

---

US95NW Phase3A; CC215 From US95 To Tenaya Way, MP CL.88.0 and Clark County Regional Flood Control Facility ID's CNWE 0301 and CNWE 0304 Along CC215 From an Existing Concrete Channel (East Tenaya Way) N to US95.

Construct the N/E and W/S Ramps and S/B Collector Road for the US 95/CC 215 Interchange and to Construct Approximately 5,500 Linear Feet of Reinforced Concrete Box Storm Drain with all of Appurtenances

The subcontractors listed by the apparent low bidder, Las Vegas Paving Corporation and the second low bidder Ames Construction, Inc., are currently licensed by the Nevada State Board of Contractors.

The DBE goal of 4.0% has been met with a 5.52% DBE committed by the apparent low bidder Las Vegas Paving Corporation. and a 4.13% committed by the apparent second low bidder Ames Construction, Inc. to Nevada certified DBE firms. Specific information regarding the DBE goal is available in the Contract Compliance Division.

Rinker Materials is owned by Cemex of Northern Nevada, information verified with Lex at Rinker Materials in Las Vegas Nevada.

jvl



1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: (775) 888-7070  
Fax: (775) 888-7101

**MEMORANDUM**

**Administrative Services**

May 7, 2015

**To: Jenni Eyerly, Chief - Administrative Services**  
**From: Bid Review and Analysis Team**  
**Subject: BRAT Summary Report for Contract #3583**

The Bid Review and Analysis Team met on May 5, 2015, to discuss the bids for the above referenced contract. The following were in attendance:

- Paul Frost, Chief Roadway Design Engineer
- Sharon Foerschler, Chief Construction Engineer
- Casey Connor, Assistant Chief Roadway Design Engineer
- Shawn Howerton, Principal Roadway Design Engineer
- Jeff Cobb, Constructability
- Paula Aiazzi, BPA I, Administrative Services
- Mary Gore, ASO II, Administrative Services
- Scott Hein, Principal Roadway Design Engineer
- Jenica Keller, Project Management
- Shawn Paterson, Designer
- Chris Petersen, Roadway Design
- Dale Wegner, FHWA
- Kim Diegle, Roadway Design
- Michael Taylor, Structural Design
- John Alhwayek, Roadway Design
- Rachel Bennett, Roadway Design

Via conference call:  
Abid Sulahria, Resident Engineer

Although some bid prices were mathematically unbalanced, the overall bid proposal was evaluated and determined to be acceptable. The Price Sensitivity report, with comment, is attached.

The apparent low bidder, Las Vegas Paving, submitted a bid which is 88.62% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:  
*Paul Frost*  
916B64045CA947F...  
Paul Frost, BRAT Co-Chair

DocuSigned by:  
*Sharon Foerschler*  
67A4C09A4CB7477...  
Sharon Foerschler, BRAT Co-Chair

cc: attendees  
Pierre Gezelin, Legal  
Design Admin

## Price Sensitivity

April 16, 2015

Contract: 3583

Project No.(s): NHP-STP-095-2(061)

Project ID/EA No.: 60638

Range: R37 \$41,000,000.01 to \$49,000,000

Working Days: 400

Engineer's Estimate	Las Vegas Paving	Ames Construction	Diff. Between Low & 2nd	Diff. Between EE & Low	Low Bid % of EE
\$44,232,776.07	\$39,200,000.00	\$47,390,448.01	\$8,190,448.01	-\$5,032,776.07	88.62%

RE: Abid Sulahria

Designer: Shawn Paterson

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2000100	400.000	SURVEY CREW	HOUR	\$200.00	\$248.00	\$275.00	-303,349.93	-75837.48%	124.00%	No	Quantity good, Engineer's Estimate OK
2020285	1,677.000	REMOVAL OF CULVERT PIPE	LINFT	\$45.00	\$82.00	\$25.00	143,692.07	8568.40%	182.22%	Yes	Quantity good, Engineer's Estimate OK
2020990	35,930.000	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$0.75	\$1.45	\$2.00	-14,891,723.65	-41446.49%	193.33%	Yes	Quantity good, Engineer's Estimate Low
2030140	206,540.000	ROADWAY EXCAVATION	CUYD	\$5.00	\$9.13	\$9.00	63,003,446.23	30504.23%	182.60%	Yes	Quantity good, \$0.01 Bid on Borrow. \$8-12 common price.
2030230	42,302.000	BORROW EMBANKMENT	CUYD	\$6.75	\$0.01	\$18.00	-455,277.82	-1076.26%	0.15%	Yes	Quantity good, See Excavation, Contractor knows Area
2030260	13,410.000	SELECTED BORROW EMBANKMENT	CUYD	\$12.00	\$2.50	\$19.00	-496,390.79	-3701.65%	20.83%	Yes	Quantity good, See Excavation, Contractor knows Area
2030700	54,697.000	GEOTEXTILE (CLASS 2)	SQYD	\$1.25	\$1.10	\$2.00	-9,100,497.79	-16638.02%	88.00%	No	Quantity good, Engineer's Estimate OK
2060110	113,850.000	STRUCTURE EXCAVATION	CUYD	\$7.50	\$7.05	\$10.00	-2,776,423.05	-2438.67%	94.00%	No	Quantity good, Engineer's Estimate OK
2060130	4,226.000	STRUCTURE EXCAVATION (SPECIAL)	CUYD	\$20.00	\$0.01	\$25.00	-327,749.02	-7755.54%	0.05%	Yes	Quantity good, Lump Sum Modify Gas Line
2070110	29,088.000	GRANULAR BACKFILL	CUYD	\$22.00	\$17.25	\$30.00	-642,388.08	-2208.43%	78.41%	No	Quantity good, Engineer's estimate OK
2120040	2,780.000	AESTHETIC PATTERNING	SQYD	\$65.00	\$146.00	\$200.00	-151,674.96	-5455.93%	224.62%	Yes	Quantity good, EE low
2120045	22,825.000	PAINTING	SQYD	\$6.00	\$6.56	\$8.00	-5,687,811.12	-24919.22%	109.33%	No	Quantity good, EE ok
2120050	20,503.000	DETAIL PAINTING	SQFT	\$4.00	\$0.80	\$1.10	-27,301,493.37	-133158.53%	20.00%	Yes	Quantity good, EE ok
2120870	5,438.500	DECORATIVE ROCK (TYPE A)	TON	\$45.00	\$46.90	\$45.00	4,310,762.11	79263.81%	104.22%	No	Quantity good, EE ok
2120880	1,252.000	DECORATIVE ROCK (TYPE B)	TON	\$42.00	\$44.50	\$48.00	-2,340,128.00	-186911.18%	105.95%	No	Quantity good, EE ok
2120890	1,188.000	DECORATIVE ROCK (TYPE C)	TON	\$45.00	\$45.50	\$48.00	-3,276,179.20	-275772.66%	101.11%	No	Quantity good, EE ok
2120900	2,256.000	DECORATIVE ROCK (TYPE D)	TON	\$42.00	\$43.20	\$45.00	-4,550,248.89	-201695.43%	102.86%	No	Quantity good, EE ok
2120905	2,522.500	DECORATIVE ROCK (TYPE E)	TON	\$45.00	\$40.50	\$42.00	-5,460,298.67	-216463.77%	90.00%	No	Quantity good, EE ok
3020130	30,480.000	TYPE 1 CLASS B AGGREGATE BASE	TON	\$12.00	\$15.25	\$15.00	32,761,792.04	107486.19%	127.08%	No	Quantity good, EE ok
3020140	1,131.000	TYPE 1 CLASS B AGGREGATE BASE	CUYD	\$40.00	\$50.40	\$22.00	288,396.06	25499.21%	126.00%	No	Quantity good, EE ok
3020200	3,487.000	TYPE 2 CLASS B AGGREGATE BASE	CUYD	\$25.00	\$0.01	\$34.00	-240,966.40	-6910.42%	0.04%	Yes	Lump Sum Modify Gas Line
4020190	21,867.000	PLANTMIX SURFACING (TYPE 2C)(WET)	TON	\$80.00	\$72.50	\$82.00	-862,152.42	-3942.71%	90.63%	No	Quantity good, EE ok
4030120	5,570.000	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH)(WET)	TON	\$103.00	\$98.00	\$110.00	-682,537.33	-12253.81%	95.15%	No	Quantity good, EE ok
5020130	1,195.000	SPECIAL CONCRETE BARRIER RAIL	LINFT	\$90.00	\$139.00	\$90.00	167,152.00	13987.62%	154.44%	Yes	Quantity good, EE ok
5020160	3,334.000	CONCRETE BARRIER RAIL (TYPE A)	LINFT	\$35.00	\$30.00	\$30.00	N/A	N/A	85.71%	No	Quantity good, EE ok
5020170	8,717.000	CONCRETE BARRIER RAIL (TYPE FA)	LINFT	\$38.00	\$37.00	\$32.00	1,638,089.60	18791.90%	97.37%	No	Quantity good, EE ok
5020200	655.000	CONCRETE BARRIER RAIL (TYPE FB)	LINFT	\$50.00	\$105.00	\$120.00	-546,029.87	-83363.34%	210.00%	Yes	Quantity good, EE ok
5020580	24.000	SLIDING BEARING	EACH	\$3,000.00	\$4,506.00	\$4,500.00	1,365,074.67	5687811.12%	150.20%	Yes	Quantity good, Bridge \$\$ Total Good
5020670	9,692.000	GROOVE CONCRETE DECK SLAB	SQYD	\$9.00	\$10.12	\$4.00	1,338,308.50	13808.38%	112.44%	No	Quantity good, EE ok
5020710	65.000	CLASS A CONCRETE (MAJOR)	CUYD	\$1,000.00	\$0.01	\$375.00	-21,841.78	-33602.73%	0.00%	Yes	Lump Sum Modify Gas Line
5020720	183.000	CLASS A CONCRETE (MINOR)	CUYD	\$750.00	\$1,200.00	\$1,350.00	-54,602.99	-29837.70%	160.00%	Yes	Storm Drain
5020920	2,811.000	CLASS A CONCRETE, MODIFIED (MAJOR)	CUYD	\$500.00	\$481.00	\$525.00	-186,146.55	-6622.08%	96.20%	No	Quantity good, EE ok
5020970	25,761.000	CLASS D CONCRETE, MODIFIED (MAJOR)	CUYD	\$500.00	\$328.00	\$400.00	-113,756.22	-441.58%	65.60%	Yes	Quantity good, Bridge \$\$ Total Good
5021000	3,452.000	CLASS E CONCRETE, MODIFIED (MAJOR)	CUYD	\$425.00	\$511.00	\$450.00	134,269.64	3889.62%	120.24%	No	Quantity good, EE ok
5021870	78.000	MODULAR EXPANSION JOINT SYSTEM	LINFT	\$1,000.00	\$1,776.00	\$1,800.00	-341,268.67	-437523.93%	177.60%	Yes	Quantity good, Bridge \$\$ Total Good
5030130	1.000	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	\$1,150,000.00	\$1,102,500.00	\$1,000,000.00	N/A	N/A	95.87%	No	Quantity good, EE ok
5050100	7,576,374.400	REINFORCING STEEL	POUND	\$0.75	\$0.80	\$0.72	102,380,600.13	1351.31%	106.67%	No	Quantity good, EE ok
5060110	49,483.000	STRUCTURAL STEEL	POUND	\$5.00	\$2.30	\$3.00	-11,700,640.01	-23645.78%	46.00%	Yes	Storm Drain, Quantity good, EE a little high

## Price Sensitivity

April 16, 2015

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
5090160	640.000	DRILLED SHAFT FOUNDATION (48-INCH)	LINFT	\$275.00	\$592.00	\$550.00	195,010.67	30470.42%	215.27%	Yes	Quantity good, Bridge \$\$ Total Good
5090220	685.000	DRILLED SHAFT FOUNDATION (120-INCH)	LINFT	\$1,500.00	\$2,738.00	\$2,700.00	215,538.11	31465.42%	182.53%	Yes	Quantity good, Bridge \$\$ Total Good
6030140	4,677.000	15-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$60.00	\$108.00	\$50.00	141,214.62	3019.34%	180.00%	Yes	Quantity good, EE ok
6030170	645.000	18-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$70.00	\$105.00	\$67.00	215,538.11	33416.76%	150.00%	No	Quantity good, EE ok
6030230	567.000	24-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$80.00	\$109.00	\$70.00	210,011.49	37039.06%	136.25%	No	Quantity good, EE ok
6030290	733.000	30-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$80.00	\$112.00	\$92.00	409,522.40	55869.36%	140.00%	No	Quantity good, EE ok
6030350	680.000	36-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$100.00	\$148.00	\$110.00	215,538.11	31696.78%	148.00%	No	Quantity good, EE ok
6030410	597.000	42-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$125.00	\$158.00	\$100.00	141,214.62	23654.04%	126.40%	No	Quantity good, EE ok
6091040	30,565.000	STRUCTURAL STEEL GRATES	POUND	\$2.50	\$2.20	\$2.50	-27,301,493.37	-89322.73%	88.00%	No	Quantity good, EE ok
6100190	806.000	RIPRAP (CLASS 300)	CUYD	\$80.00	\$47.00	\$70.00	-356,106.44	-44181.94%	58.75%	Yes	Quantity good, EE ok
6230266	40.000	LUMINAIRE	EACH	\$2,400.00	\$1,943.00	\$2,200.00	-31,869.45	-79673.62%	80.96%	No	Quantity good, EE ok
6230520	1.000	SPECIAL POLE	EACH	\$80,000.00	\$7,140.00	\$4,800.00	3,500.19	350019.15%	8.93%	Yes	Quantity good, EE High
6231780	15,150.000	1-INCH CONDUIT	LINFT	\$3.50	\$4.72	\$3.50	6,713,481.98	44313.41%	134.86%	No	Quantity good, EE ok
6231820	12,830.000	3-INCH CONDUIT	LINFT	\$18.50	\$13.13	\$13.00	63,003,446.23	491063.49%	70.97%	Yes	Quantity good, EE high
6232175	4,520.000	FIBER OPTIC CABLE	LINFT	\$15.00	\$6.30	\$4.00	3,561,064.35	78784.61%	42.00%	Yes	Quantity good, EE high
6232315	8.000	HIGH MAST STEEL POLE, 120-FOOT	EACH	\$25,000.00	\$20,055.00	\$20,000.00	148,917.24	1861465.46%	80.22%	No	Quantity good, EE high
6240140	400.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$600.00	\$375.00	\$400.00	-327,617.92	-81904.48%	62.50%	Yes	Quantity good, EE a little high
6240530	20.000	RENT EQUIPMENT (OFFICE SPACE)	MONTH	\$5,000.00	\$5,100.00	\$4,500.00	13,650.75	68253.73%	102.00%	No	Quantity good, EE ok
6250490	1.000	RENT TRAFFIC CONTROL DEVICES	LS	\$1,675,000.00	\$665,000.00	\$400,000.00	N/A	N/A	39.70%	Yes	Bid amount 3.75%, EE was high
6270110	1.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	LS	\$750,000.00	\$465,500.00	\$400,000.00	N/A	N/A	62.07%	Yes	Quantity good, EE high
6270150	2,988.330	PERMANENT SIGN PANELS (OVERHEAD)	SQFT	\$20.00	\$19.25	\$28.00	-936,051.20	-31323.56%	96.25%	No	Quantity good, EE ok
6280120	1.000	MOBILIZATION	LS	\$2,500,136.20	\$754,112.81	\$4,500,000.00	N/A	N/A	30.16%	Yes	already in Area
6290100	400.000	TIME RELATED OVERHEAD	DAY	\$3,000.00	\$1,940.00	\$5,000.00	-2,676.62	-669.15%	64.67%	Yes	already in Area
6321200	7.290	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	MILE	\$6,000.00	\$7,225.00	\$11,000.00	-2,169.66	-29762.07%	120.42%	No	Quantity good, EE ok
6370190	1.000	DUST CONTROL	LS	\$62,503.41	\$63,000.00	\$50,000.00	N/A	N/A	100.79%	No	Quantity good, EE ok
6420100	43,154.000	CONCRETE PANEL WALL	SQFT	\$23.00	\$21.26	\$29.00	-1,058,197.42	-2452.14%	92.43%	No	Quantity good, EE ok
6420110	20,417.000	MECHANICALLY STABILIZED EARTH BACKFILL	CUYD	\$23.00	\$34.15	\$35.00	-9,635,821.19	-47195.09%	148.48%	No	Quantity good, Not a lot of bid history
6430120	224.000	GROUND ANCHOR	EACH	\$1,200.00	\$1,986.00	\$2,200.00	-38,273.12	-17086.21%	165.50%	Yes	Quantity good, Not a lot of bid history
6440100	9,170.000	SOIL NAIL	LINFT	\$22.00	\$47.05	\$50.00	-2,776,423.05	-30277.24%	213.86%	Yes	Quantity good, Not a lot of bid history
6500220	1.000	WATER LINE MODIFICATIONS	LS	\$107,000.00	\$125,000.00	\$80,000.00	N/A	N/A	116.82%	No	Quantity good, EE ok
6500380	1.000	GAS LINE MODIFICATIONS	LS	\$60,000.00	\$310,000.00	\$190,000.00	N/A	N/A	516.67%	Yes	Lump Sum all Protect in place
6600125	609.000	PNEUMATICALLY PLACED CONCRETE MORTAR (12-INCHES)	SQYD	\$300.00	\$127.00	\$250.00	-66,589.01	-10934.16%	42.33%	Yes	Quantity good, New Item
6600995	1,813.000	PNEUMATICALLY PLACED CONCRETE MORTAR (4-INCHES)	SQYD	\$140.00	\$156.00	\$250.00	-87,132.43	-4805.98%	111.43%	No	Quantity good, EE ok
Additional Comments: recommend award											



## MEMORANDUM

June 1, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** June 8, 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 April 17, 2015, through May 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 April 17, 2015, through May 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, April 17, 2015, through May 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  
 April 17, 2015, through May 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	Dept. Project Manager	Notes
1	14015	00	COLLINS ENGINEERS, INC.	UNDERWATER BRIDGE INSPECTIONS	Y	881,384.16	-	881,384.16	-	6/8/2015	6/30/2019	-	Service Provider	NANCY KENNEDY	06-08-15: APPROXIMATELY 60 ANNUAL ROUTINE UNDERWATER BRIDGE INSPECTION SERVICES. IN ADDITION, SPECIAL INSPECTIONS ARE OFTEN NEEDED IN SITUATIONS WHEN DAMAGE OCCURS TO STRUCTURES FOR A VARIETY OF REASONS INCLUDING, BUT NOT LIMITED TO, FLOODING, SEISMIC EVENTS, IMPACT DAMAGE, EXCESSIVE SCOUR, AND WEATHER CONDITIONS. STATEWIDE. NV B/L#: NV20071634949-R
2	18715	00	TATE, SNYDER, KIMSEY ARCHITECTS	ARCHITECTURAL DESIGN SERVICES	N	300,000.00	-	300,000.00	-	6/8/2015	6/30/2017	-	Service Provider	STEPHEN TEED	06-08-15: ARCHITECTURAL DESIGN SERVICES FOR VARIOUS DEPARTMENT BUILDINGS AS NEEDED INCLUDING DESIGN REMODELS, ADDITIONS, REPLACEMENT OR REPAIR OF SMALL BUILDINGS OR BUILDING SYSTEMS IN DISTRICTS 1,2, AND 3, HEADQUARTERS IN CARSON CITY, REST STOPS AND OTHER DEPARTMENT BUILDINGS AS DIRECTED BY THE ARCHITECTURE SECTION, STATEWIDE. NV B/L#: NV19821003232-R
3	01915	00	LUMOS AND ASSOCIATES	BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES	N	300,000.00	-	300,000.00	-	6/8/2015	6/30/2017	-	Service Provider	DON TWICHELL	06-08-15: BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES FOR ALL DEPARTMENT FACILITIES AS NEEDED, AND SUCH SERVICES ARE NECESSARY TO ENSURE THE DEPARTMENT'S BUILDING CONSTRUCTION PROJECTS ADHERE TO THE INTERNATIONAL BUILDING CODE (IBC) 2003 EDITION AND THE NATIONAL ELECTRIC CODE (NEC) 2003 EDITION REGARDING CODE COMPLIANCE FOR BUILDING CONSTRUCTION, STATEWIDE. NV B/L#: NV19791006982-R
4	26015	00	WOOD RODGERS, INC.	BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES	N	300,000.00	-	300,000.00	-	6/8/2015	6/30/2017	-	Service Provider	DON TWICHELL	06-08-15: BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES FOR ALL DEPARTMENT FACILITIES AS NEEDED, AND SUCH SERVICES ARE NECESSARY TO ENSURE THE DEPARTMENT'S BUILDING CONSTRUCTION PROJECTS ADHERE TO THE INTERNATIONAL BUILDING CODE (IBC) 2003 EDITION AND THE NATIONAL ELECTRIC CODE (NEC) 2003 EDITION REGARDING CODE COMPLIANCE FOR BUILDING CONSTRUCTION, STATEWIDE. NV B/L#: NV20031304987-R
5	26115	00	SUMMIT ENGINEERING CORP.	BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES	N	300,000.00	-	300,000.00	-	6/8/2015	6/30/2017	-	Service Provider	DON TWICHELL	06-08-15: BUILDING INSPECTION AND MATERIAL AND TESTING SERVICES FOR ALL DEPARTMENT FACILITIES AS NEEDED, AND SUCH SERVICES ARE NECESSARY TO ENSURE THE DEPARTMENT'S BUILDING CONSTRUCTION PROJECTS ADHERE TO THE INTERNATIONAL BUILDING CODE (IBC) 2003 EDITION AND THE NATIONAL ELECTRIC CODE (NEC) 2003 EDITION REGARDING CODE COMPLIANCE FOR BUILDING CONSTRUCTION, STATEWIDE. NV B/L#: NV19781008234-R

# Line Item 1

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

RECEIVED

FEB 27 2015

MEMORANDUM

FINANCIAL MANAGEMENT  
February 26, 2015

**TO:** 1. Donna Spelts, Budget Section  
 2. Norfa Lanuza, Project Accounting *N. Lanuza 3/4/15*  
 3. Rudy Malfabon, P.E., Director

**FROM:** Mark Elicegui, Chief Structures Engineer *Mark Elicegui*

**SUBJECT:** REQUEST TO SOLICIT UNDERWATER BRIDGE INSPECTION SERVICES AND OBTAIN BUDGET APPROVAL FOR A REQUEST FOR PROPOSAL (RFP)

Due to the continuing need to conduct periodic, underwater inspections throughout the state of Nevada per the National Bridge Inspection Standards, coupled with the need to provide underwater bridge inspections in the event of an emergency, the Structures Division would like to request approval to issue a Request for a Proposal and enter into an Agreement for statewide underwater bridge inspection services for Fiscal Years 2016, 2017, 2018 and 2019

The scope of services will be to provide for inspection of approximately 67 to 68 bridges, statewide that will require inspection in Fiscal Year 2016, approximately 7-8 bridges in Fiscal Years 2017, 2018, and 2019. These bridges require inspection using underwater diving methods to reveal scour and/or structural deterioration located beneath the water surface. Necessary inspection data cannot be obtained by above water inspections due to the water depths encountered at each site. The scope of this agreement shall include structural and scour inspections of each bridge using commercial diving equipment, as well as inspection report preparation.

This agreement will also include the ability to perform underwater inspections that may be required in response to flooding or other natural disasters that may occur in Nevada during the agreement period. NDOT lacks existing resources to perform such emergency inspections in-house and this component will provide necessary safety coverage for the traveling public. The work falling under this scope shall be issued as necessary based on the magnitude of the event.

The estimated cost for the services are \$273,000.00 for Fiscal Year 2016, \$47,000.00 for Fiscal Year 2017, \$47,000.00 for Fiscal Year 2018, and \$47,000.00 for Fiscal Year 2019. Emergency inspections are estimated to be \$122,500 per year for Fiscal Years 2016, 2017, 2018, and 2019. The project is funded 95% Federal-aid and 5% State.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 06, Object 814G, Organization C011. 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 Directors Office authorizes the request to solicit consulting services.

Approved:

*Rudy Malfabon*  
\_\_\_\_\_  
Director

Approved:

*Donna Spelts 3/2/15*  
\_\_\_\_\_  
Budget Section

Requires Transportation Board Presentation

Requires IT Review

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

May 13, 2015

**TO:** John Terry, Assistant Director  
**FROM:** Nancy Kennedy, Project Manager   
**SUBJECT:** Negotiation Summary for RFP 140-15-011 Routine and Underwater Inspections

A negotiation meeting was held by email on May 13, 2015, with Matthew Donahue and Mark Bostick of Collins Engineers Inc. and Nancy Kennedy 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 Collins Engineers Inc. was reaffirmed by both parties at the outset. The scope of services include routine, special and emergency underwater inspections for fiscal years 2015, 2016, 2017, and 2018. The scope of services that was used in the RFP and will be included in the Agreement has been attached to this memo..

