



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
June 6, 2016 – 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. Consideration of adopting a proposed amendment to a regulation, NAC 410.350, to allow the issuance of permits for commercial electronic variable message signs which conform to national standards pursuant to 23 U.S.C. sec. 131; providing various related specifications and requirements; and other matters properly related thereto. – *For possible action.*
4. May 9, 2016 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
5. Approval of Contracts over \$5,000,000 – *For possible action.*
6. Approval of Agreements over \$300,000 – *For possible action.*
7. Contracts, Agreements, and Settlements – *Informational item only.*
8. Receive a Briefing on Reno Spaghetti Bowl – *Informational item only.*
9. Approval Design-Build Procurement for I-15 North at US-93 (Garnet Interchange) and US-93 from the junction of I-15 at the Garnet Interchange to five miles north – *For possible action.*
10. 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 9, 2016 – *Informational item only.*
11. 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.*
12. Adjournment – *For possible action.*

Notes:

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

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada



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

MEMORANDUM

May 25, 2016

To: Department of Transportation Board of Directors

From: Rudy Malfabon, Director

Subject: June 6, 2016 Transportation Board of Directors Meeting

Item # 3 : Consideration of adopting a proposed amendment to a regulation. NAC 410.350, to allow the issuance of permits for commercial electronic variable message signs which conform to national standards pursuant to 23 U.S.C. sec. 131; providing various related specifications and requirements; and other matters properly related thereto. – *For possible action.*

Summary:

Approval is requested from the Department of Transportation Board of Directors to regulations proposed to be adopted under authority of NAC 410.350 Sign construction: Illumination; commercial electronic variable message signs. (NRS 410.400) The purpose of the proposed regulation is to: Amend the requirements for Commercial Electronic Variable Message Signs (CEVMS) including Trivision signs and digital billboard signs; proposed revisions include content, movement and appearance during static displays, display time and change intervals on Trivision signs, operating and monitoring systems to address the displays in the event of a malfunction, and brightness of billboards as ambient light conditions change.

Background:

During the 77th Legislative Session Assembly Bill No. 305 was passed. This bill amended NRS 410.400 to add a definition for “commercial electronic variable message signs”, which then required the Department to amend Nevada Administrative Code (“NAC”) Chapter 410 to formally recognize Digital Billboards. Preliminary revisions to the language of NAC 410.350 “Sign Construction: illumination; commercial electronic variable message signs” was drafted. The Department conducted three (3) workshops to present the proposed changes to the attendees.

The State Legislature created NRS Chapter 410 Beautification of Highways to establish a statutory basis for the regulation and control of Off-Premise Outdoor advertising and Junkyards to be consistent with the Federal Highway Beautification Act. These statutes provided a basis for NAC Chapter 410. The NAC provides further clarification of policies and rules in the management of permits for off-premise outdoor advertising signs and junkyards. State law and federal regulation require a permit for any junkyard or off-premise advertising sign (billboard) that is located within 660-feet of any Interstate and Primary Highway System which is readable

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from the main travel way. These regulations cover all Interstates, US routes and some state routes.

Since the enactment of the Highway Beautification Act billboard signs have been strictly regulated especially when it comes to the use of lighting and movement. Signs were not allowed to use intermittent, flashing or moving lights. As technology evolved, the FHWA regulations were also modified to insure compliance with the Beautification Act. The NRS requires that the state regulation maintain consistency with federal regulation.

In compliance with federal regulations and the NAC's commercial electronic variable message signs ("CEVMS") are permissible signs adjacent to the controlled highway facilities. CEVMS include any sign that has a changeable message including Trivision signs and digital billboards. While digital billboards fall into the CEVMS category when they were first introduced, the Department had concern that the digital technology behind these signs may not comply with the Highway Beautification Act.

Because several other states shared similar concern, the FHWA provided a Guidance Memorandum dated September 25, 2007. This memo advised that CEVMS did not violate a prohibition on intermittent, flashing or moving lights and that issuing permits for these types of signs would be consistent with the Highway Beautification Act. After the FHWA issued this memo and after discussions with the local FHWA office the Department started issuing permits for digital billboards.