The following schedule was agreed to by both parties:

June 30, 2019                      TASK TO BE COMPLETED

Key personnel dedicated to this project are as follows:

Matthew Donahue, P.E., Regional Manager  
Mark Bostick, P.E., Senior Civil/ Structural Engineer  
Daniel Stromberg, P.E., S.E., Chief Structural Engineer

The DEPARTMENT's original estimate was \$904,000.00 including direct labor (4402 man-hours of work by the Service Provider and direct expenses at \$144,708.00.00 (including sub-consultant expenses).

The Service Provider's original estimate was \$881,384.16, including direct labor (4326 man-hours of work by the Service Provider and direct expenses at \$129,894.00 (including sub-consultant expenses).

The agreement is a Specific Rates of Compensation Agreement and no overhead rate was provided by the Internal Audit Division. A memo dated May 6, 2015 has been attached to this memo from the Internal Audit Division.

The negotiations yielded the following:

1. There will be 4326 total man-hours allotted to the Scope of Services throughout the course of this agreement at a direct labor cost of \$751,488.66, including a prorated amount for anticipated raises, which will take effect over the term of the agreement.
2. The direct expenses agreed to total \$129,895.50 for reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
3. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$881,384.16.

4. This is a Specific Rate of Compensation Agreement. The consultant agrees that any services not provided will not be compensated for.
5. The consultant agrees that we would use two emergency inspections for fiscal years 2015 and 2016 and one emergency inspection for fiscal years 2017 and 2018, for a total of 6 emergency inspections. The cost for these inspections are estimated and may vary from this initial estimate depending on the severity of the emergency.
6. Any additional routine inspections on structures that may be added to the NDOT inventory during the agreement period will be paid for using the budget for emergency inspections.
7. During negotiations it was agreed that NDOT would provide hours for training on the new software that will be acquired during the agreement period.

Reviewed and Approved:

  
Assistant Director

Encl.

**ATTACHMENT A**  
**SCOPE OF SERVICES**  
**Fiscal Years 2016-2019 UNDERWATER BRIDGE INSPECTION**

The scope of services for this agreement shall consist of **Underwater Inspections** of bridges located throughout the state of Nevada, during the fiscal years of 2016-2019. Detailed discussion of this work follows.

This agreement shall include Routine Underwater Diving Inspections of pre-identified bridges located in DEPARTMENT Districts I, II, and III, as well as any additional bridges determined to require Routine Underwater diving inspection during the agreement period.

This agreement shall include Special Underwater Inspections that are defined as any underwater inspections that are requested by the DEPARTMENT at any time during the agreement period. In general, Special Underwater Inspections will be requested when damage or deterioration has occurred to a bridge due to unplanned events, both natural (i.e. flooding, earthquakes, etc.) and manmade (i.e. accidents or impact damage), however, the DEPARTMENT may request a Special Underwater Inspection for any reason in which a change of condition is suspected.

The SERVICE PROVIDER shall provide an underwater bridge inspection team consisting of a minimum of three personnel, to complete each underwater bridge inspection. The SERVICE PROVIDER shall be responsible for the accuracy of the information collected at each bridge site, as well as all report preparation. The SERVICE PROVIDER shall also provide all necessary inspection and commercial dive equipment to be used throughout the agreement. All diving operations shall be conducted in compliance with OSHA 29 CFR 1910 Subpart T-Commercial Diving Operations (including OSHA Directive CPL 02-00-151) , and Association of Diving Contractors International "CONSENSUS STANDARDS For Commercial Diving Operations".

**Notes:**

- All bridge elements generally lie in less than 10 feet of water depth. Anticipated water velocities are less than 1.0 kt. At all pre-identified sites during inspection season. Visibilities are generally 1 foot to 3 feet. Water temperatures vary between high 40's to mid 60's (degrees Fahrenheit) during anticipated inspection season. Diving can generally be done from shore, with no diving boat needed.
- For all bridges, channel cross section measurements shall be taken directly along the upstream bridge fascia, at a minimum. Site-specific conditions may warrant that additional channel profile, pier scour measurements be taken.

**KNOWN BRIDGES REQUIRING INCREASED FREQUENCY UNDERWATER DIVING INSPECTIONS**

The following SEVEN (7) bridges have each been assigned a 12 month frequency for Underwater Inspection. As such, each bridge will likely require a Routine Underwater Inspection in calendar year 2015, 2016, 2017 and 2018.

**District II**

<b>BRIDGE #</b>	<b>LOCATION</b>	<b>IN WATER</b>	<b>DONI</b>
B 28	SR 396 over Humboldt River; Lovelock	7 Pile Bents	9/08/2015
B 178	Virginia Street over Truckee River; Reno	2 Abuts/ 1 Pier	9/07/2015
B 303	Sierra St. over Truckee River; Reno	2 Abuts/ 1 Pier	9/07/2015
B 474	Muller Lane/W. Chnl Carson River; Minden	1 Pier	9/07/2015
B 364	Old SR 8A Over Quinn River	2 Abuts/ 2 Piers	9/08/2015

**District III**

<b>BRIDGE #</b>	<b>LOCATION</b>	<b>IN WATER</b>	<b>DONI</b>
B 395	US 40; near Dunphy	4 Piers, Maximum	9/09/2015
B541	SR 225/ E. Fork Owyhee River; Mtn. City	2 Barrel RCB	9/10/2015

Note that additional bridges could be added to this Increased Frequency Inspection listing, as a result of any conditions that may cause damage or deterioration occurring to Nevada's bridge inventory during the agreement period.

**KNOWN BRIDGES REQUIRING ROUTINE UNDERWATER DIVING INSPECTIONS**

There are approximately 60 bridges requiring routine underwater inspections in fiscal year 2016 and 3 bridges requiring routine underwater bridge inspections in fiscal year 2017. Routine inspections are to be done from July 2015 through September 2015 and are located throughout the State of Nevada.

<b>BRIDGE #</b>	<b>LOCATION</b>	<b>IN WATER</b>	<b>DONI</b>
B 600	Yerington	2 Pier	8/22/2015
B 1611	South of Yerington	2 Abut	8/22/2015
B 1741	South of Mason	2 Pier	8/22/2015
B 144	South of Yerington	1 Pier, 2 Abut	8/22/2015
B1475	West of Hawthorne	2 Abut	8/23/2015
B 822	North of Smith	2 Pier, 2 Abut	8/23/2015
B 146	South of Yerington	2 Abut	8/23/2015
B 778	East of Smith	2 Pier, 1 Abut	8/23/2015
B 1602	South of Gardnerville	1 Arch	8/24/2015
B 1330	Southwest of Minden	2 Abut	8/24/2015

B 638	South of Garnerville	2 Pier, 1 Abut	8/25/2015
B553	South of Minden	4 Pier	8/25/2015
B 580	West of Gardnerville	3 Pier	8/25/2015
B 1240	East of Genoa	1 Pier, 2 Abut	8/26/2015
B 1241	East of Genoa	1 Pier, 2 Abut	8/26/2015
B 1239	East of Genoa	2 Pier, 2 Abut	8/26/2015
B 477	Northwest of Minden	4 Pier	8/27/2015
B 855 E	East of Lovelock	2 Pier	8/28/2015
B 855 W	East of Lovelock	2 Pier	8/28/2015
B 1014	North of Battle Mountain	2 Pier, 2 Abut	8/29/2015
B 223	Winnemucca	2 Pier, 2 Abut	8/29/2015
B 581	Carlin	2 Pier	8/30/2015
B 535	Near Mountain City	2 Pier	8/31/2015
B 658	Near Contact	2 Abut	9/01/2015
M 2048 B	S of S Fork Reservoir	2 Barrels	9/01/2015
B 178	Reno	1 Pier, 2 Abut	9/07/2015
B 474	South of Genoa	3 Pier	9/07/2015
B 303	Reno	2 Pier, 2 Abut	9/07/2015
B 28	North of Lovelock	7 Pier	9/08/2015
B 364	South of Denio	3 Cell RCB	9/08/2015
B 395	South of Dunphy	3 Pier	9/09/2015
B 541	South of mountain City	3 Cell Box Culvert	9/10/2015
B 716 W	West of Fernley	2 Pier	9/12/2015
B 1351	South of Nixon	2 Pier	9/12/2015
B 716 E	West of Fernley	2 Pier	9/12/2015
B 764 E	Southwest of Verdi	2 Pier	9/13/2015
B 764 W	Southwest of Verdi	2 Pier	9/13/2015
B 380	West of Verdi	2 Arches	9/13/2015
B378	East Side of Verdi	1 Arch	9/13/2015

B 1490	East of Sparks	2 Pier	9/14/2015
B 637	Dayton	2 Pier	9/14/2015
B 1274	SE Carson City	2 Pier	9/14/2015
B 1328	Carson City	2 Pier, 1 Abut	9/14/2015
B 650	East of Reno	2 Pier, 2 Abut	9/15/2015
B 1532	Reno – N Bridge	2 Pier, 1 Abut	9/16/2015
B2046	West of Reno	2 Pier, 2 Abut	9/16/2015
B 1621	Reno	1 Pier	9/16/2015
B 1531	Reno S-Bridge	2 Abut	9/16/2015
H 1234	Reno	1 Pier	9/17/2015
B 578 S	Reno	2 Pier	9/17/2015
B 578 N	Reno	2 Pier	9/17/2015
B 1863	Reno	1 Pier	9/17/2014
B 304	Reno	2 Pier, 2 Abut	9/18/2015
B1327 W	Reno	1 Pier	9/18/2015
B 1300	Sparks	2 Pier, Ret Wall	9/19/2015
B 2171	Sun City	1 Pier, 2 Abut	9/20/2015
B 1847	Laughlin	5 Pier	9/22/2015
B 781 N	Glendale	2 Pier	9/23/2015
B 781 S	Glendale	2 Pier	9/23/2015
B 1600	Southwest of Gardnerville	2 Abut	9/24/2015
B 1658	North of Golconda	1 Pier, 1 Abut	9/07/2016
B 866E	East of Battle Mountain	2 Pier	9/08/2016
B 866 W	East of Battle Mountain	2 Pier	9/08/2016

Note that additional bridges may be added to the routine underwater roster during the agreement period.

**PROVISIONS FOR ALL ROUTINE AND SPECIAL UNDERWATER INSPECTIONS**

For all inspections, an underwater structural and scour inspection shall be conducted at each bridge, following criteria outlined in FHWA’S “Bridge Inspector’s Reference Manual”, AASHTO’S “The Manual for

Bridge Evaluation”, the National Bridge Inspection Standards, DEPARTMENT policy and as by the DEPARTMENT’S Assistant Chief Structures Engineer – Inventory/Inspection. Documentation to be provided shall include updated waterway cross-section measurements along the upstream fascia of each bridge, along with sketches and photos of significant deficiencies, as appropriate.

Inspection reports for each bridge inspection shall be prepared by the SERVICE PROVIDER, using the DEPARTMENT’S computerized inspection reporting program. Both electronic and hard-copy records shall be submitted to the DEPARTMENT. All bridge inspection reports submitted to the DEPARTMENT shall be reviewed by a Professional Engineer registered in the State of Nevada, and shall bear that engineer’s validated stamp indicating that all work has been completed in a proper and professional manner. The individual providing this review shall be the SERVICE PROVIDER’S Project Manager or (with prior DEPARTMENT approval) his/her designated representative.

The SERVICE PROVIDER shall perform inspections in a timely manner. All inspections shall commence no sooner than thirty (30) calendar days prior to the “Date of Next Inspection” (“DONI”) assigned by the DEPARTMENT, and no later than the last day of the month on the of the assigned “DONI”. SERVICE PROVIDER should attempt to conduct all inspections coinciding as close to the structure’s assigned “DONI” as is feasible. Bridge inspection reports for each bridge shall be completed and submitted no later than forty five (45%) calendar days following the date of inspection. Any inspection report subsequently returned to the SERVICE PROVIDER for correction shall be re-submitted to the DEPARTMENT for final acceptance no later than seventy five (75) calendar days following the date of inspection.

# Line Item 2

**STATE OF NEVADA**  
**DEPARTMENT OF TRANSPORTATION**

## Request to Solicit Services and Budget Approval (2A)

X Initial Budget Request or Request for Amendment # or Task Order #

If Amendment or Task Order, name of Company:

Agreement #: Project ID #(s):

Type of Services: Architectural Design Services

Originated by: William Schulz Division: Maint/Asset Mgmt Date Originated: 3/11/2015

<sup>ds</sup>  
 Division Head/District Engineer: Anita Bush

Budget Category #: 466006 Object #: 814M Organization #: C056

Estimated Cost: \$300,000 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2016 - 2018

40% in FY 16, 40% in FY 17, and 20% in FY 18

**“Budget by Organization” Report (Report No. NBDM30) attached here:**

### Purpose of, and Justification for, Budget Request:

NDOT Architecture requests that a 2nd Architectural On-Call Agreement be approved and a another architecture firm (TSK) be chosen from the existing RFP committee selections. First and second place firms were tied in the first round selection process, requiring an interview selection process for these two firms. More architectural design work exists than can be completed using the one \$300,000 On-Call Agreement with H+K Architects, therefore another architectural team is needed to design the workload. (see attached list of architecture design projects)

See Original 2a Request for On-Call Architecture Services (attached).

Note that interviews resulting from this RFP process occurred September 24, 2014. On December 18th, 2014 H+K Architects was awarded an On-Call agreement for \$300,000.00. TSK Architects is the only other firm that was interviewed. It is requested to award this firm an On-Call Agreement also due to the large number of architectural projects in the FY 2016 and 2017.

### Scope of Services:

The scope of services will be to provide plans and specifications for miscellaneous architectural design projects. The architecture firm chosen will also be required to perform peer plan reviews for in-house produced drawings such as ADA corrections, and maintenance station remodels.

**Additional Information Attached** X

\*Amendments for time extensions (time only) do not require a form 2a



**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**Signed:** DocuSigned by:  
Donna Spelts 3/24/2015 Approve  
1ECB4330B2E54F3 Financial Management 2 Date

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Financial Management Comments:

**Signed:** DocuSigned by:  
Norfa Larrosa 4/1/2015 Approve  
2B4B63AE02984DA Project Accounting 2 Date

Project Accounting Comments:

**Signed:** DocuSigned by:  
Lady Mayson 4/12/2015 Approve  
C4C7CE3CD36443... Director 2 Date

Director Comments:

Requires Transportation Board presentation

Does not require Transportation Board presentation

A formal presentation is not required, but Transportation Board approval will be required for agreements \$300,000 and over. When the architectural contract is before the Board for approval, please have a representative attend in order to answer any questions.

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

## MEMORANDUM

April 15, 2015

**TO:** Reid Kaiser, Assistant Director

**FROM:** DJ Chandler, Project Manager 

**SUBJECT:** Negotiation Summary for RFP P187-15-056 – On-Call Building Architecture Services for Architecture Building Systems Projects Statewide

A negotiation meeting was conducted via phone in Carson City, Nevada on April 15, 2015 with Windom Kimsey of TSK Architects and DJ Chandler 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 TSK Architects was reaffirmed by both parties at the outset. A short synopsis of the scope of services for TSK Architects follows.

Design work for Task Orders written under this On-Call include, but are not limited to:

1. Design remodels, additions, or replacement and repair of small buildings or building systems in Districts 1, 2, and 3, HQ building in Carson City, Rest Stops and other NDOT buildings, as directed by the NDOT Architecture Section. Small Building types include: District Office Buildings, Maintenance Shops, Vehicle Storage buildings, Rest Stops, Visitor Centers, NDOT residences, and other related structures for NDOT sites.
2. Provide written peer review, plan check comments and back checking of corrections.
3. Perform energy studies (using LEED principles) and provide documents for energy conservation projects as directed by the NDOT Architecture Section.
4. Design ADA Improvements for NDOT Building Facilities.

Individual Task Orders are written as needed for various projects throughout the fiscal years.

The following schedule was agreed to by both parties:

TSK Architects has agreed to provide Architectural Design Services by schedules that will be defined in each Task Order as they are written.

Key TSK personnel for this On-Call Architectural Services Agreement are as follows:

The primary Architect assigned to manage this On-Call Agreement is Windom Kimsey, a Principle Architect. TSK Architects will assign work to their staff as necessary per the development of each Task Order.

The DEPARTMENT's total dollar amount for this On-Call Agreement is \$300,000.00 from which multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$300,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform design services by negotiating individual Task Orders for design work assigned to this On-Call.

The Payment Structure type is LUMP SUM, as described in the DEPARTMENT'S Consultant Agreement Procedure.

Future Architectural design services, added by Task Order, will be negotiated separately based on the PROVIDER'S billing rate for man hours multiplied by the time required to perform each element of work contained in the Task Order. The LUMP SUM costs will be determined and negotiated in accordance with the guidelines provided in the Consultant Agreement Procedures.

Billing rates for this PROVIDER and their sub-consultants are attached. A review of these billing rates for Architectural services plus sub-consultant engineering finds that the rates are within customary ranges for Architectural professional services, as well as for their sub-consultant engineers.

Direct expenses (reimbursable expenses, travel, etc.) shall be included in each proposal for a Task Order. Direct Expenses, within individual elements of a Task Order, are paid as LUMP SUM amounts. Direct expenses are negotiated and built into the LUMP SUM cost at the time the PROVIDER submits their service proposal for elements of design agreed upon in each Task Order.

This Negotiated Summary Memorandum explains the method of negotiating future Task Orders that may be assigned to the On-Call Agreement for Building Architecture Services. Task Orders will not be formed and negotiated until after the On-Call Architectural Agreement is signed.

Reviewed and Approved:

DocuSigned by:  
  
8DD040160434471

4/16/2015 | 08:15 PT

Assistant Director - Operations

# Line Item 3

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

RECEIVED

DEC 15 2014

MEMORANDUM

FINANCIAL MANAGEMENT  
December 10, 2014

TO: 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting *Norfa Lanuza 11/6/15*  
3. Rudy Malfabon, P.E., Director

FROM: Anita Bush, Chief Engineer of Maintenance and Asset Management *AB*

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

The Building Inspection and Materials and Testing On-Call Agreements for 2009 through 2013 have allowed the Architecture Division to secure these services as an On-Call Agreement for each district from which Task Orders were written and services performed. This is required since the Architecture Section now falls under the direction of the State Public Works Board (SPWB) we are required to have a specified number of inspections on all Architecture building projects. Therefore, this is to request that new On-Call Building Inspection and Materials and Testing Agreements 2015 - 2017 for each district be solicited through the RFP Process.

The scope of services will be to provide standard building inspection and material and testing services on various approved Architecture projects as the need arises. Some of the potential projects for inspection in this timeframe could include 4 Rest Areas/Stops, the 2<sup>nd</sup> and 3<sup>rd</sup> Floor Sprinkler job, Washpad projects designed to comply with EPA storm water issues, 3<sup>rd</sup> Floor Computer Room Improvements, Lab Renovations in Winnemucca, Replacement of the HQ Chiller in Carson.

The estimated cost in each district would be \$300,000.00 per On-Call Agreement for a total of \$900,000.00, 100% State Party for Fiscal Years 2016 and 2017. It is forecasted that \$450,000.00 State funds will be used in FY 2016 and \$450,000.00 will be used in 2017 as State funds.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 466006, Object 814M, Organization C056. 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 Directors Office authorizes the request to solicit consulting services.

Approved: *Rudy Malfabon*  
\_\_\_\_\_  
Director

Approved: *Felicia Dewey*  
\_\_\_\_\_  
Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

April 9, 2015

**TO:** Reid Kaiser Assistant Director

**FROM:** Don Twichell, Project Manager I 

**SUBJECT:** Negotiation Summary for RFP 019-15-056, On-Call Building Inspection and Material & Testing Services for Projects Statewide

A negotiations were held from April 2, 2015 through April 9, 2015 over the phone in Carson City with Lumos & Associates staff Michael Bennett and Don Twichell 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 Lumos & Associates was reaffirmed by both parties at the outset. A short synopsis of the scope of services for Lumos & Associates follows:

On an as needed basis Lumos & Associates shall perform building inspection as well as Material and Testing services that will include, but not be limited to: Site Work; Concrete; Thermal and Moisture Protection; Doors and Window Coverings; Finishes, Interior and Exterior; Specialties; Mechanical; Electrical; Roofing and Communications. Building Inspection services will be done in accordance with the International Building Code (IBC) 2003 edition and the National Electric Code (NEC) 2003 edition.

The following schedule was agreed to by both parties:

Individual Task Orders are written as needed for the inspection of various projects throughout the fiscal years.

The following schedule was agreed to by both parties:

Lumos & Associates has agreed to provide Building Inspection and Materials and Testing (M&T) Services by time schedules that will be defined in each Task Order as they are written and follow the set Fee Schedule established as Attachment B in the Agreement and attached to each Task Order. During negotiations the fees were determined to be in line with the industry standard in Nevada.

Key personnel dedicated this On-Call Building Inspection and M&T Services Agreement are as follows:

The Primary Engineer assigned to manage this On-Call Agreement is Michael Bennett, a Principle Engineer in the firm, with Mitch Burns acting as the project manager contact. Lumos & Associates will assign work to their staff as necessary per the development of each Task Order.

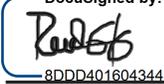
The DEPARTMENT's total dollar amount for this On-Call Agreement is \$300,000.00 from which multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$300,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform services by negotiating individual Task Orders for Building Inspection and M&T work assigned to this On-Call.

The Payment Structure type is Cost Per Unit of Work, as described in the DEPARTMENT'S Consultant Agreement Procedures.

Future Building Inspection and M&T Services, added by Task Order, will be negotiated separately based on the PROVIDER'S Fee Schedule (Attachment B of the Agreement). This Fee Schedule provides the man hours per professional type as well as specific rates for testing items. Using that Fee Schedule, the DEPARTMENT Project Manager and the Principal Engineer or the Project Manager of Lumos & Associates will agree on how much time each Task Order will require and potential testing that will be needed. The Fee Schedule will then be used to determine what cost the Task Order will be written for with a not to exceed language identified in the Task Order.

This Negotiated Summary Memorandum explains the method of negotiating future Task Orders that may be assigned to the On-Call Building Inspection and M&T Services. Task Orders will not be formed and negotiated until after the On-Call Building Inspection and M&T Services is signed.

Reviewed and Approved:

DocuSigned by:  
  
8DDD40160434471...

4/10/2015 | 10:05 PT

Assistant Director - Operations

# Line Item 4

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

RECEIVED

DEC 15 2014

MEMORANDUM

FINANCIAL MANAGEMENT  
December 10, 2014

TO: 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting *Norfa Lanuza 11/6/15*  
3. Rudy Malfabon, P.E., Director

FROM: Anita Bush, Chief Engineer of Maintenance and Asset Management *AB*

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

The Building Inspection and Materials and Testing On-Call Agreements for 2009 through 2013 have allowed the Architecture Division to secure these services as an On-Call Agreement for each district from which Task Orders were written and services performed. This is required since the Architecture Section now falls under the direction of the State Public Works Board (SPWB) we are required to have a specified number of inspections on all Architecture building projects. Therefore, this is to request that new On-Call Building Inspection and Materials and Testing Agreements 2015 - 2017 for each district be solicited through the RFP Process.

The scope of services will be to provide standard building inspection and material and testing services on various approved Architecture projects as the need arises. Some of the potential projects for inspection in this timeframe could include 4 Rest Areas/Stops, the 2<sup>nd</sup> and 3<sup>rd</sup> Floor Sprinkler job, Washpad projects designed to comply with EPA storm water issues, 3<sup>rd</sup> Floor Computer Room Improvements, Lab Renovations in Winnemucca, Replacement of the HQ Chiller in Carson.

The estimated cost in each district would be \$300,000.00 per On-Call Agreement for a total of \$900,000.00, 100% State Party for Fiscal Years 2016 and 2017. It is forecasted that \$450,000.00 State funds will be used in FY 2016 and \$450,000.00 will be used in 2017 as State funds.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 466006, Object 814M, Organization C056. 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 Directors Office authorizes the request to solicit consulting services.

Approved: *Rudy Malfabon*  
Director

Approved: *Felicia Dewey*  
Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

April 14, 2015

**TO:** Reid Kaiser Assistant Director

**FROM:** Don Twichell, Project Manager 

**SUBJECT:** Negotiation Summary for RFP 019-15-056, On-Call Building Inspection and Material & Testing Services for Projects Statewide

A negotiations were held from April 2, 2015 through April 13, 2015 over the phone in Carson City with Wood Rodgers Inc., staff Bryan Gant and James Smith, and Don Twichell 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 Wood Rodgers Inc., was reaffirmed by both parties at the outset. A short synopsis of the scope of services for Wood Rodgers Inc., follows:

On an as needed basis Wood Rodgers Inc., shall perform building inspection as well as Material and Testing services that will include, but not be limited to: Site Work; Concrete; Thermal and Moisture Protection; Doors and Window Coverings; Finishes, Interior and Exterior; Specialties; Mechanical; Electrical; Roofing and Communications. Building Inspection services will be done in accordance with the International Building Code (IBC) 2003 edition and the National Electric Code (NEC) 2003 edition.

The following schedule was agreed to by both parties:

Individual Task Orders are written as needed for the inspection of various projects throughout the fiscal years.

The following schedule was agreed to by both parties:

Wood Rodgers Inc., has agreed to provide Building Inspection and Materials and Testing (M&T) Services by time schedules that will be defined in each Task Order as they are written and follow the set Fee Schedule established as Attachment B in the Agreement and attached to each Task Order, (see Fee Schedule is attached). Such fee's were agreed as in line with industry standard in Nevada.

Key personnel dedicated this On-Call Building Inspection and M&T Services Agreement are as follows:

The Primary Engineer assigned to manage this On-Call Agreement is Bryan Gant, a Principle Engineer in the firm, with James Smith acting as the project manager contact. Wood Rodgers Inc., will assign work to their staff as necessary per the development of each Task Order.

The DEPARTMENT's total dollar amount for this On-Call Agreement is \$300,000.00 from which multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$300,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform services by negotiating individual Task Orders for Building Inspection and M&T work assigned to this On-Call.

The Payment Structure type is Cost Per Unit of Work, as described in the DEPARTMENT'S Consultant Agreement Procedures.

Future Building Inspection and M&T Services, added by Task Order, will be negotiated separately based on the PROVIDER'S Fee Schedule (Attachment B of the Agreement). This Fee Schedule provides the man hours per professional type as well and specific rates for testing items. Using that Fee Schedule, the DEPARTMENT Project Manager and the Principal Engineer or the Project Manager of Wood Rodgers Inc., will agree on how much time each Task Order will require and potential testing that will be needed. The Fee Schedule will then be used to determine what cost the Task Order will be written for with a not to exceed language identified in the Task Order.

This Negotiated Summary Memorandum explains the method of negotiating future Task Orders that may be assigned to the On-Call Building Inspection and M&T Services. Task Orders will not be formed and negotiated until after the On-Call Building Inspection and M&T Services is signed.

Reviewed and Approved:

DocuSigned by:

8DDD40160434471...

4/20/2015 | 05:37 PT

---

Assistant Director - Operations

# Line Item 5

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

RECEIVED

DEC 15 2014

MEMORANDUM

FINANCIAL MANAGEMENT  
December 10, 2014

TO: 1. Donna Spelts, Budget Section  
2. Norfa Lanuza, Project Accounting *Norfa Lanuza 11/6/15*  
3. Rudy Malfabon, P.E., Director

FROM: Anita Bush, Chief Engineer of Maintenance and Asset Management *AB*

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

The Building Inspection and Materials and Testing On-Call Agreements for 2009 through 2013 have allowed the Architecture Division to secure these services as an On-Call Agreement for each district from which Task Orders were written and services performed. This is required since the Architecture Section now falls under the direction of the State Public Works Board (SPWB) we are required to have a specified number of inspections on all Architecture building projects. Therefore, this is to request that new On-Call Building Inspection and Materials and Testing Agreements 2015 - 2017 for each district be solicited through the RFP Process.

The scope of services will be to provide standard building inspection and material and testing services on various approved Architecture projects as the need arises. Some of the potential projects for inspection in this timeframe could include 4 Rest Areas/Stops, the 2<sup>nd</sup> and 3<sup>rd</sup> Floor Sprinkler job, Washpad projects designed to comply with EPA storm water issues, 3<sup>rd</sup> Floor Computer Room Improvements, Lab Renovations in Winnemucca, Replacement of the HQ Chiller in Carson.

The estimated cost in each district would be \$300,000.00 per On-Call Agreement for a total of \$900,000.00, 100% State Party for Fiscal Years 2016 and 2017. It is forecasted that \$450,000.00 State funds will be used in FY 2016 and \$450,000.00 will be used in 2017 as State funds.

Approval of this memo by the Financial Management Division, Budget Section, funding authority is available for consulting services for Budget Category 466006, Object 814M, Organization C056. 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 Directors Office authorizes the request to solicit consulting services.

Approved: *Rudy Malfabon*  
\_\_\_\_\_  
Director

Approved: *Felicia Dewey*  
\_\_\_\_\_  
Budget Section

Requires Transportation Board Presentation

Requires IT Review

COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION

# MEMORANDUM

April 14, 2015

**TO:** Reid Kaiser Assistant Director

**FROM:** Don Twichell, Project Manager 

**SUBJECT:** Negotiation Summary for RFP 019-15-056, On-Call Building Inspection and Material & Testing Services for Projects Statewide

A negotiations were held from April 2, 2015 through April 14, 2015 over the phone in Carson City with Summit Engineering Corp., Executive Vice President Clinton Thiess P.E. and Don Twichell 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 Summit Engineering Corp., was reaffirmed by both parties at the outset. A short synopsis of the scope of services for Summit Engineering Corp., follows:

On an as needed basis Summit Engineering Corp., shall perform building inspection as well as Material and Testing services that will include, but not be limited to: Site Work; Concrete; Thermal and Moisture Protection; Doors and Window Coverings; Finishes, Interior and Exterior; Specialties; Mechanical; Electrical; Roofing and Communications. Building Inspection services will be done in accordance with the International Building Code (IBC) 2003 edition and the National Electric Code (NEC) 2003 edition.

The following schedule was agreed to by both parties:

Individual Task Orders are written as needed for the inspection of various projects throughout the fiscal years.

The following schedule was agreed to by both parties:

Summit Engineering Corp., has agreed to provide Building Inspection and Materials and Testing (M&T) Services by time schedules that will be defined in each Task Order as they are written and follow the set Fee Schedule established as Attachment B in the Agreement and attached to each Task Order, (see Fee Schedule is attached). During negotiations the fees were determined to be in line with the industry standard in Nevada.

Key personnel dedicated this On-Call Building Inspection and M&T Services Agreement are as follows:

The Primary Engineer assigned to manage this On-Call Agreement is Clinton Thiess P.E. and Executive Vice President in the firm. Summit Engineering Corp., will assign work to their staff as necessary per the development of each Task Order.

The DEPARTMENT's total dollar amount for this On-Call Agreement is \$300,000.00 from which multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$300,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform services by negotiating individual Task Orders for Building Inspection and M&T work assigned to this On-Call.

The Payment Structure type is Cost Per Unit of Work, as described in the DEPARTMENT's Consultant Agreement Procedures.

Future Building Inspection and M&T Services, added by Task Order, will be negotiated separately based on the PROVIDER'S Fee Schedule (Attachment B of the Agreement). This Fee Schedule provides the man hours per professional type as well and specific rates for testing items. Using that Fee Schedule, the DEPARTMENT Project Manager and the Principal Engineer or the Project Manager of Summit Engineering Corp., will agree on how much time each Task Order will require and potential testing that will be needed. The Fee Schedule will then be used to determine what cost the Task Order will be written for with a not to exceed language identified in the Task Order.

This Negotiated Summary Memorandum explains the method of negotiating future Task Orders that may be assigned to the On-Call Building Inspection and M&T Services. Task Orders will not be formed and negotiated until after the On-Call Building Inspection and M&T Services is signed.

Reviewed and Approved:

DocuSigned by:  
  
8DD040160434471

4/14/2015 | 15:30 PT

Assistant Director - Operations



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

## MEMORANDUM

June 1, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** June 8, 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 April 17, 2015 to May 13, 2015
- Agreements under \$300,000 executed April 17, 2015 to May 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 April 17, 2015 to May 13, 2015, and agreements executed by the Department from April 17, 2015 to May 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, April 17, 2015 to May 13, 2015
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, April 17, 2015 to May 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  
 April 17, 2015 to May 13, 2015**

1. April 9, 2015, at 2:00 PM the following bids were opened for Contract 804-15, Project No. NH-STP-015-1(147), I-15 NEON Package 1, in Clark County, for demolition and asbestos and hazardous materials abatement for 11 parcels.

Baldwin Development LLC .....	\$676,676.00
Environmental Assurance, LLC .....	\$706,744.44
E&M Enterprises, Inc. ....	\$963,647.18
Construction Group International, LLC .....	\$7,583,038.44*
<b>Engineer's Estimate</b> .....	<b>\$1,214,300.00</b>

The Director awarded the contract April 23, 2015, to Baldwin Development LLC, for \$676,676.00.

2. April 9, 2015, at 2:30 PM the following bids were opened for Contract 3587, Project No. SPF-050-2(026), on US 50 in Silver Springs, Lyon County, to construct fence with cattle guards.

Sierra Nevada Construction, Inc. ....	\$689,007.00
Desert Engineering. ....	\$742,600.22
Spanish Springs Construction, Inc. ....	\$778,444.00
MKD Construction.....	\$799,000.00
<b>Engineer's Estimate</b> .....	<b>\$754,354.44</b>

The Director awarded the contract May 4, 2015, to Sierra Nevada Construction, Inc., for \$689,007.00.

3. April 16, 2015, at 1:30 PM, the following bids were opened for Contract 3586, Project No. SPF-095-2(054), on US 50 Carson City Clear Creek Watershed, in Carson City County, to construct multiple storm drains, drop inlets, trench drains, slope flattening, grading, concrete curb and gutters, and channel work.

MKD Construction.....	\$1,160,000.00
A & K Eath Movers, Inc. ....	\$1,193,000.00
Granite Construction Company .....	\$1,296,296.00
Q & D Construction, Inc. ....	\$1,356,090.85
Herback General Engineering LLC .....	\$1,377,745.78
<b>Engineer's Estimate</b> .....	<b>\$1,095,119.72</b>

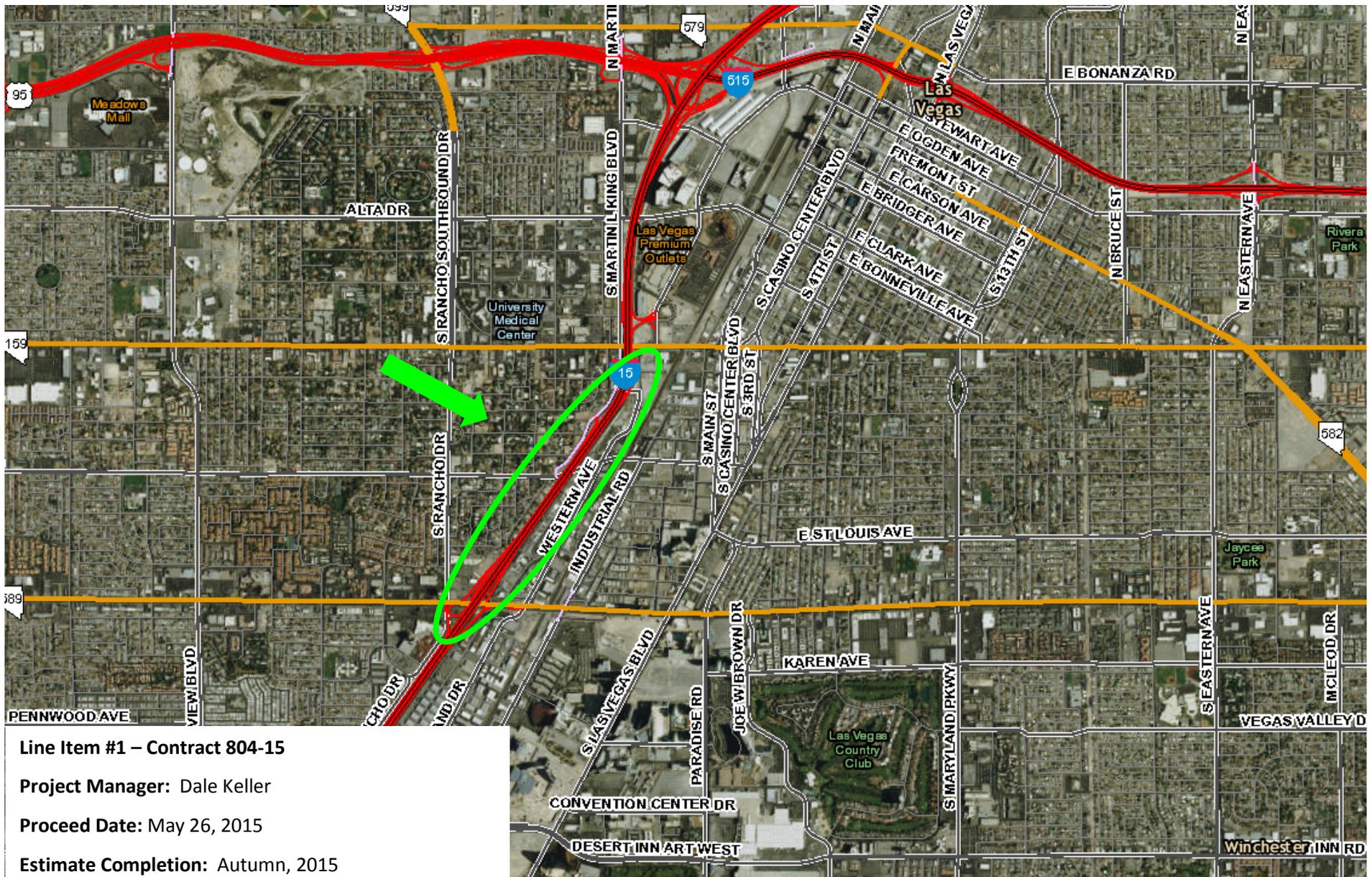
The Director awarded the contract May 4, 2015, to MKD Construction, for \$1,160,000.00.

4. April 16, 2015, at 2:00 PM, the following bids were opened for Contract 3589, Project No. SPSR-158(1), on SR158 Deer Creek Road, in Clark County, for coldmilling and placing plantmix bituminous surface.

Las Vegas Paving Corporation.....	\$2,118,000.00
Aggregate Industries, SWR, Inc.....	\$2,766,766.00
<b>Engineer's Estimate .....</b>	<b>\$2,095,006.01</b>

The Director awarded the contract April 8, 2015, to Las Vegas Paving Corporation, for \$2,118,000.00.

\*There was a calculation error on CGI's bid. According to the Standard Specifications for Road and Bridge Construction, 2014, section 103.01: "In the event of a discrepancy between unit bid prices and extensions, the unit bid prices shall govern."