The FHWA guidance memo was challenged in the State of Arizona and the state appeals court there found inconsistency with Arizona state law and some of the technology used in CEVMS. This resulted in the State of Arizona proposing and passing legislation to formally recognize CEVMS in its state law.

The above ruling in Arizona caused the billboard industry to seek a similar legislative solution in Nevada. The passing of Assembly Bill 305 formally recognized CEVMS and thereby insured consistency with federal regulation.

Early in 2013 the Department began researching surrounding states regulations related to CEVMS and drafted new language. On April 21, 2014 the final draft was completed and public workshops were scheduled to present the proposed changes to the regulations. Workshops were held in May of 2014 in Las Vegas and in Sparks with teleconferencing in Elko.

Comments were received at the workshops, additional revisions were made to the proposed regulations and a second round of workshops was scheduled and conducted in October of 2015, again in Las Vegas and Sparks with teleconferencing in Elko. A final workshop was held on April 21, 2016 at the NDOT Headquarters main building presenting the final proposed revisions.

NAC 410.350 is being amended to account for the new digital technology being used by today's CEVMS and to be consistent with the NRS. During the workshops that were performed, the Department received significant interest in the proposed rules surrounding the digital billboards. Both the billboard industry as well as opposition groups participated in the workshops. Numerous questions were raised concerning brightness, acceptable standards for brightness, length of messages and hacking of the billboard system. The Department has also performed

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additional research and has contacted several other western states to learn from their experiences.

Analysis:

On April 22, 2016 it was determined that the Department was prepared to submit the revisions to the Transportation Board for approval.

List of Attachments:

1. Agreement between the Feral Highway Administration and the Department executed March 5, 1999.
2. The proposed changes to NAC 410.350 Sign Construction: illumination; Commercial electronic variable message signs. (NRS 410.400)
3. NRS 410.400
4. NAC 410.350
5. Assembly Bill 305

Recommendation for Board Action:

Approval of the proposed change to NAC 410.350 Sign Construction: illumination/luminance; commercial electronic variable message signs. (NRS 410.400)

Prepared by: Ruth Borrelli, Chief R/W Agent

AGREEMENT

STATE OF NEVADA

FOR CARRYING OUT NATIONAL POLICY RELATIVE TO CONTROL OF OUTDOOR ADVERTISING IN AREAS ADJACENT TO THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS AND THE FEDERAL-AID PRIMARY SYSTEM

THIS AGREEMENT made and entered into this 27th day of October 1998 by and between the United States of America represented by the Secretary of Transportation acting by and through the Federal Highway Administrator, hereinafter referred to as the "Administrator", and the State of Nevada, acting by and through its Board of Directors of Department of Transportation, hereinafter referred to as the "State".

WITNESSETH

WHEREAS, Congress has declared that Outdoor Advertising in areas adjacent to the Interstate and Federal-aid primary systems should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel and to preserve natural beauty; and

WHEREAS, Section 131(d) of Title 23, United States Code, authorizes the Secretary of Transportation to enter into agreements with the several States to determine the size, lighting and spacing of signs, displays, and devices, consistent with customary use, which may be erected and maintained within 660 feet of the nearest edge of the right-of-way within areas adjacent to the Interstate and Federal-aid Primary Systems which are zoned industrial or commercial under authority of State law or in unzoned commercial or industrial areas, also to be determined by agreement; and

WHEREAS, the purpose of said agreement is to promote the reasonable, orderly, and effective display of outdoor advertising while remaining consistent with the national policy to protect the public investment in the Interstate and Federal-aid primary highways, to promote the safety and recreational value of public travel and to preserve natural beauty; and

WHEREAS, Section 131(b) of Title 23, United States Code, provides that Federal-aid highway funds apportioned on or after January 1, 1968, to any State which the Secretary determines has not made provision for effective control of the erection and maintenance along the Interstate System and the Primary System of outdoor advertising signs, displays, and devices which are within six hundred sixty feet of the nearest edge of the right-of-way and visible from the main traveled way of the system, shall be reduced by amounts equal to 10 per centum of the amounts which would otherwise be apportioned to such State under Section 104 of Title 23, United States Code, until such time as such State shall provide for such effective control; and

WHEREAS, the State of Nevada desires to implement and carry out the provisions of Section 131 of Title 23, United States Code, and the national policy in order to remain eligible to receive the full amount of all Federal-aid highway funds to be apportioned to such State on or after January 1, 1968, under Section 104 of Title 23, United States Code; and

NOW, THEREFORE, the parties hereto do mutually agree as follows:

SECTION I.