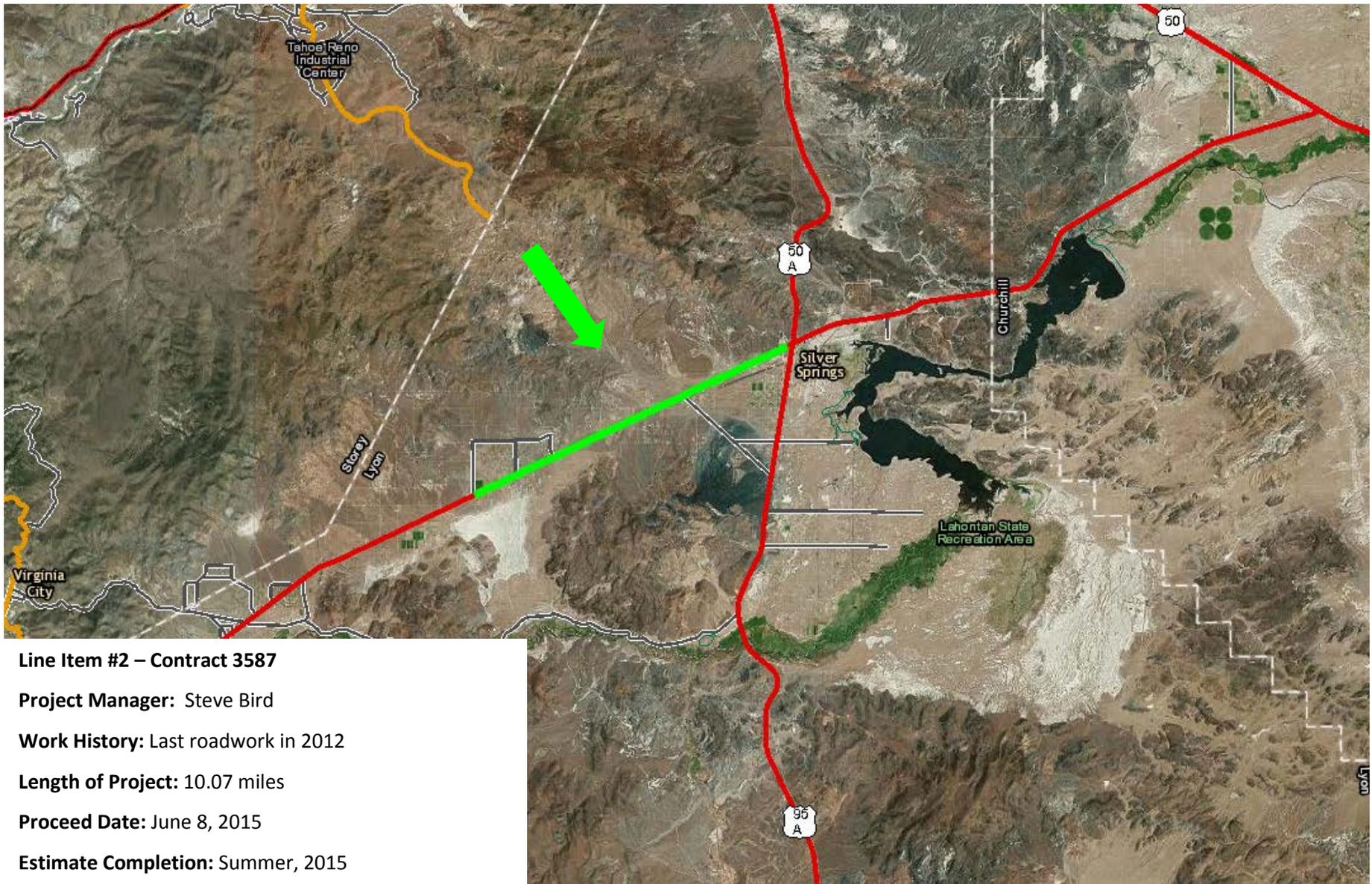


**Line Item #1 – Contract 804-15**

**Project Manager:** Dale Keller

**Proceed Date:** May 26, 2015

**Estimate Completion:** Autumn, 2015



**Line Item #2 – Contract 3587**

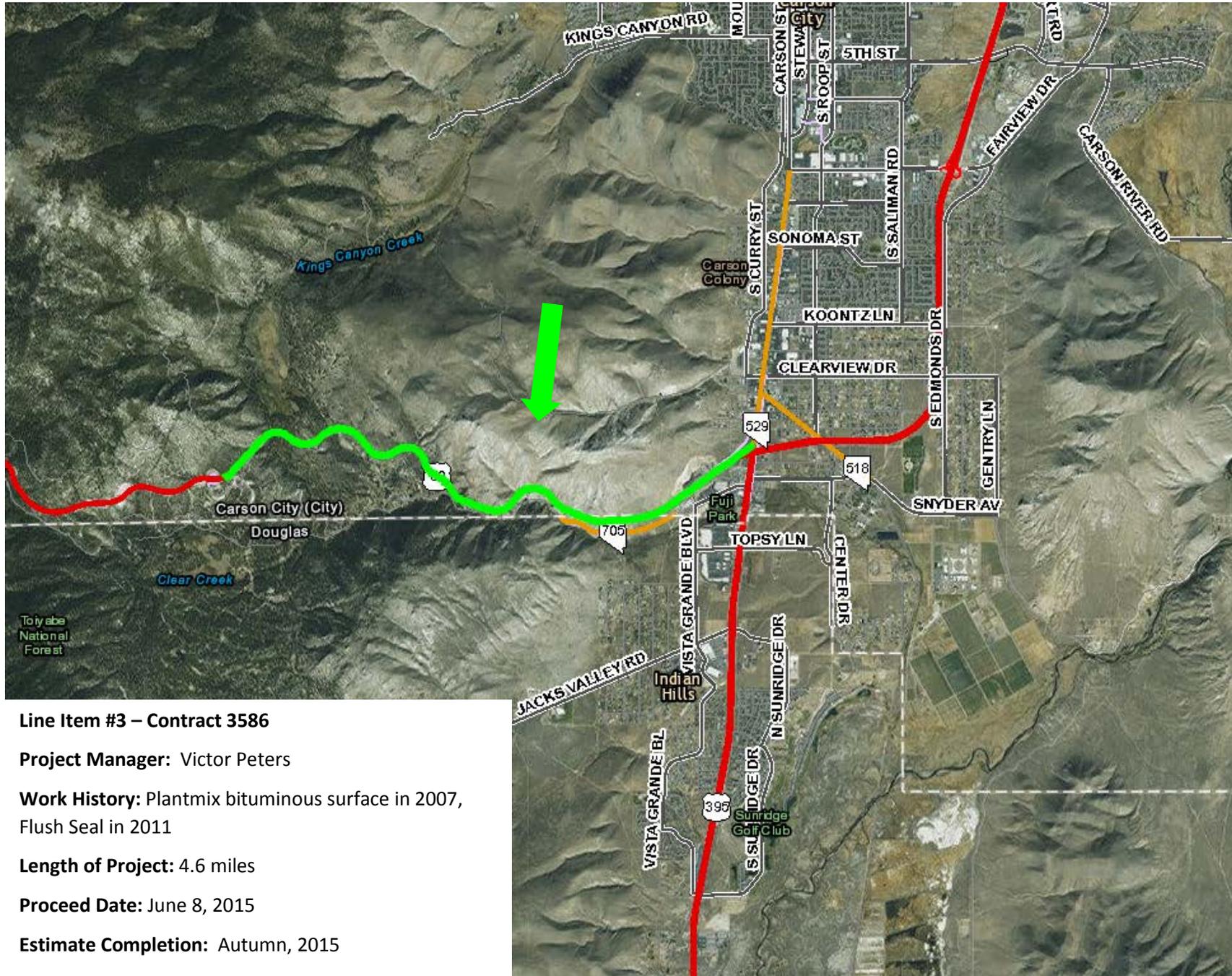
**Project Manager:** Steve Bird

**Work History:** Last roadwork in 2012

**Length of Project:** 10.07 miles

**Proceed Date:** June 8, 2015

**Estimate Completion:** Summer, 2015



**Line Item #3 – Contract 3586**

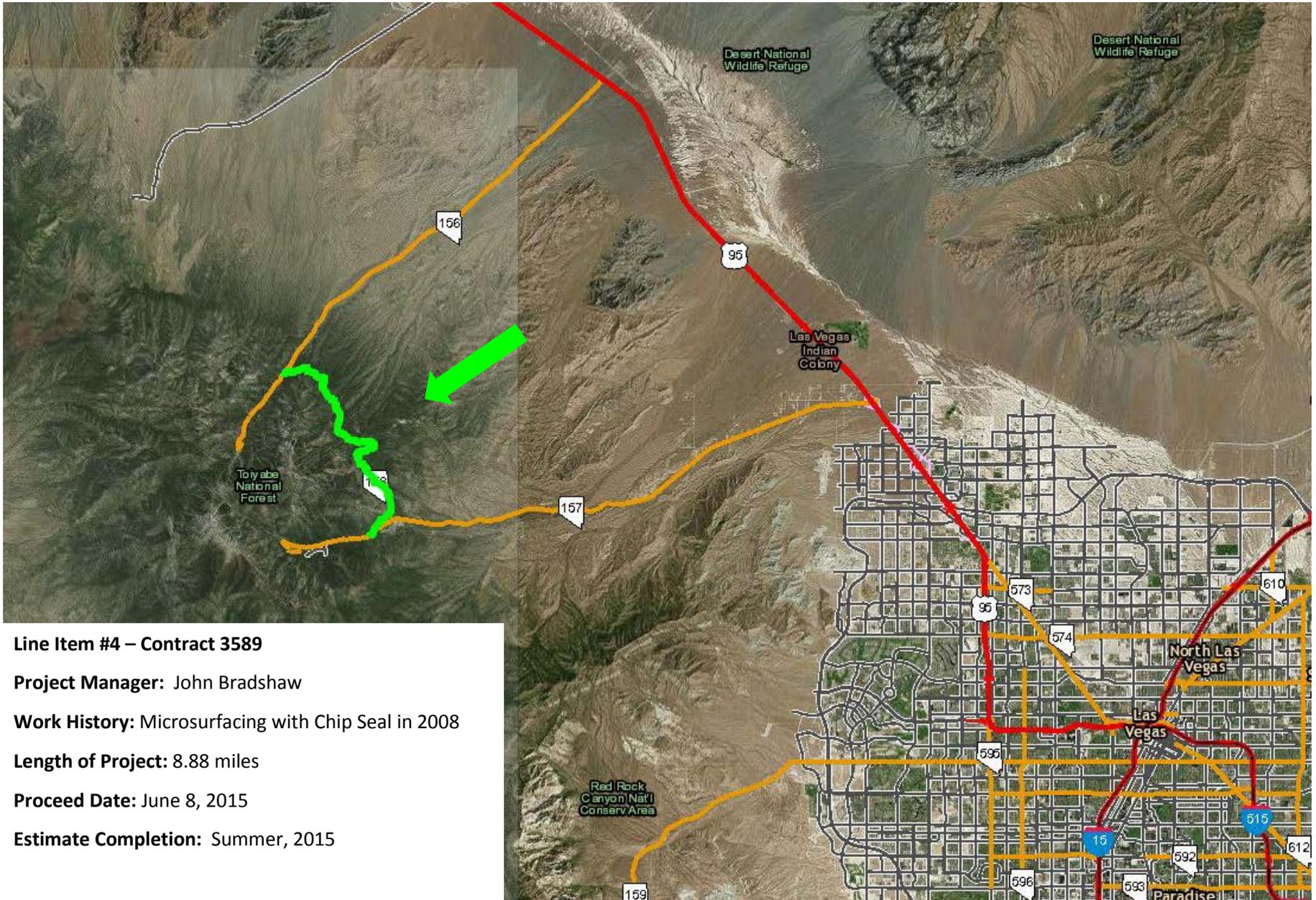
**Project Manager:** Victor Peters

**Work History:** Plantmix bituminous surface in 2007,  
Flush Seal in 2011

**Length of Project:** 4.6 miles

**Proceed Date:** June 8, 2015

**Estimate Completion:** Autumn, 2015



**Line Item #4 – Contract 3589**

**Project Manager:** John Bradshaw

**Work History:** Microsurfacing with Chip Seal in 2008

**Length of Project:** 8.88 miles

**Proceed Date:** June 8, 2015

**Estimate Completion:** Summer, 2015

# Attachment B

State of Nevada Department of Transportation  
Executed Agreements - Informational  
April 17, 2015, through May 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	Dept. Project Manager	Notes
1	15214	00	DOUGLAS COUNTY	DEFINE RESPONSIBILITIES	N	30,000.00	-	-	30,000.00	4/23/2015	12/31/2017	-	Cooperative	STEVE BIRD	04-23-15: ADDRESS EACH PARTY'S RESPONSIBILITIES CONCERNING THE DESIGN, CONSTRUCTION, CONSTRUCTION MANAGEMENT, MAINTENANCE, AND FUNDING FOR IMPROVEMENTS ON SR 756, CENTERVILLE LANE, DOUGLAS COUNTY. NV B/L#: EXEMPT
2	44612	01	TAHOE METROPOLITAN PLANNING ORGANIZATION	PLANNING ACTIVITIES	N	-	-	-	-	10/1/2012	9/30/2016	4/23/2015	Cooperative	KEVIN VERRE	AMD 1 04-23-15: UPDATE SUPER CIRCULAR REFERENCE IN AGREEMENT. 10-01-12: NO COST AGREEMENT TO SET FORTH GENERAL PROVISIONS FOR THE DUTIES OF THE PARTIES FOR THE EXPENDITURE OF THE FEDERAL METROPOLITAN PLANNING FUNDS, DOUGLAS COUNTY. NV B/L#: EXEMPT
3	03415	00	CLARK COUNTY	DEFINE RESPONSIBILITIES	N	-	-	-	-	4/22/2015	12/31/2017	-	Interlocal	JENICA KELLER	04-22-15: NO COST AGREEMENT TO DEFINE CLARK COUNTY'S AND NDOT'S RESPONSIBILITIES REGARDING CONSTRUCTION IMPROVEMENTS THAT WILL BE TAKING PLACE ON THE US-95, CLARK COUNTY. NV B/L#: EXEMPT
4	15015	00	CITY OF HENDERSON	REPLACE PITTMAN WASH STRUCTURE	N	1,100,000.00	-	1,100,000.00	-	4/13/2015	7/31/2015	-	Interlocal	LYNNETTE RUSSELL	04-30-15: CITY OF HENDERSON TO REPLACE EXISTING PITTMAN WASH STRUCTURE UNDER I-515 TO ACCOMODATE HYDRAULIC FLOWS, CLARK COUNTY. NV B/L#: EXEMPT
5	26815	00	HOLLY LUNA	USE OF BICYCLE/PED SAFETY EQUIPMENT	N	-	-	-	-	5/1/2015	6/30/2020	-	Interlocal	ALBERT JACQUEZ	05-11-15: NO COST AGREEMENT TO PERMIT THE USE OF THE DEPARTMENT'S BICYCLE AND PEDESTRIAN EDUCATION PROGRAM'S MOBILE TRAILERS AND EQUIPMENT BY USER, DOUGLAS COUNTY. NV B/L#: EXEMPT
6	24115	00	ROSEMINDA DE CHAVEZ SORIANO	PARCEL I-015-CL-041.855	Y	250,000.00	-	250,000.00	-	4/17/2015	5/30/2016	-	Acquisition	TINA KRAMER	04-22-15: ACQUISITION OF PARCEL I-015-CL-041.855 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
7	25015	00	L AND M CHANPAIBOOL	PARCEL I-015-CL-042.028	Y	120,000.00	-	120,000.00	-	4/27/2015	2/25/2020	-	Acquisition	TINA KRAMER	04-29-15: ACQUISITION OF PARCEL I-015-CL-042.028 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
8	25315	00	MARLON FAMILY TRUST	PARCEL I-015-CL-041.271	Y	928.00	-	928.00	-	4/22/2015	5/1/2016	-	Acquisition	TINA KRAMER	04-27-15: ACQUISITION OF PARCEL I-015-CL-041.271 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
9	25915	00	JOEY TROCIO	PARCEL I-015-CL-041.834	N	130,000.00	-	130,000.00	-	4/27/2015	2/28/2016	-	Acquisition	TINA KRAMER	04-29-15: ACQUISITION OF PARCEL I-015-CL-041.834 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
10	26315	00	FELICIA ANNE GEORGESCU	PARCEL I-015-CL-041.128	Y	10,293.00	-	10,293.00	-	4/27/2015	5/1/2016	-	Acquisition	TINA KRAMER	04-29-15: ACQUISITION OF PARCEL I-015-CL-041.128 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191

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	Dept. Project Manager	Notes
11	26615	00	CHISE SUZUKI	PARCEL I-015-CL-042.051	Y	441,000.00	-	441,000.00	-	4/27/2015	2/28/2016	-	Acquisition	TINA KRAMER	04-29-15: ACQUISITION OF PARCEL I-015-CL-042.051 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19951135191
12	29915	00	VIVIENNE RAKOWSKI	PARCEL I-015-CL-041-236	N	144,104.42	-	144,104.42	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1602 OAKEY, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
13	30015	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	97,709.27	-	97,709.27	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1624 OAKEY, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
14	30115	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	100,681.43	-	100,681.43	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1550-1554 WESTERN, PARCEL I-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
15	30215	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	20,456.16	-	20,456.16	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1654 WESTERN, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
16	30315	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	32,058.20	-	32,058.20	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1560 WESTERN, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
17	30415	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	40,294.23	-	40,294.23	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1608 WEST OAKEY, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
18	30515	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	17,660.00	-	17,660.00	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1610 WEST OAKEY, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
19	30615	00	MVR CORPORATION	PARCEL I-015-CL-041.236	N	39,729.11	-	39,729.11	-	5/12/2015	2/28/2017	-	Acquisition	TINA KRAMER	05-13-15: HOLD VACANT THE PROPERTY LOCATED AT 1612 WEST OAKEY, PARCELI-015-CL-041.236, LAS VEGAS, CLARK COUNTY. NV B/L#: NV19891031914
20	27115	00	MARTIN RENTAL	PARCEL I-015-CL-042.139	Y	149,160.00	-	149,160.00	-	4/28/2015	3/31/2025	-	Acquisition	TINA KRAMER	04-29-15: HOLD VACANT THE PROPERTY LOCATED AT PARCEL I-015-CL-042.139, CLARK COUNTY. NV B/L#: NV20091529298
21	28115	00	LOCH LOMOND WAY TRUST	PARCEL I-015-CL-041.014	Y	178,296.70	-	178,296.70	-	5/7/2015	3/31/2025	-	Acquisition	TINA KRAMER	05-07-15: HOLD VACANT THE PROPERTY LOCATED AT 1725 LOCH LOMOND WAY IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV19961005406
22	28215	00	LOCH LOMOND WAY TRUST	PARCEL I-015-CL-041.014	Y	177,980.64	-	177,980.64	-	5/7/2015	3/31/2025	-	Acquisition	TINA KRAMER	05-07-15: HOLD VACANT THE PROPERTY LOCATED AT 1729 LOCH LOMOND WAY IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV19961005406
23	28015	00	JOHNSON-PERKINS & ASSOCIATES	APPRAISAL REVIEW	Y	22,000.00	-	22,000.00	-	5/7/2015	4/30/2016	-	Appraisal	TINA KRAMER	05-07-15: CONDUCT APPRAISAL REVIEWS OF SURPLUS PROPERTY, CLARK COUNTY. NV B/L#: NV19801006254-S
24	25415	00	KERN RIVER GAS TRANSMISSION CO	PRELIMINARY ENGINEERING	Y	75,623.00	-	75,623.00	-	4/27/2015	1/1/2020	-	Facility	TINA KRAMER	04-29-15: PRELIMINARY ENGINEERING FOR US 95 CORRIDOR PROJECT, CLARK COUNTY. NV B/L#: NV20141102094

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	Dept. Project Manager	Notes
25	27015	00	NV ENERGY	LINE EXTENSION AGREEMENT	N	5,382.00	-	5,382.00	500.00	4/28/2015	2/28/2018	-	Facility	TINA KRAMER	04-30-15: LINE EXTENSION FOR DISTRICT II MAINTENANCE YARD, WASHOE COUNTY. NV B/L#: NV19831015840
26	27315	00	CLARK COUNTY PUBLIC WORKS	30 MANHOLE / VALVE COVERS	N	33,000.00	-	33,000.00	-	4/27/2015	6/1/2018	-	Facility	TINA KRAMER	04-29-15: MANHOLE AND VALVE COVERS ON ROUTE SR 593, TROPICANA AVENUE FROM EASTERN AVENUE TO BOULDER HIGHWAY, CLARK COUNTY. NV B/L#: EXEMPT
27	27515	00	NV ENERGY	ADJUSTMENTS TO UTILITIES	Y	166,756.87	-	166,756.87	-	4/29/2015	4/30/2035	-	Facility	TINA KRAMER	05-04-15: ADJUSTMENTS TO THE UTILITY FACILITIES LOCATED ALONG/CROSSING I-15, CLARK COUNTY. NV B/L#: NV19981212884
28	27815	00	CENTRAL TELEPHONE CENTURYLINK	REIMBURSEMENT OF UTILITY COSTS	N	89,320.00	-	89,320.00	-	4/28/2015	4/30/2020	-	Facility	TINA KRAMER	04-30-15: ADJUSTMENTS, REMOVALS, ALTERATIONS, AND/OR RELOCATIONS OF THE EXISTING UTILITY FACILITIES FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19711000425
29	25715	00	M. SCOTT SIMON	RV SPACE LEASE	N	1,200.00	-	-	1,200.00	4/29/2015	8/31/2016	-	Lease	PAULINE BEIGEL	04-29-15: LEASE OF AN RV PARKING SPACE AT THE BLUE JAY MAINTENANCE STATION FOR \$50 PER MONTH, NYE COUNTY. NV B/L#: EXEMPT
30	27910	01	GARRETT CAPITAL LLC	PARK AND LANDSCAPE	N	16,975.00	25,800.00	-	42,775.00	1/15/2010	12/31/2030	4/27/2015	Lease	TINA KRAMER	AMD 1 04-29-15: INCREASE RECEIVABLE AMOUNT BY \$25,800.00 FROM \$16,975.00 TO \$42,775.00 FOR ANOTHER 5 YEAR LEASE TERM. 01-15-10: LEASE FOR PARKING AND LANDSCAPING I-15 AND HIGHLAND DRIVE, CLARK COUNTY. NV B/L#: NV20091584653
31	29315	00	VINCENT REYNOLDS	MONTGOMERY MS #1	N	2,900.00	-	-	2,900.00	5/11/2015	5/11/2019	-	Lease	PAULINE BEIGEL	05-11-15: LEASE OF NDOT MAINTENANCE STATION MONTGOMERY HOUSE #1 TO NDOT EMPLOYEE FOR \$50.00 PER MONTH, MINERAL COUNTY. NV B/L#: EXEMPT
32	29515	00	MARCUS PAGE	QUINN RIVER #1	N	2,900.00	-	-	2,900.00	5/11/2015	4/30/2019	-	Lease	SANDY SPENCER	05-11-15: EMPLOYEE LEASE OF QUINN RIVER MAINTENANCE STATION HOUSE #1 FOR \$50.00 PER MONTH, HUMBOLDT COUNTY. NV B/L#: EXEMPT
33	17915	00	TOM HAUPTMAN	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/28/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-30-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: EXEMPT
34	20515	00	HARVEY MILLER FAMILY TRUST	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: EXEMPT
35	20615	00	LAMB BOULEVARD GM PROPERTY	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/27/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-29-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: NV20071533309
36	20715	00	SUNSET MHP LLC	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: NV20111591038

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	Dept. Project Manager	Notes
37	20815	00	WOLFGANG H. LETTOW TRUST	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: EXEMPT
38	20915	00	ECCO EQUIPMENT CORPORATION	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: NV19941113931
39	21015	00	JOHN SARA & CO. LTD	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: EXEMPT
40	23315	00	4330 NORTH LAS VEGAS STREET, LLC.	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: NV20111763715
41	23515	00	BWNV LLC	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: EXEMPT
42	23615	00	NELLIS DEVELOPMENT CORPORATION	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: NV19831008805
43	23715	00	DAVID C. DAMIAN	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/16/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION ALONG SR 604, CLARK COUNTY. NV B/L#: EXEMPT
44	23815	00	LLIESCU FAMILY TRUST	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/13/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: EXEMPT
45	23915	00	THE MALLARD COMPANY	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/13/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-22-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: NV20031001804
46	25115	00	REO LLC	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/22/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-27-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: NV20091077183
47	25215	00	JOSE GARCIA	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/22/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-27-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: EXEMPT
48	25515	00	CASHMAN EQUIPMENT COMPANY	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/27/2015	1/31/2018	-	ROW Access	TINA KRAMER	04-27-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: NV19601000406

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	Dept. Project Manager	Notes
49	26415	00	COOPER REVOCABLE TRUST	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/27/2015	4/30/2018	-	ROW Access	TINA KRAMER	04-29-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 648, WASHOE COUNTY. NV B/L#: EXEMPT
50	27209	01	NV BELL TELEPHONE/AT&T NEVADA	REROUTE SERVICE AT KOONTZ	Y	155,851.33	61,435.37	217,287.03	-	9/14/2009	12/31/2019	4/30/2015	ROW Access	TINA KRAMER	AMD 1 04-30-15: INCREASE AUTHORITY BY \$61,435.37 FROM \$155,851.33 TO\$217,286.70 DUE LARGELY TO ADDITIONAL EXPENSES RELATED TO THE TIMELINE OF THE PROJECT ESTIMATED IN 2008 AND WORK WHICH WAS COMPLETED IN 2011. 09-14-09: ADJUST OVERHEAD TELECOMMUNICATION LINES AND REROUTE SERVICE LINES AT THE KOONTZ BRIDGE LOCATION PHASE 2B-1, CARSON CITY. NV B/L#: NV19131000017
51	27915	00	477 COMPTON, LLC. AND NORTH LAS VEGAS, LLC.	PERMISSION TO ENTER PROPERTY	N	-	-	-	-	4/28/2015	4/30/2018	-	ROW Access	TINA KRAMER	04-30-15: NO COST AGREEMENT FOR PERMISSION TO ENTER OWNER'S PROPERTY FOR RECONSTRUCTION OF SR 604, CLARK COUNTY. NV B/L#: NV20081004462
52	48511	01	NV ENERGY	PRELIMINARY ENGINEERING COSTS	Y	1,153,873.67	-	1,153,873.67	871,620.27	11/8/2011	12/31/2029	4/27/2015	ROW Access	TINA KRAMER	AMD 1 04-29-15: TRUE-UP OF LANGUAGE REGARDING REIMBURSABLE PORTION OF THE AGREEMENT. 11-08-11: PRELIMINARY ENGINEERING COSTS FOR THE RELOCATION OF TRANSMISSION LINE FOR PROJECT NEON PHASE I, CLARK COUNTY. NV B/L#: NV19831015840
54	23115	00	A&K EARTHMOVERS	ADA FACILITIES GOLDEN VALLEY	N	121,000.00	-	121,000.00	-	4/22/2015	12/31/2015	-	Service Provider	GREG MINDRUM	04-22-15: Q0-004-15: TO UPDATE ADA FACILITIES AT THE GOLDEN VALLEY INTERCHANGE AT US 395, WASHOE COUNTY. NV B/L#: NV19651001305-Q
55	20015	00	ACHA CONSTRUCTION LLC	REPAIR BARRIER RAIL	N	9,996.00	-	9,996.00	-	4/20/2015	6/30/2015	-	Service Provider	SANDY SPENCER	04-20-15: Q3-009-15: FOR REPAIR OF BARRIER RAIL ON IR-80 MILEPOST 300, BRIDGE H-1485W, ELKO COUNTY. NV B/L#: NV20091375725-Q
56	04815	00	AEM NV CORPORATION	TRAFFIC INCIDENT MANAGEMENT RELATED STUDY	Y	149,875.00	-	149,875.00	-	4/17/2015	8/31/2016	-	Service Provider	MANJU KUMAR	04-20-15: PERFORM STUDY TITLED "DEVELOPMENT AND IMPLEMENTATION OF A STATEWIDE PILOT PROJECT FOR STANDARDIZED TRAFFIC INCIDENT MANAGEMENT (TIM) PERFORMANCE MEASUREMENT AND REPORTING IN NEVADA," STATEWIDE. NV B/L#: NV20141099369-S
57	28815	00	ANNIES JANITORIAL	JANITORIAL FOR DISTRICT II	N	205,004.16	-	205,004.16	-	5/11/2015	12/31/2018	-	Service Provider	MARLENE REVERA	05-11-15: Q2-023-15: TO PROVIDE JANITORIAL SERVICES FOR DISTRICT II AND EQUIPMENT DIVISION OFFICES, WASHOE COUNTY. NV B/L#: NV20131145514-Q
58	17515	00	BENTLEY SYSTEMS	PROJECTWISE SOFTWARE UPGRADE	N	42,769.00	-	42,769.00	-	4/22/2015	3/31/2017	-	Service Provider	ERIC PENNINGTON	04-22-15: IMPLEMENT, CONFIGURE, AND MAINTAIN THE PROJECTWISE SOFTWARE UPGRADE FROM SELECT SERIES 2 TO SELECT SERIES 4 AND ARC GIS CONNECTOR INSTALLATION, CARSON CITY. NV B/L#: NV20081605797-S
59	28415	00	CH2M HILL	TIGER 2015 GRANT	N	80,000.00	-	80,000.00	-	5/8/2015	7/31/2015	-	Service Provider	KEVIN VERRE	05-08-015: ASSISTANCE WITH SUBMITTING FOR A 2015 TIGER DISCRETIONARY GRANT FOR US 93/I-15 IMPROVEMENTS, CLARK COUNTY. NV B/L#: NV19931065492-S

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	Dept. Project Manager	Notes
60	24215	00	DOUBLE BARREL ENVIRONMENTAL	SITE CLEAN-UP	N	240,000.00	-	240,000.00	-	4/23/2015	12/13/2017	-	Service Provider	DEAN MOSHER	4-23-15: Q0-010-15: TO PROVIDE SITE CLEAN UP SERVICES IN AN AREA PREVIOUS OCCUPIED BY THE HOMELESS POPULATION , CLARK COUNTY. NV B/L#: NV20101257679-Q
61	13914	01	DYE MANAGEMENT GROUP	MAINTENANCE BUDGET MODEL	N	149,616.00	37,753.00	187,369.00	-	9/12/2014	12/31/2015	4/30/2015	Service Provider	DAVE PARTEE	AMD 1 04-30-15: INCREASE AUTHORITY BY \$37,753.00 FROM \$149,616.00 TO \$187,369.00 DUE TO TWO (2) ADDITIONAL TASKS ADDED TO THE SCOPE OF SERVICES INCLUDING TECHNICAL EXPERTISE WITH ENTERPRISE MANAGEMENT REQUEST FOR INFORMATION VENDOR DEMONSTRATIONS AND ASSESSING AND RANKING SOLUTIONS FOR THE ENTERPRISE ASSET MANAGEMENT REQUEST FOR INFORMATION. 09-12-14: DEVELOP A PERFORMANCE-BASED BUDGET MODEL THAT UTILIZES DATA FROM THE MAINTENANCE MANAGEMENT SYSTEM AND MAINTENANCE ACHIEVEMENT PROGRAM TO DETERMINE THE COST FOR IMPROVING ASSET CONDITIONS, STATEWIDE. NV B/L#: NV20111623536-R
62	29812	03	GALENA GROUP, INC.	NEXTEL REBANDING PROJECT	N	24,000.00	-	64,000.00	-	8/20/2012	6/30/2016	4/28/2015	Service Provider	RICHARD BROOKS	AMD 3 04-28-15: EXTEND TERMINATION DATE FROM 06-30-15 TO 06-30-16 FOR CONTINUED NEGOTIATIONS. AMD 2 01-27-14: INCREASE AUTHORITY BY \$20,000.00 FROM \$44,000.00 TO \$64,000.00 FOR CONTINUED REBANDING EFFORTS. AMD 1 02-19-13: INCREASE AUTHORITY BY \$20,000.00 FROM \$24,000.00 TO \$44,000.00 FOR ADDITIONAL ASSISTANCE WITH THE NEGOTIATION BETWEEN SPRINT NEXTEL. 08-20-12: ASSIST THE DEPARTMENT WITH NEGOTIATIONS BETWEEN SPRINT NEXTEL FOR THE REBANDING PROJECT, CARSON CITY AND WASHOE COUNTY. NV B/L#: NV20021368878-S
63	19715	00	HIGH DESERT MICROIMAGING	MICROFILM CONVERSION	N	50,000.00	-	50,000.00	-	5/4/2015	4/30/2017	-	Service Provider	JENNIFER EYERLY	05-04-15: CONVERT DEPARTMENT MICROFILM RECORDS FROM 35MM AND 16MM ROLLS TO ELECTRONIC FORMAT, WASHOE. NV B/L#: NV19951110096-S
64	08415	00	HORROCKS ENGINEERS	I-80 POTHOLES	Y	22,920.00	-	22,920.00	-	4/17/2015	5/30/2015	-	Service Provider	TINA KRAMER	04-20-15: PROVIDE SUBSURFACE UTILITY ENGINEERING DATA OF TWENTY-TWO PROPOSED POT HOLE LOCATIONS IN AND AROUND THE BRIDGE STRUCTURES I-812 AND I-1261 ON I-580, CARSON CITY AND WASHOE COUNTY. NV B/L#: NV19991246016-S
65	19415	00	HORROCKS ENGINEERS	SUE FOR PEDESTRIAN CROSSING	N	44,535.00	-	44,535.00	-	5/4/2015	5/15/2016	-	Service Provider	TINA KRAMER	05-04-15: SUBSURFACE UTILITY ENGINEERING (SUE) SERVICES AT THE INTERSECTION OF NORTH VIRGINIA STREET AND WALL STREET NEAR THE BONANZA CASINO, WASHOE COUNTY. NV B/L#: NV19991246016-S
66	26215	00	INTERMOUNTAIN SLURRY SEAL	SR 877 MICRO SURFACING	N	251,251.00	-	251,251.00	-	5/5/2015	12/31/2015	-	Service Provider	GREG MINDRUM	05-05-15: Q0-009-15: TO PROVIDE MICRO SURFACING ON SR 877 MP WA0.00 TO WA4.30, WASHOE COUNTY. NV B/L#: NV19821005646-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	Dept. Project Manager	Notes
67	53914	00	LAGE DESIGN	LANDSCAPE ARCHITECTURE	N	150,000.00	-	150,000.00	-	4/28/2015	7/31/2018	-	Service Provider	JOHN L'ETOILE	04-28-15: LANDSCAPE ARCHITECTURAL SERVICES FOR THE I-15, CRAIG ROAD TO SPEEDWAY BOULEVARD, CLARK COUNTY. NV B/L#: NV20061655934-R
53	00614	02	LAURA FITZSIMMONS	RISK MANAGEMENT ANALYSIS	Y	900,000.00	250,000.00	1,460,000.00	-	1/13/2014	12/31/2017	4/21/2015	Service Provider	DENNIS GALLAGHER	AMD 2 04-21-15: INCREASE AUTHORITY BY \$250,000.00 FROM \$1,210,000.00 TO \$1,460,000.00 TO UPDATE SCHEDULE, RISK AND COSTS, PROVIDE RISK ADVISING SERVICES, PROVIDE ANALYTICS SERVICES TO SUPPORT THE PROJECT NEON COST TRACKING MODEL, AND PROVIDE TRAINING FOR NDOT TO TAKE OVER THE TRACKING MODEL. AMD 1 08-18-14: INCREASE AUTHORITY BY \$310,000.00 FROM \$900,000.00 TO \$1,210,000.00 FOR AN EXTENSION OF WORK DESCRIBED IN THE ORIGINAL CONTRACT. 02-26-14: RISK MANAGEMENT ANALYSIS AND LITIGATION STRATEGY FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV20121016853-S
68	53014	00	NICHOLS CONSULTING ENGINEERS	STUDY ON BRIDGE CRACKING	Y	45,000.00	-	45,000.00	-	4/17/2015	2/28/2016	-	Service Provider	MANJU KUMAR	04-20-15: CONDUCT RESEARCH PROJECT TITLED "PHASE 1 MINIMIZATION OF CRACKING IN NEW CONCRETE BRIDGE DECKS AND APPROACH SLABS," STATEWIDE. NV B/L#: NV19891040686-S
69	24015	00	PAR ELECTRICAL CONTRACTORS	LIGHTS AND STRIPING SR430	N	215,776.71	-	215,776.71	-	4/27/2015	10/31/2015	-	Service Provider	ROD SCHILLING	04-27-15: Q0-013-15: TO PROCURE SERVICES TO INSTALL A SIGNAL, ADVANCE WARNING LIGHTS AND ADDITIONAL STRIPING AT SR 430 MP WA 19.96, BAILEY DRIVE / WALL STREET, WASHOE COUNTY. NV B/L#: NV19961031312-Q
70	23215	00	PETRO WEST	INSTALL FUEL STORAGE TANK	N	170,435.81	-	170,435.81	-	5/5/2015	6/30/2016	-	Service Provider	TRENT AVERETT	05-05-15: Q3-013-15 TO INSTALL A FUEL STORAGE TANK AT THE NORTH FORK MAINTENANCE STATION, ELKO COUNTY. NV B/L#: NV20031234383-Q
71	23015	00	QUEST CDN	HOST WEB PLAN ROOM	N	-	-	-	-	7/1/2015	6/30/2019	-	Service Provider	TERESA SCHLAFFER	04-29-15: NO COST AGREEMENT TO HOST WEB APPLICATION FOR CONSTRUCTION CONTRACT PLAN ROOM, STATEWIDE. NV B/L#: EXEMPT
72	25815	00	TOM EDISS LANDSCAPE	LANDSCAPE REMODEL AT HQ	N	46,766.82	-	46,766.82	-	5/5/2015	8/31/2015	-	Service Provider	JIM PRENTICE	05-05-15: LANDSCAPE REMODEL OF CARSON CITY HQ ON WEST SIDE OF FACILITY TO DECREASE IRRIGATION AND MAINTENANCE REQUIREMENTS, CARSON CITY. NV B/L#: NV19971329099-Q
73	21215	00	TRANSCORE ITS, LLC	PILOT RADIO INSTALL	N	20,129.67	-	20,129.67	-	4/29/2015	12/31/2015	-	Service Provider	ROD SCHILLING	04-29-15: Q0-011-15: FOR DEDICATED SHORT-RANGE COMMUNICATION (DSRC) ROAD SIDE UNIT (RSU) PILOT PROJECT RADIO INSTALLATION AT TWO LOCATIONS, WASHOE COUNTY. NV B/L#: NV20051693548-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	Dept. Project Manager	Notes
74	24615	00	TRANSCORE ITS, LLC	ROAD WEATHER INFORMATION SYSTEM (RWIS) WORK	N		-	179,674.16	-	5/5/2015	12/31/2015	-	Service Provider	ROD SCHILLING	05-05-15: Q0-014-15: TO REMOVE AND REPLACE TWO ROAD WEATHER INFORMATION SYSTEMS (RWIS) AT KYLE CANYON AND LEE CANYON, CLARK COUNTY. NV B/L#: NV20051693548-Q
75	25713	01	TRI STATE SURVEYING LTD	EXPERT WITNESS	Y	40,000.00	-	40,000.00	-	5/1/2013	12/31/2015	4/30/2015	Service Provider	TINA KRAMER	AMD 1 04-30-15: EXTEND TERMINATION DATE FROM 05-01-15 TO 12-31-15 DUE TO ADDITIONAL MAPPING SERVICES. 05-01-13: LAND SURVEY, EXPERT WITNESS, AND RELATED SERVICES FOR THE STATE VS RAILROAD PASS INVESTMENT GROUP CONDEMNATION ACTION, CLARK COUNTY. NV B/L#: NV19861018780-S
76	25813	01	TRI STATE SURVEYING LTD	EXPERT WITNESS	Y	40,000.00	25,000.00	65,000.00	-	5/1/2013	11/1/2016	4/20/2015	Service Provider	TINA KRAMER	AMD 1 04-27-15: INCREASE AUTHORITY BY \$25,000.00 FROM \$40,000.00 TO \$65,000.00, AND EXTEND TERMINATION DATE FROM 05-01-15 TO 11-01-16 FOR ADDITIONAL SERVICES THAT WERE NOT CONTEMPLATED AT THE TIME OF THE ORIGINAL AGREEMENT. 05-01-13: LAND SURVEY, EXPERT WITNESS, AND RELATED SERVICES FOR THE STATE VS K&L DIRT COMPANY CONDEMNATION ACTION, CLARK COUNTY. NV B/L#: NV19861018780-S
77	01713	02	UNITED ROAD TOWING INC.	LAS VEGAS FREEWAY SERVICE PATROL AND INCIDENT RESPONSE VEHICLES	Y	10,468,225.00	-	10,468,225.00	-	5/13/2013	1/31/2018	9/26/1900	Service Provider	JUAN HERNANDEZ	AMD 2 05-11-15: EXTEND TERMINATION DATE FROM 08-31-17 TO 01-31-18, TO REVISE THE SCOPE OF SERVICES IN ORDER TO CLARIFY PORTABLE RADIO AND CONTRACTOR BADGE REQUIREMENTS AND ADD AN FSP/IRV DISPATCH OPERATOR TO PROVIDE SUPPORT AT THE ROAD OPERATION CENTER WHEN NECESSARY. AMD 1 05-16-14: ALLOW THE SERVICE PROVIDER TO ENTER INTO AN AGREEMENT WITH TRAVELERS MARKETING FOR THE PURPOSE OF SPONSORSHIP SERVICES. 05-13-13: FREEWAY SERVICE PATROL AND INCIDENT RESPONSE VEHICLES IN LAS VEGAS, CLARK COUNTY. NV B/L#: NV20061458836-R
78	02713	02	UNITED ROAD TOWING, INC.	RENO FREEWAY SERVICE PATROL	Y	1,460,160.00	-	1,460,160.00	-	8/12/2013	1/31/2018	5/11/2015	Service Provider	JUAN HERNANDEZ	AMD 2 05-11-15: EXTEND TERMINATION DATE FROM 09-30-17 TO 01-31-18, DUE TO ADDITIONAL REQUIREMENTS FOR THE SCOPE OF SERVICES INCLUDING PORTABLE RADIO AND CONTRACTOR BADGE PROVISIONS AND TO INCORPORATE THE SPONSORSHIP AGREEMENT. AMD 1 05-16-14: ALLOW THE SERVICE PROVIDER TO ENTER INTO AN AGREEMENT WITH TRAVELERS MARKETING FOR THE PURPOSE OF SPONSORSHIP SERVICES. 08-12-13: RENO FREEWAY SERVICE PATROL (FSP) PROGRAM FOR THE CONTINUED SAFETY OF THE MOTORING PUBLIC, WASHOE COUNTY. NV B/L#: NV20061458836-R

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	Dept. Project Manager	Notes
79	28615	00	WHITE PINE GLASS	OVERHEAD DOORS	N	21,300.00	-	21,300.00	-	5/11/2015	11/30/2017	-	Service Provider	SANDY SPENCER	05-11-15: Q3-016-15: TO PROCURE REPAIR AND MAINTENANCE SERVICES FOR OVERHEAD DOORS IN THE ELY SUB-DISTRICT, WHITE PINE, EUREKA, LANDER, AND NYE COUNTIES. NV B/L#: NV20041702236-Q



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

## **MEMORANDUM**

**June 8, 2015**

**TO: Department of Transportation Board of Directors**  
**FROM: Rudy Malfabon, P.E., Director**  
**SUBJECT: June 8, 2015 Transportation Board of Directors Meeting**

**Item # 7: Action Item: Disposal of NDOT right-of-way located along IR-15 North of Charleston Blvd. in the City of Las Vegas, County of Clark, State of Nevada**

**SUR 14-07 – 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 interest to be abandoned is located along IR-15 North of Charleston Blvd. in the City of Las Vegas, County of Clark, State of Nevada. The parcel is currently right-of-way for IR-15 consisting of approximately 6,271 square feet as depicted on the attached sketch maps marked Exhibits "A" and "B".

### **Background:**

On December 9, 1980, the Department acquired an easement interest from Union Pacific Land Resources Corporation (Union Pacific Railroad) for Project I-015-1(57)41 which included construction and signalization to modify the freeway interchange at Charleston Boulevard and I-15. This easement was acquired under a land exchange at no cost to the parties.

On July 24, 2014, Danielle De Vita, Senior Vice President of Simon/Chelsea Las Vegas Development, LLC, requested the easement interest be abandoned for the purposes of constructing an expansion to their existing retail site to provide additional parking facilities for customers. Currently Simon/Chelsea Las Vegas Development, LLC is the underlying fee owner and occupies NDOT right-of-way by an occupancy permit and by a multi-use license agreement since a small portion of the parking structure encroaches within the right-of-way.

### **Analysis:**

On November 25, 2014, the Surplus Committee determined the easement is no longer required for highway purposes. The abandonment of NDOT's easement interest in this parcel is being made in accordance with NRS 408.523.

### **Recommendation for Board Action:**

Approval of disposal of NDOT's easement interest located along IR-15 North of Charleston Blvd. in the City of Las Vegas, County of Clark, State of Nevada.

Department of Transportation Board of Directors  
June 8, 2015

**List of Attachments:**

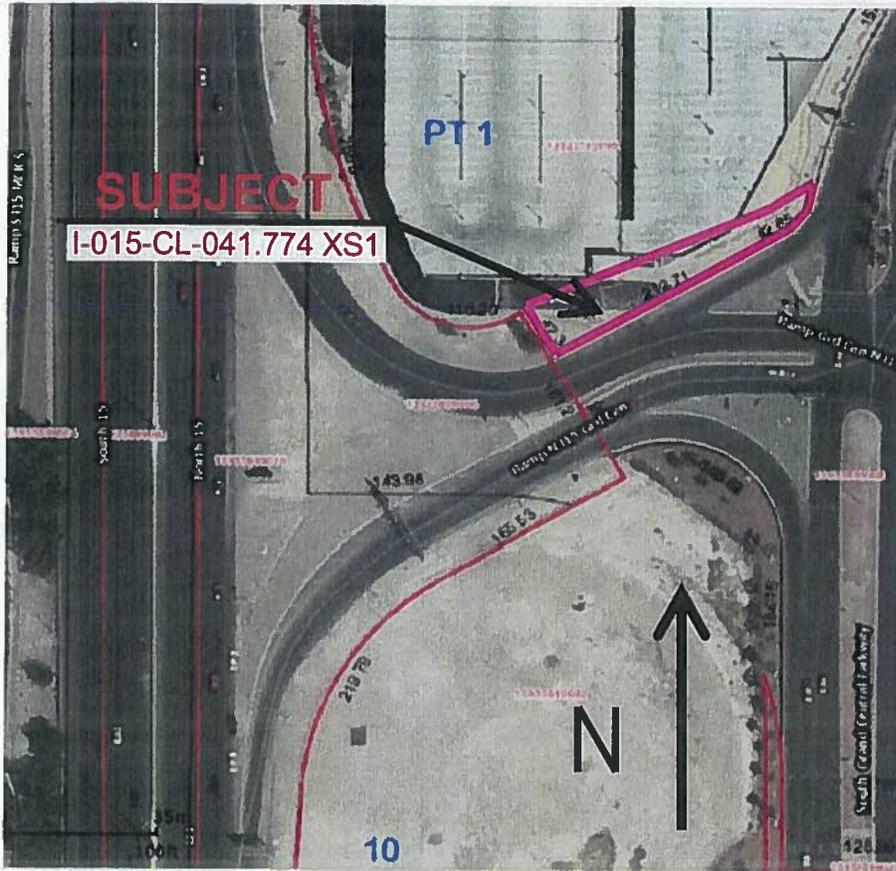
1. Location Map
2. Original Resolution of Abandonment with attached sketch maps depicted as Exhibits "A" and "B"
3. Environmental Approval
4. FHWA Approval
5. NRS 408.523

**Prepared by:** Paul A. Saucedo, Chief RW Agent



rm/pas/dtc/dc

## LOCATION MAP



**SUR 14-07**  
**DESCRIPTION: IR-15 NORTH OF CHARLESTON BLVD.**  
**IN THE CITY OF LAS VEGAS, CLARK COUNTY, STATE OF NEVADA**

300

Ptn. of APN: 139-33-899-005  
Control Section: CL-83  
Project: I-015-1(57)41  
E.A.: 70898  
Route: IR-15  
Ptn. of Parcel: I-015-CL-041.774

SUR 14-07  
Parcel: I-015-CL-041.774 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 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 IR-15 from Highway Engineer's Station "Le" 806+69.40 P.O.T. to Highway Engineer's Station "Le" 807+97.99 P.O.T; and

WHEREAS, said right-of-way is delineated and identified as Parcel I-015-CL-041.774 XS1 on EXHIBITS "A" through "B", inclusive, 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

WHEREAS, a portion of said right-of-way is of no further contemplated use by the Department, due to that certain portion of IR-15 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 Parcel I-015-CL-041.774 XS1 on EXHIBITS "A" through "B", inclusive, is hereby abandoned. Said right-of-way is more particularly described as follows: situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada and more particularly described as being a portion of the SW 1/4 of the SE 1/4 of Section 33, T. 20 S., R. 61 E., M.D.M. and further described as being a portion of Lot 1 as shown on that certain Map titled PARKWAY CENTER, A COMMERCIAL SUBDIVISION, filed for record on August 13, 1992, in Map File 53, Page 61 of Plats, in Official Records Book No. 920813 Clark County Nevada Records as Document No. 00598, and more fully described by metes and bounds as follows:

BEGINNING at a point on the right or easterly right-of-way line of IR-15, 293.12 feet right of and at right angles to Highway Engineer's Station "Le" 807+05.96 P.O.T.; said point of beginning further described as bearing N. 38°26'35" E. a distance of 802.93 feet from a 0.16' BRASS DISC IN A WELL STAMPED "S 1/4 S33 T20S R61E", accepted as the south quarter corner of said Section 33; thence N. 68°25'29" E., along the former right or easterly right-of-way line of said IR-15, a distance of 231.67 feet; thence N. 59°26'15" E., continuing along said former right-of-way line, a distance of 15.27 feet to a point on the southerly boundary line of said Lot 1; thence along said southerly boundary line of said Lot 1 the following three (3) courses and distances:

- 1) from a tangent which bears S. 19°45'20" W., curving to the right with a radius of 50.00 feet, through an angle of 41°07'45", an arc distance of 35.89 feet;
  - 2) S. 60°53'05" W. – 210.97 feet;
  - 3) N. 30°33'41" W. – 42.37 feet to the point of beginning;
- said parcel contains an area of 6,271 square feet.

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, East Zone as determined by the State of Nevada, Department of Transportation.

It is the intent of the Department to abandon that portion of IR-15, delineated and identified as Parcel I-015-CL-041.774 XS1 on EXHIBIT "A" through "B", inclusive, 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

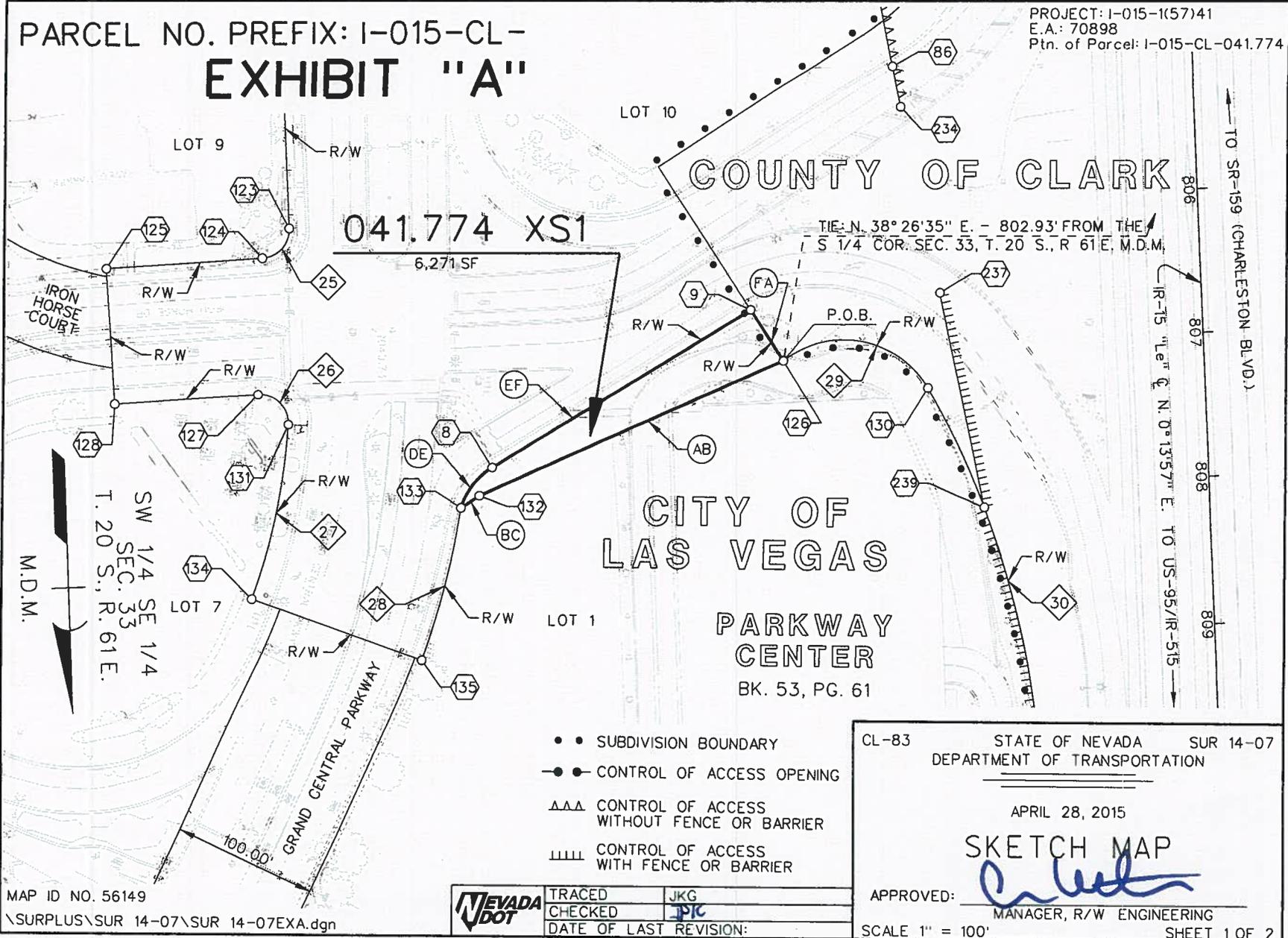
\_\_\_\_\_  
Brian Sandoval, Chairman

ATTEST:

\_\_\_\_\_  
William H. Hoffman, Secretary to the Board

PARCEL NO. PREFIX: I-015-CL-  
**EXHIBIT "A"**

PROJECT: I-015-(K57)41  
 E.A.: 70898  
 Ptn. of Parcel: I-015-CL-041.774



- • SUBDIVISION BOUNDARY
- CONTROL OF ACCESS OPENING
- △△△ CONTROL OF ACCESS WITHOUT FENCE OR BARRIER
- ||||| CONTROL OF ACCESS WITH FENCE OR BARRIER

CL-83 STATE OF NEVADA SUR 14-07  
 DEPARTMENT OF TRANSPORTATION

APRIL 28, 2015

SKETCH MAP

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

SCALE 1" = 100' SHEET 1 OF 2

MAP ID NO. 56149  
 \SURPLUS\SUR 14-07\SUR 14-07EXA.dgn

<b>NEVADA DOT</b>	TRACED	JKG
	CHECKED	PK
	DATE OF LAST REVISION:	

PARCEL NO. PREFIX: I-015-CL-

# EXHIBIT "B"

STATIONS & OFFSETS	
8	499.24' RT. "Le" 807+71.30 P.O.T.
9	314.51' RT. "Le" 806+69.40 P.O.T.
23	204.15' RT. "Le" 805+33.52 P.O.T.
237	182.09' RT. "Le" 806+64.01 P.O.T.
239	157.31' RT. "Le" 808+13.96 P.O.T.
123	633.65' RT. "Le" 805+97.70 P.O.T.
124	653.27' RT. "Le" 806+17.66 P.O.T.
125	762.07' RT. "Le" 806+19.75 P.O.T.
126	293.12' RT. "Le" 807+05.96 P.O.T.
127	660.26' RT. "Le" 807+12.81 P.O.T.
128	760.24' RT. "Le" 807+14.74 P.O.T.
130	193.31' RT. "Le" 807+29.85 P.O.T.
131	639.98' RT. "Le" 807+34.82 P.O.T.
132	508.90' RT. "Le" 807+90.28 P.O.T.
133	522.08' RT. "Le" 807+97.99 P.O.T.
134	669.98' RT. "Le" 808+54.68 P.O.T.
135	553.44' RT. "Le" 809+02.56 P.O.T.

R/W CURVES	
25	$\Delta = 88^\circ 48' 41''$ R = 20.00' L = 31.00'
26	$\Delta = 96^\circ 52' 43''$ R = 20.00' L = 33.82'
27	$\Delta = 16^\circ 33' 32''$ R = 429.00' L = 123.98' T.B. = N. $5^\circ 32' 39''$ E.
28	$\Delta = 11^\circ 17' 19''$ R = 555.00' L = 109.35' T.B. = S. $22^\circ 06' 11''$ W.
29	$\Delta = 97^\circ 59' 14''$ R = 68.00' L = 116.29' T.B. = S. $54^\circ 13' 50''$ W.
30	$\Delta = 27^\circ 32' 59''$ R = 600.00' L = 288.50' T.B. = N. $27^\circ 46' 20''$ W.

041.774 XS1	
P.O.B.: 293.12', RT. "Le" 807+05.96 P.O.T. TIE: N. $38^\circ 26' 35''$ E. - 802.93' FROM THE S 1/4 COR. SEC 33, T. 20 S., R. 61 E., M.D.M.	
AB	N. $68^\circ 25' 29''$ E. - 231.67'
BC	N. $59^\circ 26' 15''$ E. - 15.27'
DE	$\Delta = 41^\circ 07' 45''$ R = 50.00' L = 35.89' T.B. = S. $19^\circ 45' 20''$ W.
EF	S. $60^\circ 53' 05''$ W. - 210.97'
FA	N. $30^\circ 33' 41''$ W. - 42.37'

MAP ID NO. 56150  
 \Abandon\Clark\SUR14-07EXB.dgn

NEVADA DOT	TRACED	JKG
	CHECKED	JPK
	DATE OF LAST REVISION:	

CL-83 STATE OF NEVADA SUR 14-07  
 DEPARTMENT OF TRANSPORTATION

DATE: APRIL 28, 2015

SKETCH MAP

APPROVED:   
 MANAGER, R/W ENGINEERING

SHEET 2 OF 2



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

## MEMORANDUM

Environmental Services Division

December 19, 2014

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

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

**Subject:** Environmental Clearance for Transportation Board  
Surplus No.: SUR 14-07  
Project: NH-STP-015-1(147)  
EA: 73652  
Portion of Parcel I-015-CL-041.774  
I-15/Grand Central Parkway, Las Vegas, NV  
Surplus Property – Disposal by Direct Sale *fu*

---

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 December 16, 2014.

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

ATTACHMENT 3



STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION  
1263 S. Stewart Street  
Carson City, Nevada 89712

BRIAN SANDOVAL  
Governor

June 8, 2015

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  
Abandonment**

Description: IR-15, North of  
Charleston Blvd

Project: I-015-1(57)41

E.A.: 70898

Surplus No.: SUR 14-07

Parcel: I-015-CL-041.774 XS1

Dear Ms. Klekar:

Enclosed are Exhibits "A" through "B" (sketch map) and a location map depicting the area of surplus property, proposed to be abandoned, pursuant to N.R.S. 408.523. 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 abandoned 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 abandoned does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The abandonment of the property is being made in accordance with N.R.S. 408.523.