1. Definitions

A. Act means Section 131 of Title 23, United States Code (1965) commonly referred to as Title I of the Highway Beautification Act of 1965.

B. Commercial or industrial activities for purposes of unzoned commercial or industrial areas mean those activities generally recognized as commercial or industrial by zoning authorities in this State, except that none of the following activities shall be considered commercial or industrial:

1. Outdoor advertising structures.
2. Agricultural, forestry, ranching, grazing, farming, and related activities, including, but not limited to, wayside fresh produce stands.
3. Transient or temporary activities.
4. Activities not visible from the main traveled way.
5. Activities more than 660 feet from the nearest edge of the right-of-way
6. Activities conducted in a building principally used as a residence.
7. Railroad tracks and minor sidings.

C. Zoned commercial or industrial areas mean those areas which are zoned for business, industry, commerce, or trade pursuant to a State or local zoning ordinance or regulation.

D. Unzoned commercial or industrial areas mean those areas which are not zoned by State or local law, regulation, or ordinance, and on which there is located one or more permanent structures devoted to a commercial or industrial activity or on which a commercial or industrial activity is actually conducted, whether or not a permanent structure is located thereon, and the area along the highway extending 600 feet from and beyond the edge of such activity. In addition, lands on the opposite side of the highway to the extent of the same dimensions will be considered as an unzoned commercial or industrial area provided those lands on such opposite side are not deemed scenic or as having aesthetic value. In the event the area on the opposite side of the highway is deemed scenic, then only the side of the highway having a commercial activity located thereon will be said to be unzoned commercial or industrial for the purpose of this Agreement.

All measurements shall be from the outer edges of the regularly used buildings, parking lots, storage or processing, and landscaped areas of the commercial or industrial activities, not from the property lines of the activities, and shall be along or parallel to the edge of pavement of the highway.

E. National System of Interstate and Defense Highways and Interstate System means the system presently defined in and designated pursuant to subsection (d) of Section 103 of Title 23, United States Code.

F. Federal-aid primary highway means any highway within that portion of the State highway system as designated, or as may hereafter be so designated by the State, which has been approved by the Secretary of Transportation pursuant to subsection (b) of Section 103 of Title 23, United States Code.

G. Traveled way means the portion of a roadway for the movement of vehicles, exclusive of shoulders.

H. Main-traveled way means the traveled way of a highway on which through traffic is carried. In the case of a divided highway, the traveled way of each of the separate roadways for traffic in opposition is a main-traveled way. It does not include such facilities as frontage roads, turning roadways, or parking areas.

I. Sign means any outdoor sign, display, device, figure, painting, drawing, message, placard, poster, billboard, or other thing which is designed, intended, used to advertise or inform, any part of the advertising or information contents which is visible from any place on the main-traveled way of the Interstate or Federal-aid Primary Highway Systems.

J. Erect means to construct, build, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish, but it shall not include any of the foregoing activities when performed as an incident to the change of advertising message or normal maintenance or repair of a sign structure.

K. Maintain means to allow to exist.

L. Safety rest area means an area or site established and maintained within or adjacent to the highway right-of-way by or under public supervision or control, for the convenience of the traveling public.

M. Visible means that the advertising copy or informative contents are capable of being seen without visual aid by a person of normal visual acuity.

SECTION II. SCOPE OF AGREEMENT

This Agreement shall apply to the following areas:

A. All zoned and unzoned commercial and industrial areas within 660 feet of the nearest edge of the right-of-way of all portions of the Interstate and Primary Systems within the State of Nevada in which outdoor advertising signs may be visible from the main-traveled way of either or both of said systems.