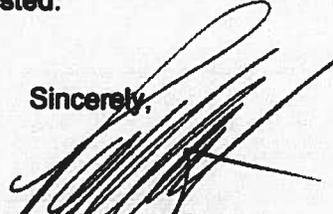
**ATTACHMENT 4**

Page 1 of 2

FEDERAL HIGHWAY ADMINISTRATION  
SUSAN KLEKAR DIVISION ADMINISTRATOR  
ATTN HUGH HADSOCK R-W PROGRAM MGR  
June 8, 2015

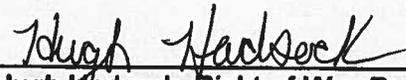
Your concurrence in the proposal is requested.

Sincerely,



Paul A. Saucedo  
Chief Right-of-Way Agent

CONCUR:

  
\_\_\_\_\_  
Hugh Haddock, Right-of-Way Program Manager

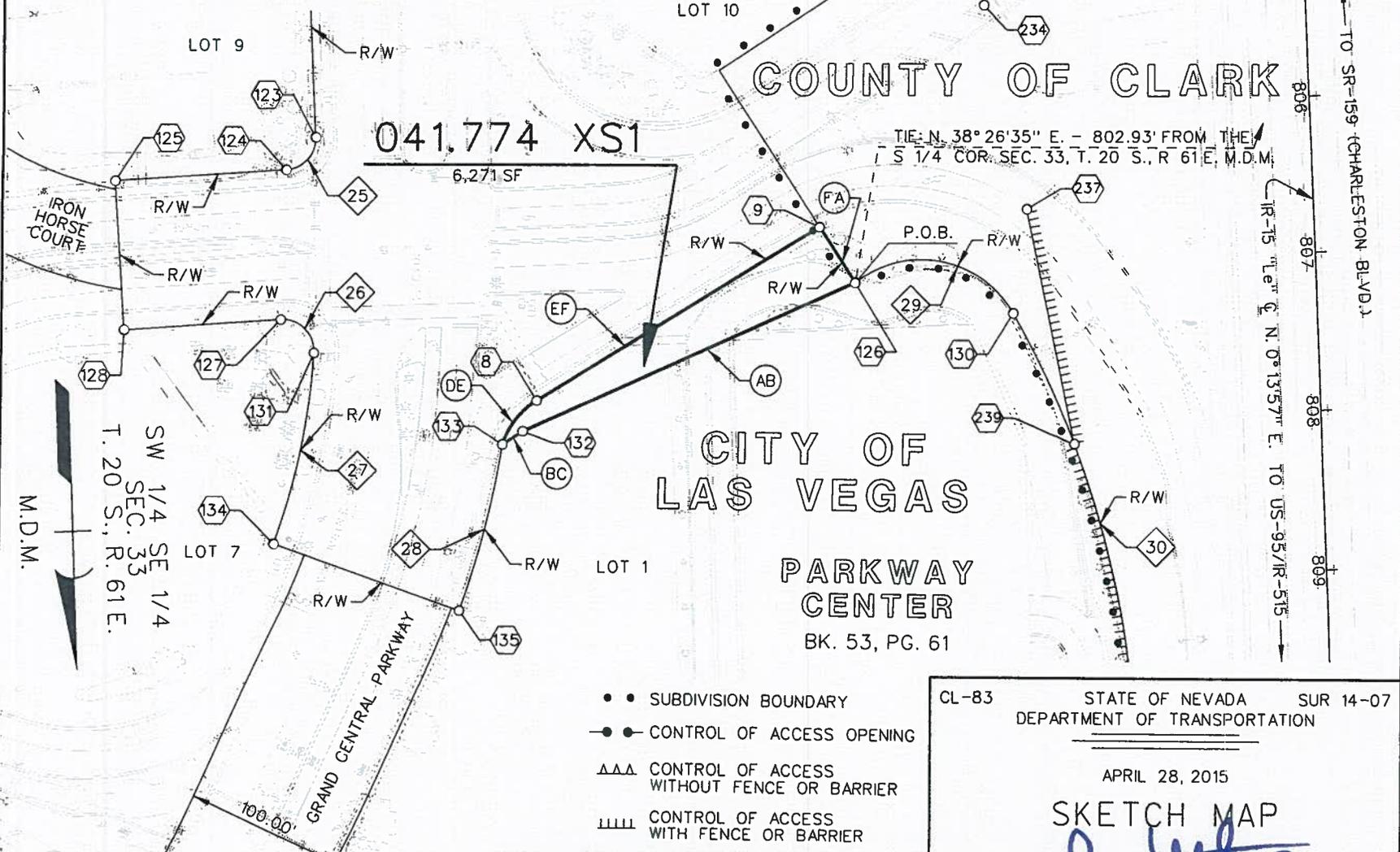
5/21/15  
\_\_\_\_\_  
Date

pas/dtc/dc  
Enclosures

cc M. Orci, Assistant Chief Right-of-Way Agent – Realty  
: A. Whittington, Manager Right-of-Way Engineering

PARCEL NO. PREFIX: I-015-CL-  
**EXHIBIT "A"**

PROJECT: I-015-(K57)41  
 E.A.: 70898  
 Ptn. of Parcel: I-015-CL-041.774



041.774 XS1

6,271 SF

TIE: N. 38° 26' 35" E. - 802.93' FROM THE  
 S 1/4 COR. SEC. 33, T. 20 S., R. 61 E., M.D.M.

COUNTY OF CLARK  
 CITY OF LAS VEGAS  
 PARKWAY CENTER  
 BK. 53, PG. 61

SW 1/4 SE 1/4  
 SEC. 33  
 T. 20 S., R. 61 E.  
 M.D.M.

- • SUBDIVISION BOUNDARY
- ● CONTROL OF ACCESS OPENING
- ▲▲▲ CONTROL OF ACCESS WITHOUT FENCE OR BARRIER
- ||||| CONTROL OF ACCESS WITH FENCE OR BARRIER

CL-83 STATE OF NEVADA SUR 14-07  
 DEPARTMENT OF TRANSPORTATION

APRIL 28, 2015

SKETCH MAP

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

SCALE 1" = 100' SHEET 1 OF 2

MAP ID NO. 56149  
 \SURPLUS\SUR 14-07\SUR 14-07EXA.dgn

NEVADA DOT	TRACED	JJK
	CHECKED	JPK
	DATE OF LAST REVISION:	

PARCEL NO. PREFIX: I-015-CL-

# EXHIBIT "B"

STATIONS & OFFSETS	
8	499.24' RT. "Le" 807+71.30 P.O.T.
9	314.51' RT. "Le" 806+69.40 P.O.T.
234	204.15' RT. "Le" 805+33.52 P.O.T.
237	182.09' RT. "Le" 806+64.01 P.O.T.
239	157.31' RT. "Le" 808+13.96 P.O.T.
123	633.65' RT. "Le" 805+97.70 P.O.T.
124	653.27' RT. "Le" 806+17.66 P.O.T.
125	762.07' RT. "Le" 806+19.75 P.O.T.
126	293.12' RT. "Le" 807+05.96 P.O.T.
127	660.26' RT. "Le" 807+12.81 P.O.T.
128	760.24' RT. "Le" 807+14.74 P.O.T.
130	193.31' RT. "Le" 807+29.85 P.O.T.
131	639.98' RT. "Le" 807+34.82 P.O.T.
132	508.90' RT. "Le" 807+90.28 P.O.T.
133	522.08' RT. "Le" 807+97.99 P.O.T.
134	669.98' RT. "Le" 808+54.68 P.O.T.
135	553.44' RT. "Le" 809+02.56 P.O.T.

R/W CURVES	
25	$\Delta = 88^\circ 48' 41''$ R = 20.00' L = 31.00'
26	$\Delta = 96^\circ 52' 43''$ R = 20.00' L = 33.82'
27	$\Delta = 16^\circ 33' 32''$ R = 429.00' L = 123.98' T.B. = N. 5° 32' 39" E.
28	$\Delta = 11^\circ 17' 19''$ R = 555.00' L = 109.35' T.B. = S. 22° 06' 11" W.
29	$\Delta = 97^\circ 59' 14''$ R = 68.00' L = 116.29' T.B. = S. 54° 13' 50" W.
30	$\Delta = 27^\circ 32' 59''$ R = 600.00' L = 288.50' T.B. = N. 27° 46' 20" W.

041.774 XS1	
P.O.B.: 293.12', RT. "Le" 807+05.96 P.O.T. TIE: N. 38° 26' 35" E. - 802.93' FROM THE S 1/4 COR. SEC 33, T. 20 S., R. 61 E., M.D.M.	
AB	N. 68° 25' 29" E. - 231.67'
BC	N. 59° 26' 15" E. - 15.27'
DE	$\Delta = 41^\circ 07' 45''$ R = 50.00' L = 35.89' T.B. = S. 19° 45' 20" W.
EF	S. 60° 53' 05" W. - 210.97'
FA	N. 30° 33' 41" W. - 42.37'

MAP ID NO. 56150  
 \Abandon\Clark\SUR14-07EXB.dgn



TRACED	JKG
CHECKED	JKG
DATE OF LAST REVISION:	

CL-83 STATE OF NEVADA SUR 14-07  
 DEPARTMENT OF TRANSPORTATION

DATE: APRIL 28, 2015

SKETCH MAP

APPROVED:   
 MANAGER, R/W ENGINEERING

SHEET 2 OF 2

**NRS 408.523 Summary vacation and abandonment of portion of state highway superseded by relocation or in excess of needs 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 5**



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

## **MEMORANDUM**

June 8, 2015

**TO: Department of Transportation Board of Directors**  
**FROM: Rudy Malfabon, P.E., Director**  
**SUBJECT: June 8, 2015 Transportation Board of Directors Meeting**

**Item # 8 : Action Item: Disposal of NDOT right-of-way described as a parcel of land formerly known as the Deeth Maintenance Site in the County of Elko, State of Nevada**

**SUR 15-01 – 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. The right-of-way parcel to be relinquished to the Elko County Fire Protection District is a parcel of land formerly known as the Deeth Maintenance Site in the County of Elko, State of Nevada. The parcel consists of .38 acre (16,809 sq. ft.), which is improved with an approximately 1,410 sq. ft. building. The property is depicted on the attached sketch map labeled Exhibit "A".

### **Background:**

The Department originally acquired the property in fee from Fred Atzeroth on July 31, 1937, which became known as the Deeth Maintenance Station in Elko County. On November 13, 1987, the Department quitclaimed the property to the Division of State Lands to be used by the Nevada Division of Forestry as a fire station. On December 26, 2014, the Division of State Lands quitclaimed the property back to the Department as it was no longer needed as a fire station.

The Board of County Commissioners of Elko County consented by resolution, passed and adopted on April 15, 2015, requesting relinquishment of a parcel of land formerly known as the Deeth Maintenance Site in the County of Elko, State of Nevada for public purposes. This transfer will benefit to the Department with the elimination of all liability and future maintenance responsibilities.

### **Analysis:**

On February 24, 2015, the Surplus Committee determined the fee interest is no longer required for highway purposes. The release of NDOT's interest in this parcel is being made in accordance with NRS 408.527. The Department currently holds a fee simple interest in this parcel.

### **Recommendation for Board Action:**

Approval of disposal of NDOT right-of-way described as a parcel of land formerly known as the Deeth Maintenance Site in the County of Elko, State of Nevada.

Department of Transportation Board of Directors  
June 8, 2015

**List of Attachments:**

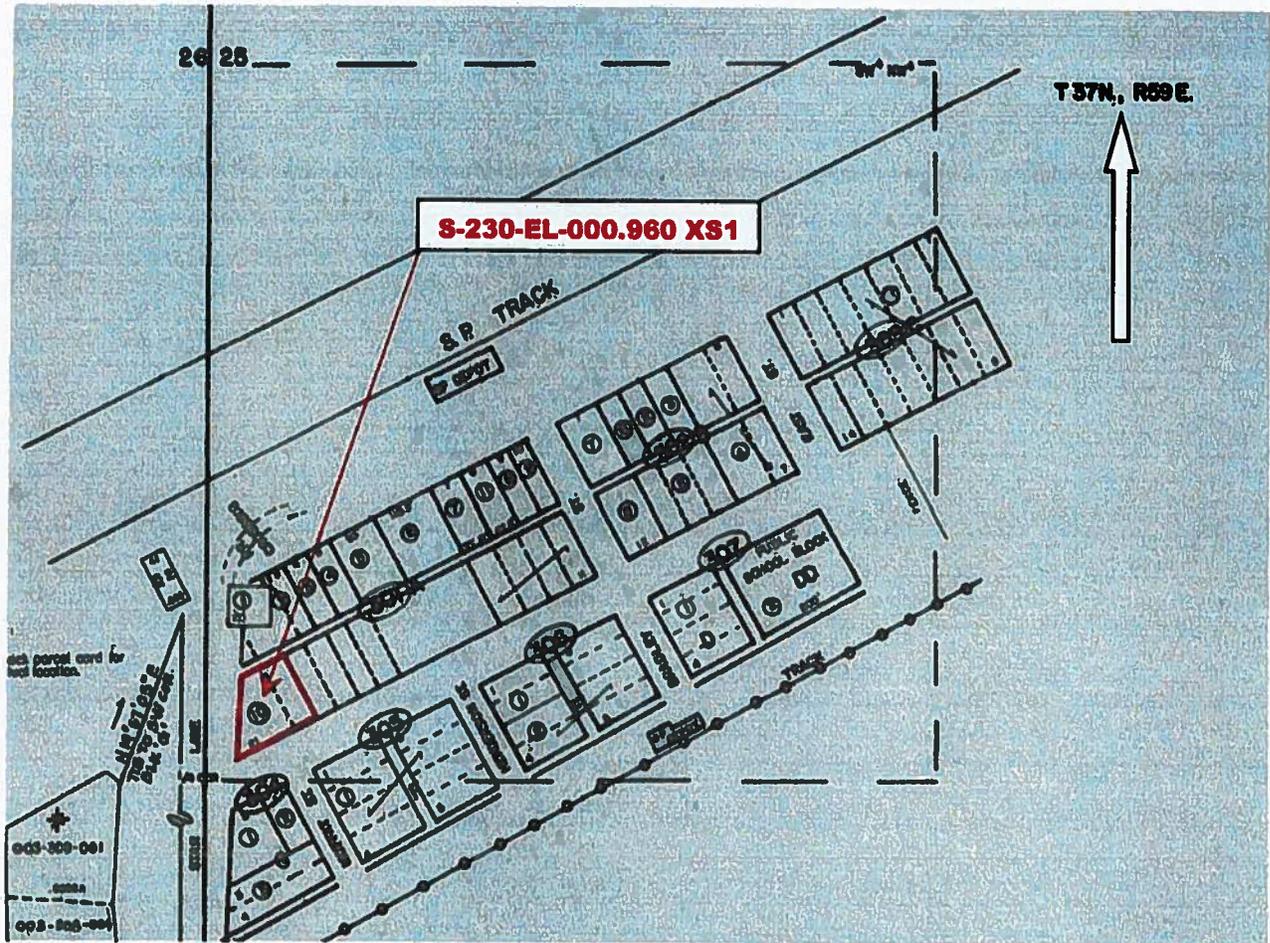
1. Location Map
2. Original Resolution of Relinquishment with attached sketch map depicted as Exhibit "A"
3. Executed Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibit "A"
4. Environmental Approval
5. NRS 408.527

**Prepared by:** Paul A. Saucedo, Chief RW Agent



rm/pas/dtc/dc

# LOCATION MAP



**SUR 15-01**

**DESCRIPTION: Parcel of land formerly known as Death Maintenance Site in the County of Elko, State of Nevada**

**ATTACHMENT 1**

301

All of APN 003-301-010  
Control Section: EL-33  
Route: SR-230  
Surplus No.: SUR 15-01  
Parcel: S-230-EL-000.960 XS1  
(Deeth Maintenance Site)

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 a fee simple interest in that certain parcel of land formerly known as the Deeth Maintenance Site lying within the County of Elko, State of Nevada; and

WHEREAS, said parcel of land is delineated and identified as Parcel S-230-EL-000.960 XS1 on EXHIBIT "A" 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 parcel of land is of no further contemplated use by the Department due to said parcel of land being in excess of its needs; and

WHEREAS, the County of Elko has requested the relinquishment of aforesaid parcel of land for the purpose of a fire station; and

WHEREAS, the County of Elko has agreed to accept the relinquishment of said parcel of

land; and

WHEREAS, the County of Elko entered into an agreement with the Department on April 15, 2015, to accept the hereinafter described parcel of land as a part of the County of Elko facilities; and

WHEREAS, the Board of County Commissioners of Elko County, State of Nevada, consented by resolution passed and adopted on April 15, 2015, to the Department relinquishing the aforesaid parcel of land to the County of Elko; and

WHEREAS, NRS 408.527 provides that the Department 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 parcel of land formerly known as the Deeth Maintenance Site, being all that land, delineated and identified as Parcel S-230-EL-000.960 XS1 on EXHIBIT "A" attached hereto and made a part hereof, is hereby relinquished to the County of Elko of the State of Nevada. Said parcel of land is described as follows: Situate, lying and being in the Town of Deeth, County of Elko, State of Nevada and more particularly described as being a portion of the SW 1/4 of the NW 1/4 of Section 25, T. 37 N., R. 59 E., M.D.M., and further described as being a portion of that certain PLAN OF THE TOWN OF DEETH recorded April 4, 1911 as Document No. 733, in the office of the County Recorder of Elko County, Nevada, said parcel more particularly described as follows:

ALL of Lots 20 and 21 in Block "A" of said Town of DEETH as shown on the Official Plat on record in the Office of the County Recorder of ELKO County, ELKO, NEVADA as being approved April 3, 1911 and recorded April 4, 1911.

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

It is the intent of this document to convey and it does convey all of that parcel of land described in that certain QUITCLAIM DEED recorded February 6, 2015 as Document No. 694950 in the office of the County Recorder of Elko County, Nevada.

It is the intent of the Department to relinquish to the County of Elko all of the Department's right, title and interest in and to the aforesaid parcel of land formerly known as the Deeth Maintenance Site as shown on EXHIBIT "A" , attached hereto and made a part hereof. If the purpose for which it is relinquished is abandoned or ceases to exist, then all right, title and interest of the county reverts back to the Department.

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

PARCEL NUMBER PREFIX: S-230-EL-

TOWN OF DEETH

EXHIBIT "A"

SECTION 26  
SECTION 25

STARR LANE

LOT 1  
BLOCK (A) ALLEY

LOT 3  
LOT 4  
LOT 5

LOT 17  
LOT 16  
LOT 15  
LOT 18  
LOT 19



000.960 XS1

16,809± SQ. FT.

MAIN STREET

COUNTY OF ELKO



PLAT MAP 733

AREA TO BE RELINQUISHED

MAP ID NO. 56147

\\037\_RightOfWay\SURPLUS\SUR 15-01\SUR 15-01.dgn



TRACED	KRD
CHECKED	OMD
DATE OF LAST REVISION:	

EL-33

STATE OF NEVADA SUR 15-01  
DEPARTMENT OF TRANSPORTATION

DATE: APRIL 29, 2015

SKETCH MAP

APPROVED:

MANAGER, R/W ENGINEERING

SCALE 1" = 60'

SHEET 1 OF 1

Control Section: EL-33  
Route: SR-230  
Surplus No.: SUR 15-01  
All of APN: 003-301-010  
Parcel: S-230-EL-000.960 XS1  
(Deeth Maintenance Site)

RESOLUTION CONSENTING TO RELINQUISHMENT  
AND LAND TRANSFER AGREEMENT

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish the Deeth Maintenance Site lying within the County of Elko, State of Nevada, said Deeth Maintenance Site is delineated and identified as Parcel S-230-EL-000.960 XS1 on EXHIBIT "A" attached hereto and made a part hereof; and

WHEREAS, the Board of County Commissioners of the County of Elko, State of Nevada, desires that the aforesaid portion of said highway be relinquished to the County of Elko; and

WHEREAS, the County of Elko has requested the relinquishment of aforesaid Deeth Maintenance Site for public purposes; and

WHEREAS, the County of Elko has agreed to accept the relinquishment of said Deeth Maintenance Site.

NOW THEREFORE be it resolved that the Board of County Commissioners of the County of Elko, 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 County of Elko, the Deeth Maintenance Site lying within the County of Elko, State of Nevada, said Deeth Maintenance Site is delineated and identified as Parcel S-230-EL-000.960 XS1 on EXHIBIT "A" attached hereto and made a part hereof. If the purpose for which it is relinquished is abandoned or ceases to exist, then all right, title and interest of the county reverts back to the Department. The parties acknowledge that no relinquishment can occur until the Department of Transportation, Board of Directors approves of this relinquishment.

**ATTACHMENT 3**

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 15<sup>th</sup> day of April, 2015.

ATTEST: Coral Garcia  
\_\_\_\_\_  
, Clerk

BOARD OF COUNTY COMMISSIONERS  
[Signature] \_\_\_\_\_, Chairman  
[Signature] \_\_\_\_\_, Vice Chairman  
[Signature] \_\_\_\_\_, Commissioner  
Cliff Eklund \_\_\_\_\_, Commissioner  
[Signature] \_\_\_\_\_, Commissioner

REVIEWED AND RECOMMENDED BY:  
dr [Signature] \_\_\_\_\_  
Paul A. Saucedo, Chief Right-of-Way Agent

APPROVED FOR LEGALITY AND FORM:  
[Signature] \_\_\_\_\_  
, Deputy Attorney General

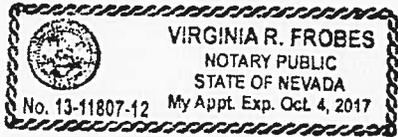
S  
T  
A  
T  
E  
  
S  
E  
A  
L

STATE OF NEVADA acting by and through its  
Department of Transportation  
[Signature] \_\_\_\_\_  
, Director

STATE OF NEVADA  
CARSON CITY

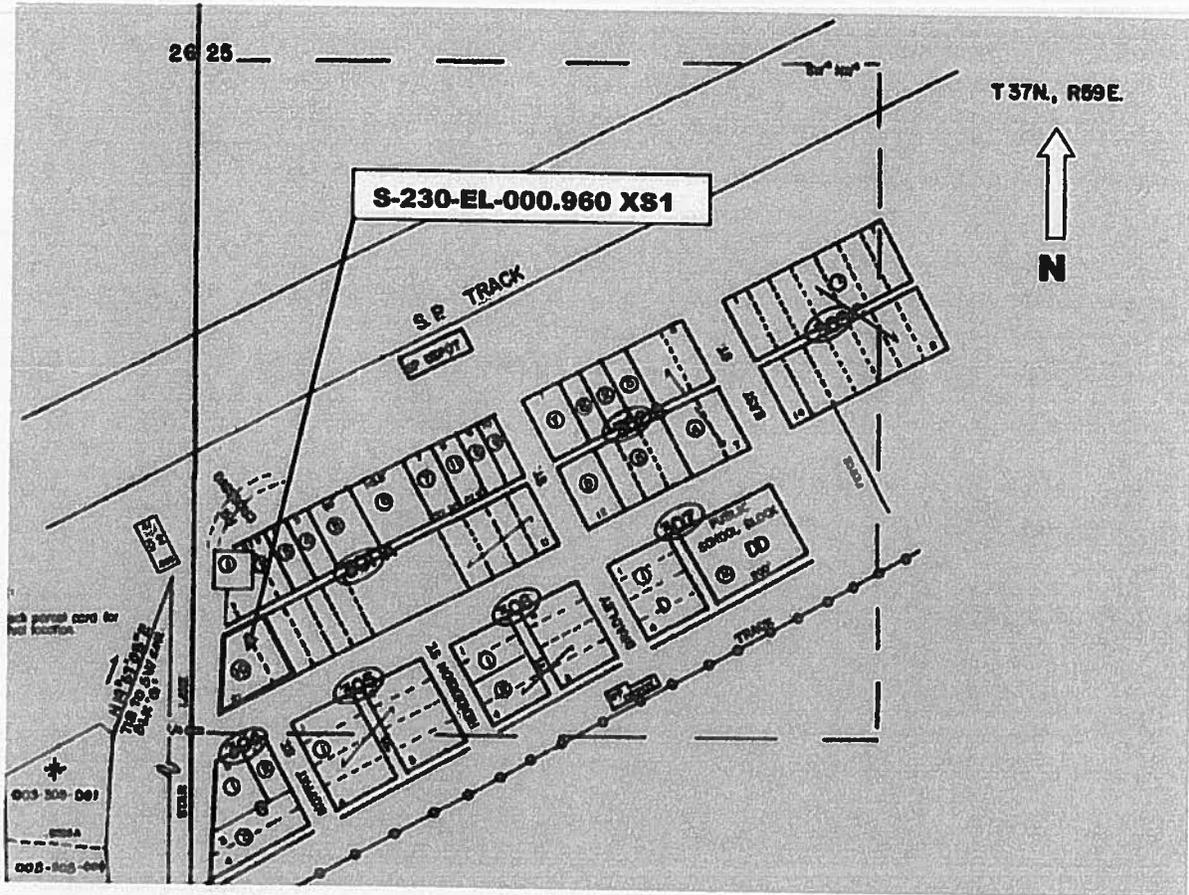
On this 28<sup>th</sup> day of April, 2015, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, Rudy Malfabon personally known (or proved) to me to be the \_\_\_\_\_ Director of the Department of Transportation of the State of Nevada who subscribed 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.

S  
E  
A  
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.  
[Signature] \_\_\_\_\_

# LOCATION MAP



**SUR 15-01**

**DESCRIPTION: Death Maintenance Site in the County of Elko, State of Nevada**

**EXHIBIT "A"**



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

**MEMORANDUM**

**Environmental Services Division**

**April 1, 2015**

**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 15-01  
Parcel: S-230-EL-000.960 XS1  
Disposal by Excess Right-of-Way

---

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.

**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**

**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 5**



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

## MEMORANDUM

May 27, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, P.E., Director  
**SUBJECT:** June 8, 2015 Transportation Board of Directors Meeting  
**ITEM #9:** 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, 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 March 2015 Transportation Board meeting. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIPs) 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 March 2015 Transportation Board meeting and June 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 (2/27/2015 – 5/27/2015)**

**RTC of Southern Nevada**

(NO AMENDMENTS MADE)

**Washoe County RTC**

**Amendment 5**

This amendment was an action to add the following 9 transit projects into the STIP:

**WA20150022 Access to Healthcare Network – Sierra Transportation Help Line**

\$40,018 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other  
\$1,800 - FTA 5310 Elderly/Disabled Lrg Urb Capital FFY15 Other  
\$40,468 – Local Funding FFY15 Other  
\$82,286 –Total FFY15

**WA20150032 Access to Healthcare Network - Non-Emergency Medical Related Transportation Direct Services**

\$149,941 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other  
\$120,000 – FTA 5310 Elderly/Disabled Lrg Urb Capital FFY15 Other  
\$179,941 – Local Funding FFY15 Other  
\$449,882 – Total FFY15

**WA20150021 Sierra Nevada Transportation Coalition**

\$22,680 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other  
\$22,980 – Local Funding FFY15 Other  
\$45,360 – Total FFY15

**WA20150029 CitiCare - Purchase non-ADA Paratransit Rides**

\$118,800 – FTA 5310 Elderly/Disabled Lrg Urb Capital FFY15 Other  
\$29,700 – Local Funding FFY15 Other  
\$148,500 – Total FFY15 Other

**WA20150027 Senior in Services - Senior Companion Program**

\$26,989 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other  
\$26,989 – Local Funding FFY15 Other  
\$53,978 – Total FFY15 Other

**WA20150028 Sanford Center for Aging - Senior Outreach Services**

\$20,000 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other  
\$20,000 – Local Funding FFY15 Other  
\$40,000 – Total FFY15 Other

**WA20150026 Rural Counties Retired and Senior Volunteer Program (RSVP)**

\$11,856 – FTA 5310 Elderly/Disabled Lrg Urb Operating FFY15 Other

\$11,856 – Local Funding FFY15 Other

\$23,712 – Total FFY15 Other

**WA20150030 RTC - Transportation Referral Call Center**

\$2,400 – FTA 5310 Elderly/Disabled Lrg Urb Capital FFY15 Other

\$600 – Local Funding FFY15 Other

\$3,000 – Total FFY15 Other

**WA20150031 RTC - Travel Training for seniors and Persons with Disabilities**

\$54,000 – FTA 5310 Elderly/Disabled Lrg Urb Capital FFY15 Other

\$13,500 – Local Funding FFY15 Other

\$67,500 – Total FFY15 Other

**Carson Area MPO**

**Amendment 1**

This Amendment is an action to add the following 6 projects into the STIP:

**CC2010004 Carson Street Resurfacing**

\$4,954,000 – FFY16 Const STP Rural 5K-200K

\$261,000 – FFY16 Const State Match

\$5,215,000 – Total FFY2016

**CC20150012 US 50 Drainage Improvements**

\$5,890,000 – FFY17 NHPP

\$310,000 – FFY17 State Match

\$6,200,000 – Total FFY17

**CC20150015 Purchase of vehicle lift for fleet maintenance facility**

\$40,000 – FFY15 FTA Sec 5307

\$10,000 – FFY15 Local Funding

\$50,000 – FFY15 Total

**CC20150016 Purchase fleet radios for JAC and JAC assist fleet**

\$13,000 – FFY15 FTA Sec 5307

\$3,000 – FFY15 Local Funding

\$16,000 – FFY15 Total

**CC20150017 Purchase of tablets for dispatch operations**

\$8,000 – FFY15 FTA Sec 5307

\$2,000 – FFY15 Local Funding

\$10,000 – FFY15 Total

**CC20150018 Sidewalk and ADA Improvements**

\$69,000 – FFY15 FTA Sec 5339

\$17,000 – FFY15 Local Funding

\$86,000 – FFY15 Total

**Tahoe MPO**

(NO AMENDMENTS MADE)

**Statewide/Rural**

**Amendment 2**

This Amendment was an action to add the following projects into the STIP:

**XS20150004 Statewide Contingencies**

\$25,000,000 – NHPP FFY15 Other

\$15,000,000 - STP Statewide FFY15 Other

**\$40,000,000 –Total FFY15**

\$20,000,000 – NHPP FFY16 Other

\$5,500,000 - STP Statewide FFY16 Other

**\$30,000,000 –Total FFY16**

\$20,000,000 – NHPP FFY17 Other

\$5,500,000 - STP Statewide FFY17 Other

**\$30,000,000 –Total FFY17**

\$30,000,000 – NHPP FFY18 Other

**\$30,000,000 –Total FFY18**

**ES20120006 US 95 Silver Peak Lane Widening and Open Grade**

\$7,000,000 – Equity Bonus FFY15 Const

\$2,500,000 – State Gas Tax FFY15 Const

\$9,500,000 – Total FFY15

This Amendment is an action to modify the funding for the following 8 projects:

**EL20140001 Florence Way Pedestrian Improvements**

Old			
FFY16	TAP Flex	PE	\$ 130,654
	TAP <5K		\$ 144,905
	Local		\$ 14,503
	TAP Flex	ROW	\$ 4,050
	Local		\$ 10,950
	TAP Flex	Const	\$ 462,796
	TAP <5K		\$ 175,095
	Local		\$ 3,441,436
Total			\$ 4,384,389

New			
FFY15	TAP <5K	PE	\$ 4,750
	Local		\$ 250
	TAP <5K	Const	\$ 592,750
	Local		\$ 1,902,852
	Total		

**DO20140009 County Road Pedestrian Improvements**

Old			
FFY15	TAP Flex	PE	\$ 31,400
	TAP 5K-200K		\$ 31,420
	Local		\$ 3,141
	Total		
FFY16	TAP Flex	Const	\$ 92,852
	TAP 5K-200K		\$ 158,526
	Local		\$ 12,569
	Total		

New			
FFY15	TAP 5K-200K	PE	\$ 48,276
	Local		\$ 2,541
	Total		\$ 50,817
FFY16	TAP 5K-200K	Const	\$ 265,922
	Local		\$ 73,460
	Total		\$ 339,382

**HU20140001 East Winnemucca Blvd Bike/Ped Improvements**

Old			
FFY15	TAP 5K-200K	Const	\$ 295,250
	State Match		\$ 15,539
	Total		

New			
FFY15	TAP 5K-200K	PE	\$4,750
	Local		\$250
	Total		\$5,000
FFY16	TAP 5K-200K	Const	\$295,250
	Local		\$15,539
	State Gas Tax		\$35,000
	Total		\$345,789

**ES20130001 US 6 Shoulder widening and slop flattening**

Old			
FFY15	HSIP	Const	\$3,800,000
	State Match		\$200,00
	Total		\$4,000,000

New			
FFY16	HSIP	Const	\$6,080,000
	State Match		\$320,000
	Total		\$6,400,000

**DO20140002 Centerville Road B-287 Improvements**

Old			
FFY15	TAP Flex	PE	\$ 109,250
	Local		\$ 5,750
	Total		\$ 115,000
	TAP Flex	ROW	\$ 71,250
	Local		\$ 3,750
	Total		\$ 75,000
FFY16	Tap Flex	Const	\$ 389,500
	Local		\$ 20,500
	Total		\$ 410,000

New			
FFY15	TAP Flex	PE	\$137,750
	Local		\$7,250
	Total		\$145,000
FFY16	TAP Flex	Const	\$462,250
	Local		\$24,329
	Total		\$486,579

**ES20120002 Goldfield Welcome Center**

Old			
FFY15	SAFETEA-LU	PE	\$ 8,550
	State Match		\$ 450
	Total		\$ 9,000
	SAFETEA-LU	Const	\$ 741,092
	Local		\$ 39,005
	Total		\$ 780,097

New			
FFY15	SAFETEA-LU	PE	\$ 8,550
	State Match		\$ 450
	Total		\$ 9,000
	SAFETEA-LU	Const	\$ 900,000
	State Match		\$ 47,368
	Total		\$ 947,368

**EL20100045 Pequop Animal Crossing**

\*Note all other funding for this project remains the same.

Old			
FFY15	HSIP	Const	\$ 3,000,000
	State Match		\$ 550,403
	Total		\$ 11,008,053

New			
FFY15	HSIP	Const	\$ 2,000,000
	State Match		\$ 1,550,403
	Total		\$ 11,008,053

**DO20140003 US 395 Crosswalk Improvements**

Old			
FFY15	TAP 5K-200K	PE	\$ 48,317
	Local		\$ 2,543
	Total		\$ 50,860
	TAP 5K-200K	ROW	\$ 10,082
	Local		\$ 531
	Total		\$ 10,613
	TAP Flex	Const	\$ 275,352
	TAP 5K-200K		\$ 33,000
	Local		\$ 14,492
	Total		\$ 322,844

New			
FFY15	TAP 5K-200K	PE	\$ 48,317
	Local		\$ 2,543
	Total		\$ 50,860
FFY16	State Gas Tax	ROW	\$ 35,000
	TAP 5K-200K	Const	\$ 280,683
	Local		\$ 14,773
	Total		\$ 330,456

**Amendment 3**

This Amendment was an action to add the following projects into the STIP:

2 FHWA Grant projects into the STIP:

**XS20150006:** FFY2015 NSTI Summer transportation Engineering Camp

\$50,000 – FHWA Grant

\$50,000 – FFY15 Total

**XS20150005:** Nevada Research Project: Best Practices for Micro Surfacing, Slurry Seal and Chip Seal Pavement Treatments

\$150,000 – FHWA Grant

\$150,000 – FFY15 Total

**List of Administrative Modifications (2/27/2015 – 5/27/2015)**

**RTC of Southern Nevada**

**Administrative Amendment 5**

This Administrative Amendment modified the following projects:

**CL20130144 Safe Routes to School Coordinator**

Adds \$20,000 in TAP CL funds in FFY15. All other funding remains the same.

**CL20150042 Advanced Traffic Signal Controller**

Adds new project using \$560,000 CMAQ CL with \$29,474 local match

**CL20140087 Clean Diesel Street Sweepers**

Moves all funding to FFY15

**CL20130028 Eastern Ave ITS Fiber Optic**

Moves PE from FFY15 to FFY16

**CL20130033 Maryland Parkway ITS Fiber Optic**

Moves PE from FFY15 to FFY16

**CL20130036 Paradise Road and Swenson Street**

Moves PE from FFY15 to FFY16

**CL20130037 Russell Road ITS Fiber Optic**

Moves PE from FFY15 to FFY16

**CL20090250 Tropicana Ave Intersection Improvements**

Decreases Construction costs to \$90,000 CMAQ with \$4,737 Local Match

**CL20090251 Valley View Intersection Improvements**

Moves PE from FFY15 to FFY16

**CL20120107 Las Vegas Electric Vehicle Program**

Moves Funding from FFY15 to FFY16

**CL20140104 City of Henderson Sweeper Purchase**

Splits funding between FFY15 and FFY18 to purchase 3 Vehicles in FFY15 and 2 in FFY18

**CL20100189 Buffalo Drive Intersection Improvements**

Moves all funding to FYF16

**CL20090247 Charleston Blvd Intersection Improvements**

Moves all funding to FFY16

**CL20130030 Charleston Blvd Improvements**

Change sponsoring entity from City of Las Vegas to NDOT.

**CL20130026 City of Las Vegas Bike Lane Improvements**

Moves all funding to FFY15 and changes phases to Const

**CL20100195 Nellis Blvd and Eastern Ave Bus Turnouts**

Moves ROW from FFY15 to FFY16

**CL200902 Rainbow Blvd Improvements**

Removes ROW Phase in FFY15

**CL20130040 Right Turn Intersection Improvements**

Moves ROW phase from FFY17 to FFY16

**CL20100193 Intersection Improvements**

Increases PE to \$180,000 CMAQ with \$9,473 Local Match

**CL2006103 RTC Transit Fleet**

Adds \$7,446,589 in CMAQ funds to then be transferred to FTA funds

**CL20140126 RTC FAST**

Decreases funding in fFFY17 to \$500,000 in CMAQ with \$26,315 Local Match

**Washoe County RTC**

**Administrative Modification No. 5 modified the following project:**

**WA200405 Pyramid Highway McCarran Boulevard**

	<b>Old</b>	<b>New</b>
<b>NHPP</b>	\$ 5,700,000	\$ 5,700,000
<b>STPWA</b>	\$ 7,648,000	\$ 7,648,000
<b>CMAQ WA</b>	\$ 17,984,000	\$ 17,984,000
<b>Local</b>	\$ 2,054,000	\$ 2,010,793
<b>High Priority</b>	\$ 8,499,000	\$ 6,873,069
<b>SB 5</b>	\$ -	\$ 3,397,714
<b>Total</b>	\$ 41,885,000	\$ 43,613,576

**Administrative Modification No. 6 modified the following project:**

Adjusted the balance forward and annual allocations for STPWA and CMAQWA to the following:

	STPWA	CMAQ WA
<b>Balance Forward</b>	\$ 2,295,231	\$ 11,894,976
<b>Allocation</b>	\$ 6,433,088	\$ 11,254,765
<b>FFY15 Balance</b>	\$ 8,728,319	\$ 23,149,741

**WA200405, Pyramid Highway McCarran Boulevard Project**

Old			
<b>FFY15</b>	<b>Const</b>	NHPP	\$ 5,700,000
		CMAQ WA	\$ 7,648,000
		STP WA	\$ 17,984,000
		Local	\$ 2,010,793
		SB 5	\$ 3,397,714
		Ear Mark	\$ 6,879,069
		<b>Total</b>	<b>\$ 43,619,576</b>

New			
<b>FFY15</b>	<b>Const</b>	NHPP	\$ 6,000,000
		CMAQ WA	\$ 7,648,000
		STP WA	\$ 17,984,000
		Local	\$ 1,712,000
		SB 5	\$ 3,444,000
		Ear Mark	\$ 6,873,069
		<b>Total</b>	<b>\$ 43,661,069</b>

**WA20120169, 4 Street Prater Way Corridor**

Old			
<b>FFY15</b>	<b>PE</b>	STP WA	\$ 1,900,000
		CMAQ WA	\$ 1,900,000
	<b>Const</b>	Local	\$ 2,300,000
	<b>Total</b>		<b>\$ 6,100,000</b>

Old			
<b>FFY16</b>	<b>Const</b>	STP WA	\$ 4,750,000
		TIGER	\$ 16,000,000
	<b>Other</b>	Local	\$ 10,250,000
	<b>Total</b>		<b>\$ 31,000,000</b>

Old			
<b>FFY17</b>	<b>Const</b>	STP WA	\$ 5,985,000
		Local	\$ 1,450,000
	<b>Total</b>		<b>\$ 7,435,000</b>

New			
<b>FFY15</b>	<b>PE</b>	CMAQ WA	\$ 3,800,000
		<b>Total</b>	<b>\$ 3,800,000</b>

New			
<b>FFY15</b>	<b>Const</b>	Local	\$ 2,300,000
		<b>Total</b>	<b>\$ 2,300,000</b>

New			
<b>FFY16</b>	<b>Const</b>	Tiger	\$ 16,000,000
		STP WA	\$ 4,750,000
	<b>Other</b>	Local	\$ 10,250,000
	<b>Total</b>		<b>\$ 31,000,000</b>

New			
<b>FFY17</b>	<b>Const</b>	CMAQ WA	\$ 1,520,000
		STP WA	\$ 7,030,000
		Local	\$ 1,450,000
		<b>Total</b>	<b>\$ 10,000,000</b>

**WA20110215 Traffic Management Program**

Old			
FFY15	Other	CMAQ WA	\$ 2,869,000
		Local	\$ 151,000
		Total	\$ 3,020,000

Old			
FFY16	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000
		Total	\$ 1,500,000

Old			
FFY17	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000
		Total	\$ 1,500,000

Old			
FFY18	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000
		Total	\$ 1,500,000

New			
FFY16	Other	CMAQ WA	\$ 3,562,500
		Local	\$ 187,500
		Total	\$ 3,750,000

New			
FFY17	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000
		Total	\$ 1,500,000

New			
FFY18	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000
		Total	\$ 1,500,000

**WA20110314 Bicycle/Pedestrian Improvements**

Old			
FFY17	PE	CMAQ WA	\$ 190,000
		Local	\$ 10,000
		Total	\$ 200,000
	Const	CMAQ WA	\$ 760,000
		Local	\$ 40,000
		Total	\$ 800,000

Old			
FFY18	PE	CMAQ WA	\$ 190,000
		Local	\$ 10,000
		Total	\$ 200,000
	Const	CMAQ WA	\$ 760,000
		Local	\$ 40,000
		Total	\$ 800,000

New			
FFY16	PE	CMAQ WA	\$ 190,000
		Local	\$ 10,000
		Total	\$ 200,000
	Const	CMAQ WA	\$ 760,000
		Local	\$ 40,000
		Total	\$ 800,000

New			
FFY17	PE	CMAQ WA	\$ 190,000
		Local	\$ 10,000
		Total	\$ 200,000
	Const	CMAQ WA	\$ 760,000
		Local	\$ 40,000
		Total	\$ 800,000

New			
FFY18	PE	CMAQ WA	\$ 190,000
		Local	\$ 10,000
		Total	\$ 200,000
	Const	CMAQ WA	\$ 760,000
		Local	\$ 40,000
		Total	\$ 800,000

**WA2012101 Trip Reduction Program**

Old			
FFY15	Other	STP WA	\$ 950,000
		CMAQ WA	\$ 190,000
		Local	\$ 60,000
		Total	\$ 1,200,000

Old			
FFY16	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 95,000
		Local	\$ 30,000
		Total	\$ 600,000

Old			
FFY17	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 95,000
		Local	\$ 30,000
		Total	\$ 600,000

Old			
FFY18	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 95,000
		Local	\$ 30,000
		Total	\$ 600,000

New			
FFY15	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 95,000
		Local	\$ 30,000
		Total	\$ 600,000

New			
FFY16	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 190,000
		Local	\$ 35,000
		Total	\$ 700,000

New			
FFY17	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 190,000
		Local	\$ 35,000
		Total	\$ 700,000

New			
FFY18	Other	STP WA	\$ 475,000
		CMAQ WA	\$ 190,000
		Local	\$ 35,000
		Total	\$ 700,000

**WA20140047 Oddie Blvd/Wells Ave Corridor Phase 1**

Old				New			
FFY18	PE	STP WA	\$ 6,128,000	FFY18	PE	STP WA	\$ 5,890,000
		Local	\$ 323,000			Local	\$ 310,000
		Total	\$ 6,451,000			Total	\$ 6,200,000

**WA20130115 Alternative Fuels Project**

Old				Old			
FFY16	Other	CMAQ WA	\$ 1,425,000	FFY17	Other	CMAQ WA	\$ 1,425,000
		Local	\$ 75,000			Local	\$ 75,000
		Total	\$ 1,500,000			Total	\$ 1,500,000

New			
FFY18	Other	CMAQ WA	\$ 950,000
		Local	\$ 50,000
		Total	\$ 1,000,000

**WA20140046 ACCESS Replacement Vehicles**

Old				Old			
FFY15	Other	CMAQ WA	\$ 399,000	FFY16	Other	CMAQ WA	\$ 1,900,000
		FTA 5307	\$ 400,000			FTA 5307	\$ 400,000
		FTA 5339	\$ 240,000			FTA 5339	\$ 240,000
		Local	\$ 181,000			Local	\$ 260,000
		Total	\$ 1,220,000			Total	\$ 2,800,000

Old				Old			
FFY17	Other	CMAQ WA	\$ 1,900,000	FFY18	Other	FTA 5307	\$ 400,000
		FTA 5307	\$ 400,000			FTA 5339	\$ 240,000
		FTA 5339	\$ 240,000			Local	\$ 160,000
		Local	\$ 260,000			Total	\$ 800,000
		Total	\$ 2,800,000				

New			
FFY15	Other	FTA 5307	\$ 400,000
		FTA 5339	\$ 240,000
		Local	\$ 160,000
		Total	\$ 800,000

New			
FFY16	Other	CMAQ WA	\$ 1,900,000
		FTA 5307	\$ 400,000
		FTA 5339	\$ 240,000
		Local	\$ 260,000
		Total	\$ 2,800,000

New			
FFY17	Other	CMAQ WA	\$ 1,900,000
		FTA 5307	\$ 400,000
		FTA 5339	\$ 240,000
		Local	\$ 260,000
		Total	\$ 2,800,000

New			
FFY18	Other	FTA 5307	\$ 400,000
		FTA 5339	\$ 240,000
		Local	\$ 160,000
		Total	\$ 800,000

**WA20130079 Lake Tahoe Summer Weekend Service**  
Removes the FFY15 phases to meet fiscal constraint

**WA2007140 Sandpiper Drive Sidewalks**  
Move all phases from FFY15 to FFY16.

### Carson Area MPO

**Administrative Modification No. 2 modified the following projects:**

**CC20130033 Highway 50 East Multi-Use Path Safety Improvements**  
Moves Const from FFY15 to FFY16

**CC20140018 Signal Modification and ADA Improvements**

Old			
FFY15	PE	HSIP	\$ 34,295
		Local	\$ 1,715
		Total	\$ 36,010
	ROW	HSIP	\$ 9,025
		Local	\$ 565
		Total	\$ 9,590
FFY16	Const	HSIP	\$ 224,817
		Local	\$ 11,833
		Total	\$ 236,650

New			
FFY15	PE	HSIP	\$ 84,788
		Local	\$ 4,462
		Total	\$ 89,250
	ROW	HSIP	\$ 9,500
		Local	\$ 500
		Total	\$ 10,000
FFY16	Const	HSIP	\$ 187,962
		Local	\$ 78,068
		Total	\$ 266,030

**Administrative Modification No. 3 modified the following projects:**

**CC20100004 SR 529 Carson Street Resurfacing**

Adds PE in FFY15 without changing overall cost of the project

**Tahoe MPO**

(No Statewide Modifications Were Made)

**Statewide/Rural**

(No Statewide Modifications Were Made)



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

## MEMORANDUM

May 15, 2015

**To:** Department of Transportation Board of Directors  
**From:** Rudy Malfabon, Director  
**Subject:** June 8, 2015 Transportation Board of Directors Meeting  
**Item #10:** Receive Briefing on Draft Southern Nevada High Occupancy Vehicle (HOV) Plan – *For possible approval.*

---

### **Summary:**

The Department of Transportation has updated the 2007 Southern Nevada High Occupancy Vehicle (HOV) Plan. The update included stakeholder, public outreach and local agency information activities. This Board presentation is the last step in getting the Southern Nevada HOV Plan finalized.

### **Background:**

The HOV system in Southern Nevada began with the HOV (carpool) lanes on US 95 that were included in the US 95 Environmental Impact Statement (EIS) with a Record of Decision (ROD) in year 2000. Nevada's first HOV lanes were constructed as a part of the US 95, Martin Luther King (MLK) Boulevard to Craig Road project. Near the completion of the US 95 HOV lanes, NDOT began work on the 2007 Southern Nevada HOV Plan. In November 2007, the US 95 HOV lanes were opened to service from MLK to Rainbow Boulevard. The HOV lanes were expanded on US 95 north to Ann Road and onto Summerlin Parkway with the construction of a flyover ramp from US 95 to Summerlin Parkway in 2012.

The I-15 express lanes from Russell Road to Sahara Avenue opened in year 2010. The re-evaluation of the I-15 South Environmental Assessment extended the express lanes to Silverado Ranch Road and committed to the conversion to HOV lanes with the completion of the US 95/I-15 HOV connector (Project NEON). The express lanes were extended to Silverado Ranch as a part of the I-15 South Design-Build project. With Project NEON, the US 95/I-15 HOV Connector will be constructed and NDOT will fulfill its commitment to convert the express lanes to HOV lanes.

### **Analysis:**

As the near term priorities of the 2007 Plan have been constructed or are imminent (through Project Neon), NDOT needed to update the Plan to prioritize the next phase of improvements. It was also important to address the details of the conversion of express lanes to HOV lanes. Further, in 2012, a new 2035 Clark County Regional Travel Demand Model, which included improved modeling of HOV lanes, became available. Apart from traffic modeling and analysis, this Update included agency, stakeholder, and

public outreach. The kick-off to the public outreach phase was the April 14 Board meeting, when a presentation and status update was provided to you. Since then, we have completed the Update, presented the Plan to local agencies, the public and the Resort Association.

**Results:**

The Plan recommends that one of the two current express lanes on I-15 be converted to a HOV lane and the second express lane revert to general use. The Plan also includes operational recommendations for the HOV system following this conversion.

Component	Operational Plan
Minimum occupancy	2+
Hours of operation	24-hours, 7 days of the week
Trucks	Vehicles with more than two axles ( or vehicle-trailer combinations) are not eligible
Motorcycles	Eligible
Emergency vehicles	Those responding to an emergency are eligible
Public transit buses	Eligible (including dead-heading buses)
Single-occupant low-emission and energy-efficient vehicles	To be studied
Access Type	Limited Access

The Plan identifies the near term HOV system and long term (to planning horizon year 2035) prioritized enhancements to the HOV system. Additionally, locations for direct access ramps to the HOV lanes are identified and prioritized. Planning level construction cost estimates for the highest priority direct access ramps are also included to assist the Department in programming them.

**List of Attachments:**

1. Proposed Near-Term HOV System
2. Proposed Long-Term HOV System

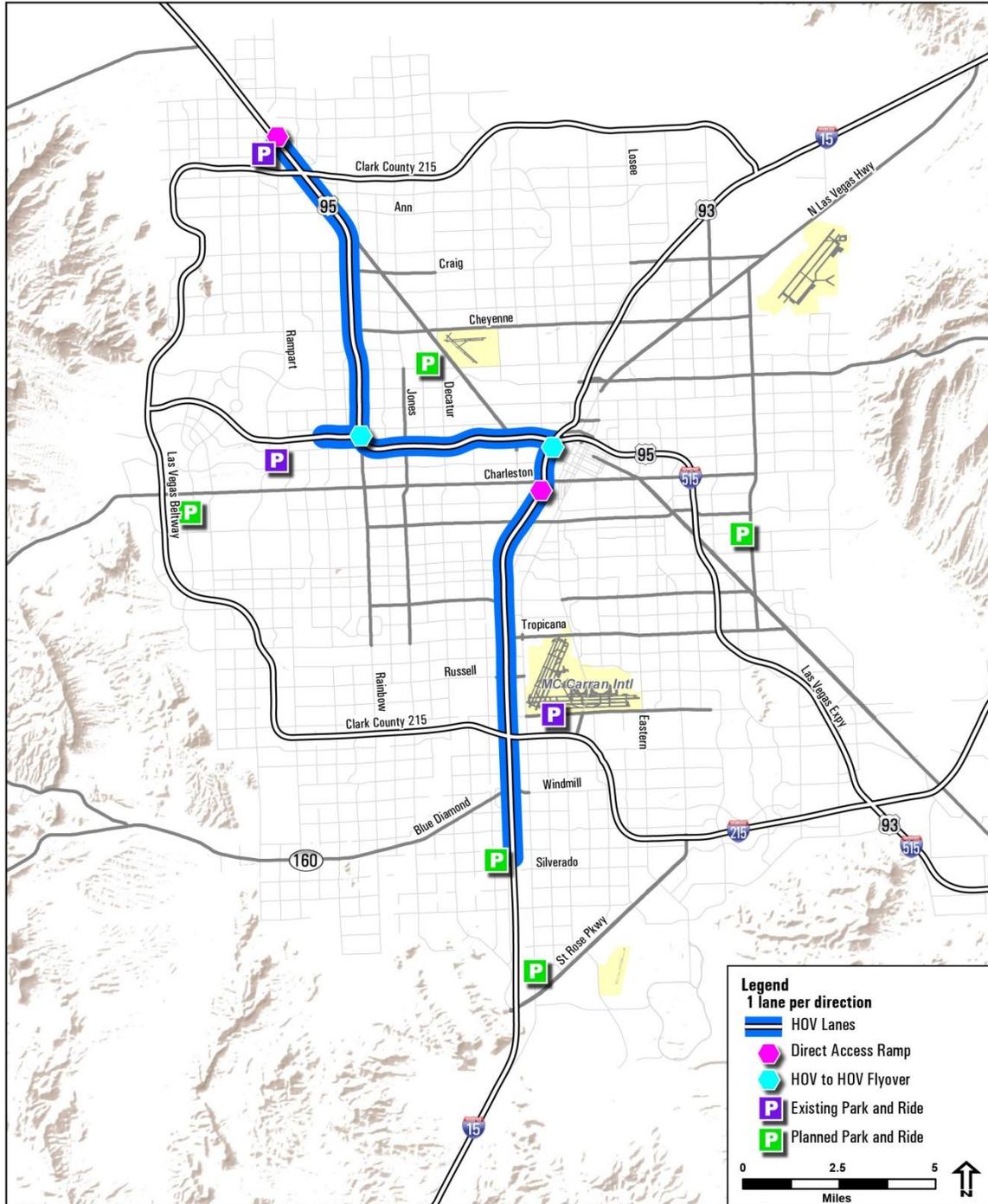
**Recommendation for Board Action:**

Staff recommends acceptance of this updated Plan..

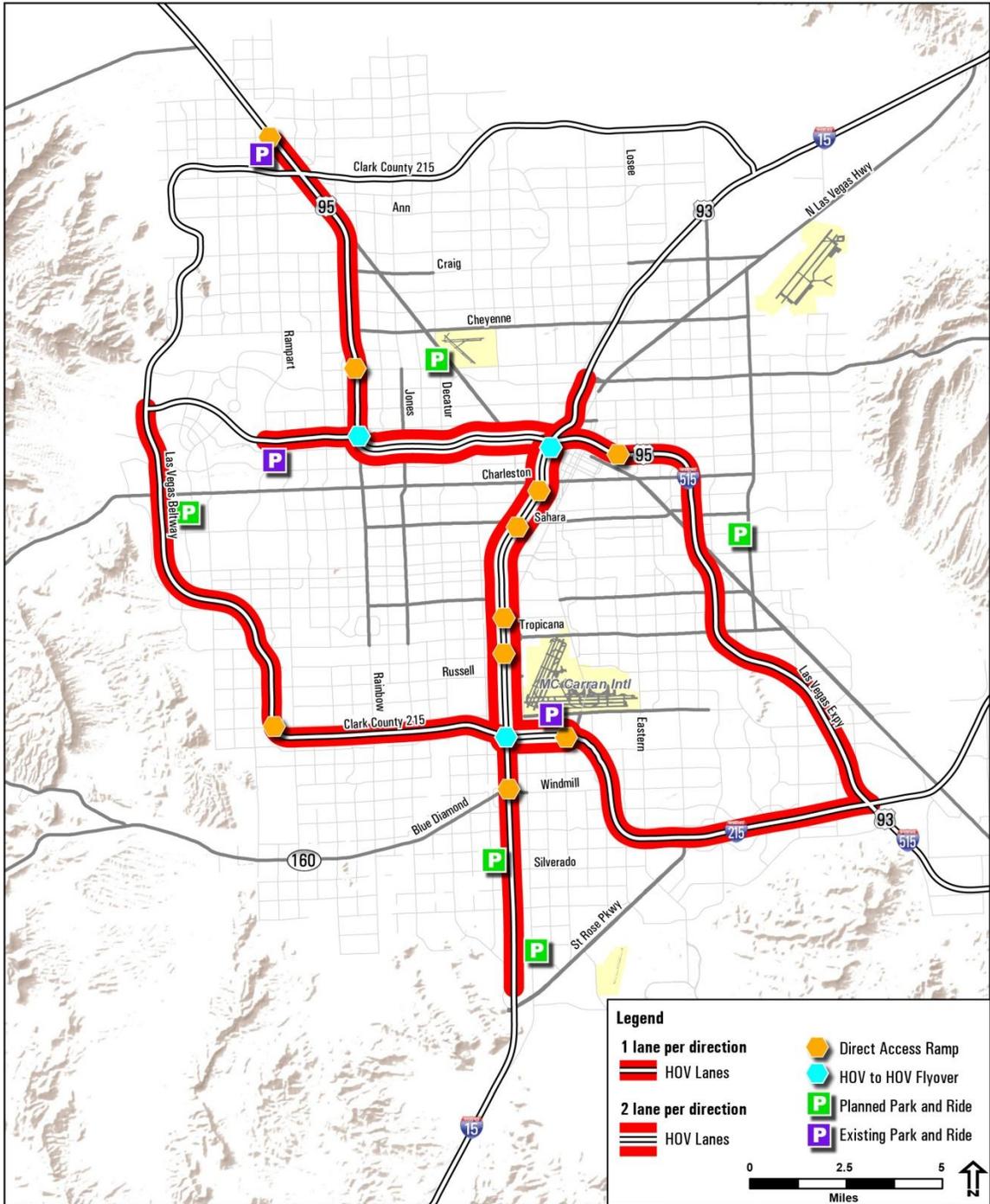
**Prepared by:**

John M. Terry, P.E., Asst. Director – Engineering

# Attachment 1: Proposed Near-Term HOV System



## Attachment 2: Proposed Long-Term HOV System





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

## MEMORANDUM

May 20, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** June 8, 2015 Transportation Board of Directors Meeting  
**ITEM #11:** Receive a Report on Status of Project NEON – *Informational Item Only*

---

### **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
- March 9, 2015

The following is an update on the progress of Project NEON.

### Schedule

Proposals for Project NEON are due July 31, 2015.

### Update and Status of Right of Way (ROW)

The Department is continuing ROW acquisitions for Project NEON.

### **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. The RFP was released to Proposers on March 9, 2015.

Major Milestones:

July 2015 – Proposals Due

September 2015 – Preferred Proposer Selection (provided interviews are not necessary)

Fall 2015 – Contract Execution

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.

**The Next Steps:**

The Department 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:**

Informational Item Only

**Prepared by:**

Cole Mortensen, Assistant Chief Project Management



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

## MEMORANDUM

May 27, 2015

**TO:** Department of Transportation Board of Directors  
**FROM:** Rudy Malfabon, Director  
**SUBJECT:** June 8, 2015 Transportation Board of Directors Meeting  
**Item #12:** 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 May 27, 2015 – *Informational item only.*  
Please see Attachment C.
- d. Update on Freeway Service Patrol – *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 May 27, 2015 – *Informational item only.*
- d. Update on Freeway Service Patrol – *Informational item only.*

### **Recommendation for Board Action:**

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 20, 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 - 12/31/17 Amendment #1	3/11/13 1/14/14	\$ 1,400,000.00 \$ 2,000,000.00 \$ 3,400,000.00	\$ 3,400,000.00	\$ 333,986.58
Chapman Law Firm	NDOT vs. Robarts 1981 Decedents Trust 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	\$ 308,906.59
Chapman Law Firm	NDOT vs. MLK-ALTA 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	\$ 232,794.09
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 \$ 850,000.00 \$ 750,000.00 \$ 800,000.00	\$ 2,700,000.00	\$ 563,366.06
Lemons, Grundy, Eisenberg	NDOT vs. Ad America (Appeal) 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. Wykoff 8th JD - A-12-656578-C Warms Sorinos Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2	2/27/13 1/23/15 5/13/15	\$275,000.00 Extension of Time \$ 150,000.00	\$ 425,000.00	\$ 122,488.01
Sylvester & Polednak, Ltd.	NDOT vs. K & L Dirt 8th JD - A-12-66050-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 Extension of Time	\$ 275,000.00	\$ 158,121.20
Sylvester & Polednak, Ltd.	NDOT vs. I-15 & Cactus 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	\$ 39,093.73
** 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 - 4/30/17	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	\$ 160,050.56
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	\$ 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	\$ 59,450.04
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	\$ 87,303.34
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	\$ 2,089.66
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	\$ 284,877.40

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 20, 2015						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
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 Amendment #2	1/13/14 8/21/14 4/21/15	\$ 900,000.00 \$ 310,000.00 \$ 250,000.00	\$ 1,460,000.00	\$ 385,261.98
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	\$ 104,796.36
*** Downey Brand, LLP Novation Agreement 2/12/15 from 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	\$ 209,405.14
Carbaial & 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	\$ 363,215.34
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	\$ 243,749.82
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	\$ 269,803.00
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	\$ 266,643.00
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	\$ 484,720.00
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 Amendment #1	11/20/14 2/12/15	\$ 250,000.00 Define Provider	\$ 250,000.00	\$ 191,597.28
* BH Consulting Agreement	<i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channelina 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

\* Pass Through - Federally mandated 800 MHz rebanding project fully reimbursed by Sprint Nextel.

\*\* The firm of Varela, Lee, Metz & Guarino, 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 on 2/12/15 in utility matters relating to condemnation actions and acquisitions from the firm of Armstrong Teasdale, LLP.

**Contracts Closed Since Last Report:**

None						
------	--	--	--	--	--	--

Monthly Litigation Report to the Nevada Department of Transportation - May 20, 2015				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
<b>Condemnations</b>				
NDOT vs. Chavez, Dawn R.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 100,798.66	\$ 5,451.52	\$ 106,250.18
NDOT vs. Fitzhouse/Westcare	Eminent domain - Project Neon	\$ 88,350.00	\$ 41,599.44	\$ 129,949.44
NDOT vs. Hackler, Connie L.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 140,625.00	\$ 20,281.27	\$ 160,906.27
NDOT vs. Jensen, Allan B.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 101,100.00	\$ 15,778.80	\$ 116,878.80
NDOT vs. LGC 231, LLC - (Holsom Lofts)	Eminent domain - Project Neon	\$ 113,307.50	\$ 55,465.10	\$ 168,772.60
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 10,817.75	\$ 966.91	\$ 11,784.66
NDOT vs. Manaois, Randy M.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. Marsh, Nita, et al.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. Miller, Bruce B.	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. MLK-ALTA	Eminent domain - Project Neon	\$ 192,903.45	\$ 29,827.46	\$ 222,730.91
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 8,357.00	\$ -	\$ 8,357.00
NDOT vs. Stanford Crossing, LLC	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. Turner, Ronald Lee	Eminent domain - McCarran Widening *	\$ 74,916.25	\$ 20,287.39	\$ 95,203.64
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 266,500.78	\$ 36,011.21	\$ 302,511.99
<b>Inverse Condemnations</b>				
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			
AD America, Inc. vs. NDOT (South Point)	Inverse condemnation - South Point	\$ 62,929.00	\$ 4,981.34	\$ 67,910.34
Eastman, Brandon vs. NDOT	Inverse condemnation - Project Neon			
First Presbyterian Church of LV vs. NDOT	Inverse condemnation - Project Neon	\$ 68,200.00	\$ 2,394.86	\$ 70,594.86
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 617,746.51	\$ 77,803.45	\$ 695,549.96
Robarts 1981 Decedents Trust vs. NDOT	Inverse Condemnation - Project Neon	\$ 157,204.83	\$ 9,613.58	\$ 166,818.41
<b>Cases Closed and Removed from Last Report:</b>				
None				

\* McCarran Widening fees and costs are under one contract.

Monthly Litigation Report to the Nevada Department of Transportation - May 20, 2015				
Case Name	Nature of Case	Outside Counsel to		
		Fees	Costs	Total
<b><u>Torts</u></b>				
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			
Knowlton, Jane vs. NDOT	Plaintiff alleges personal injury and property damage			
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access			
Oneal, Brenda vs. NDOT	Plaintiff alleges negligence causing personal injury			
Pyjas, Estate of Robert Charles	Plaintiff alleges wrongful death			
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			
<b><u>Contract Disputes</u></b>				
None currently in litigation				
<b><u>Miscellaneous</u></b>				
Nevada Power Co., Inc. vs. KAG Development; NDOT	Plaintiff seeking quiet title			
Road & Highway Builders vs. NDOT	Petition for Judicial Review of Prevailing Wage			
<b><u>Personnel Matters</u></b>				
Akinola, Ayodele vs. State, NDOT	Plaintiff alleges 14th Amendment - discrimination			
Cerini, Cheri	Petition for Judicial Review			
<b>Cases Removed from Last Report:</b>				
None				

Outside Counsel  
Fees and Costs of Open Cases  
as of May 20, 2015

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 1,097,676.39	\$ 225,669.10	\$ 1,323,345.49
Inverse Condemnation Litigation	\$ 1,419,828.40	\$ 208,651.93	\$ 1,628,480.33
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 2,517,504.79</u>	<u>\$ 434,321.03</u>	<u>\$ 2,951,825.82</u>

5/27/2015

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	
5/25/2015	1	1	5/25/2014	1	1	0	0
MONTH	14	19	MONTH	18	21	-4	-2
YEAR	103	117	YEAR	92	102	11	15

CRASH AND FATAL COMPARISON BETWEEN 2014 AND 2015, 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	1	1	0.00%	2	1	-50.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	2	1	-50.00%	2	1	-50.00%	0	0	0.00%	0	0	0.00%
CLARK	53	68	28.30%	56	78	39.29%	16	6	-62.50%	18	7	-61.11%
DOUGLAS	1	1	0.00%	1	1	0.00%	0	1	100.00%	0	1	100.00%
ELKO	3	2	-33.33%	3	2	-33.33%	1	1	0.00%	1	1	0.00%
ESMERALDA	1	1	0.00%	2	1	-50.00%	0	0	0.00%	0	0	0.00%
EUREKA	3	2	-33.33%	4	2	-50.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	4	0	-100.00%	5	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LANDER	3	4	33.33%	3	4	33.33%	0	0	0.00%	0	0	0.00%
LINCOLN	0	2	200.00%	0	2	200.00%	0	1	100.00%	0	1	100.00%
LYON	5	3	-40.00%	6	4	-33.33%	3	1	-66.67%	3	1	-66.67%
MINERAL	0	1	100.00%	0	2	200.00%	0	0	0.00%	0	0	0.00%
NYE	2	5	150.00%	3	5	66.67%	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	1	1	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	13	11	-15.38%	14	13	-7.14%	3	1	-66.67%	3	2	-33.33%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
YTD	92	103	11.96%	102	117	14.71%	24	12	-50.00%	26	14	-46.15%
TOTAL 14	267	----	-61.4%	290	----	-59.7%	----	----	#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	1	100.00%	0	0	0.00%	2	0	-100.00%	0	0	0.00%	0	0
CHURCHILL	2	1	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
CLARK	24	38	58.33%	15	19	26.67%	13	12	-7.69%	0	4	400.00%	4	5
DOUGLAS	1	1	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ELKO	2	2	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
ESMERALDA	2	1	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	4	2	-50.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	5	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LANDER	2	2	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	0	2	200.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
LYON	3	4	33.33%	1	0	-100.00%	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	3	5	66.67%	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%	1	1	0.00%	0	0	0.00%	0	0
WASHOE	7	9	28.57%	4	1	-75.00%	2	3	50.00%	0	0	0.00%	1	0
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
YTD	55	70	27.27%	21	21	0.00%	19	16	-15.79%	1	4	300.00%	5	5
TOTAL 14	147	----	-52.38%	71	----	-70.42%	55	----	-70.91%	8	----	-50.00%	9	----

Total 2014 290

## FREEWAY SERVICE PATROL

FFY '15, Q2, JAN – MAR  
Traffic Operations Division



This document provides the FFY 2015, 2<sup>nd</sup> quarter performance measures for the Las Vegas and Reno Freeway Service Patrol/Incident Response Vehicle (FSP/IRV) programs under the contract with United Road Towing, effective October 1, 2013 through September 30, 2017. The performance of the programs is measured in terms of mitigations per vehicle hours (MPVH) where higher values yield more efficient operating costs. This metric allows for the evaluation of each route and service hours of operation to ensure the most effective application of FSP/IRV resources.

The following is a summary of second quarter activity:

1. **Las Vegas FSP/IRV routes and hours revised:** In February, routes and hours were revised to accommodate for seasonal traffic congestion patterns; the revisions resulted in continued performance improvements, currently up 3% for FSP and 1.8% for IRV from the beginning of the fiscal year.
2. **No changes to Reno FSP routes and hours:** The program will be revised at the beginning of the 3<sup>rd</sup> quarter to accommodate for seasonal traffic congestion patterns; the program is currently reflecting a 2% performance improvement from the beginning of the fiscal year.
3. **Disadvantaged Business Enterprise Goals:** Both Reno and Las Vegas programs are exceeding the minimum 3% goal, currently at 14.7% and 7.3% respectively.
4. **FSP Sponsorship:** In March, NDOT announced that State Farm will sponsor the Freeway Service Patrol through 2017. Reno will receive \$153,350 and Las Vegas will receive \$180,000 annually (annual operation costs are currently \$365,040 and \$2,617,056 respectively). The sponsorship will allow NDOT to allocate funding previously devoted to the Freeway Service Patrol toward other vital transportation programs. As part of the sponsorship, Freeway Service Patrol vehicles have been updated with enhanced, highly-reflective safety markings to make the vehicles more visible. The State Farm logo has been added to Freeway Service Patrol trucks and patrol operator uniforms in recognition of financial support from State Farm for the program (image on page 2). An online survey tool has been made available to the traveling public so they can share their FSP/IRV experience and/or comment on the effectiveness of the program.
5. **FSP saves a life:** On the morning of March 3<sup>rd</sup>, Las Vegas IRV driver, Anthony Garcia, came across a man threatening to commit suicide on I-15 at Sahara. All the man would say to Anthony is "I am going to kill myself". The man started walking south bound on I-15 and kept looking over the wall as if he was going to jump. Suddenly, the man started running past Anthony toward incoming traffic; at which point Anthony had to wrestle the man to the shoulder until an off duty firefighter stopped to help and emergency personnel arrived. NDOT thanks Anthony Garcia for his courageous act and aid in helping prevent a tragedy.
6. **FSP/IRV contract amendment:** The amendment will align the FSP program with the State fiscal year instead of the Federal fiscal year in to facilitate obligating federal funds on future FSP/IRV contracts; and will also add an FSP Dispatch Operator position in Las Vegas to provide support for the Road Operation Center staff during peak traffic congestion periods.
7. **Average Clearance Time:** This metric allows for the evaluation of mitigations by type to ensure vehicles are being removed off the roadway safely and effectively. If an increasing trend is identified, the procedures for the specific mitigation are analyzed and updated in coordination with NDOT Maintenance, NDOT Road Operations Center, RTC FAST, Nevada Highway Patrol and other members of the Traffic Incident Management (TIM) Coalition.
8. **Holidays and Special Events:** Special coverage was provided for New Year's Day, Martin Luther King Jr. Day, Presidents Day, the Las Vegas Super Bowl and NASCAR special events. The table on page 2 indicates that Martin Luther King Jr. Day and Las Vegas NASCAR are targets for improvement in 2016.

# FREEWAY SERVICE PATROL

FFY '15, Q2, JAN – MAR  
Traffic Operations Division



The following tables depict FFY 2015, 2<sup>nd</sup> quarter average performance measures for January – March:

Mitigations	RN FSP	LV FSP	LV IRV
Disabled Vehicles	294	1,043	326
Abandoned Vehicles	62	209	61
Scene Safety	54	279	101
Crashes	49	169	60
Roadway Debris	19	111	27
Other	1	127	37
<b>Mitigations</b>	<b>480</b>	<b>1,939</b>	<b>612</b>
Vehicle Hours	437	2,034	651
Cost	\$28,383	\$125,101	\$44,896
Mitigation/Veh-Hr	1.1	1.0	0.9

Holidays and Special Events	Mitigation/Veh-Hr	
	RN	LV
Oct - Nevada Day	N/A - Off	1.2
Nov - Veterans Day	0.8	0.9
Nov - Thanksgiving	N/A - Off	N/A - Off
Dec - Christmas	N/A - Off	N/A - Off
Jan - New Year	1.2	1.1
Jan - Martin Luther King Jr.	1.1	0.7
Feb - Super Bowl	N/A - Off	1.3
Feb - Presidents Day	1.3	1.1
Mar - LV NASCAR	N/A	0.8

Clearance Times (minutes)	RN FSP	LV FSP	LV IRV
Disabled Vehicles	10	10	12
Abandoned Vehicles	4	4	13
Scene Safety	3	14	15
Crashes	24	24	14
Roadway Debris	5	5	5
Other	7	4	4

DBE Goal	RN	LV
Expenditures	\$28,383	\$169,997
DBE Participation	\$4,183	\$12,400
DBE Percentage	14.7%	7.3%