SECTION III. STATE CONTROL

The State hereby agrees that, in all areas within the scope of this agreement, the State shall effectively control, or cause to be controlled, the erection and maintenance of outdoor advertising signs, displays, and devices erected subsequent to the effective date of this agreement other than those advertising the sale or lease of the property on which they are located, or activities conducted thereon, in accordance with the following criteria:

A. In zoned commercial and industrial areas, the State may notify the Administrator as notice of effective control that there has been established within such areas regulations which are enforced with respect to the size, lighting, and spacing of outdoor advertising signs consistent with the intent of the Highway Beautification Act of 1965 and with customary use. In such areas, the size, lighting, and spacing requirements set forth below shall not apply.

B. In all other zoned and unzoned commercial and industrial areas, the criteria set forth below shall apply.

Size of Signs

1. The maximum area for any one sign shall be 1,200 square feet with a maximum height of 30 feet and maximum length of 60 feet, inclusive of any border and trim but excluding the base or apron, supports, and other structural members.

2. The area shall be measured by the smallest square, rectangle, triangle, circle, or combination thereof which will encompass the entire sign.

3. The maximum size limitations shall apply to each side of a sign structure; and signs may be placed back-to-back, side-by-side, or in V-type construction with not more than two displays to each facing, and such sign structure shall be considered as one sign.

Spacing of Signs

1. Interstate and Federal-aid Primary Highways

a. Signs may not be located in such a manner as to obscure, or otherwise physically interfere with the effectiveness of an official traffic sign, signal, or device, obstruct or physically interfere with the driver's view of approaching, merging, or intersecting traffic.

2. Interstate Highways and Freeways on the Federal-aid Primary System

a. No two structures shall be spaced less than 500 feet apart.

b. Outside of urbanized area boundaries, as defined by 23 U.S.C. 101(a), no structure may be located adjacent to or within 500 feet of an interchange, intersection at grade, or safety rest area. Said 500 feet to be measured along the Interstate or freeway from the beginning or ending of pavement widening at the exit from or entrance to the main-traveled way.

3. Nonfreeway Federal-aid Primary Highways

a. Outside of incorporated villages and cities, no two structures shall be spaced less than 300 feet apart.

b. Within incorporated villages and cities, no two structures shall be spaced less than 100 feet apart.

4. The above spacing-between-structures provisions do not apply to structures separated by buildings or other obstructions in such a manner that only one sign facing located within the above spacing distances is visible from the highway at any one time.

5. Explanatory Notes

a. Official and "on-premise" signs, as defined in section 131(c) of Title 23, United States Code, and structures that are not lawfully maintained shall not be counted nor shall measurements be made from them for purposes of determining compliance with spacing requirements.

b. The minimum distance between structures shall be measured along the nearest edge of the pavement between points directly opposite the signs along each side of the highway and shall apply only to structures located on the same side of the highway.

Lighting

Signs shall not be placed with illumination that interferes with the effectiveness of, or obscures any official traffic sign, device or signal; shall not include or be illuminated by flashing, intermittent or moving lights (except that part necessary to give public service information such a time, date, temperature, weather or similar information) and shall not cause beams or rays of light to be directed at the traveled way if such light is of such intensity or brilliance or is likely to be mistaken for a warning or danger signal as to cause glare or impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle.

At any time that a bona fide county or local zoning authority adopts regulations which include the size, lighting, and spacing of outdoor advertising, the State may so notify the Administrator and control of outdoor advertising in the commercial or industrial zones within the geographical jurisdiction of said authority will transfer to subsection A of this section.

Application to Existing Signs

The standards and criteria set forth in this Section III shall apply to signs erected in zoned and unzoned commercial and industrial areas on or after April 27, 1971. Signs lawfully erected in zoned and unzoned commercial and industrial areas prior to April 27, 1971, will be considered to be conforming to the standards and criteria and will not be required to be removed if they are in conformity with the laws relating to such signs enacted by the Nevada Legislature and in effect at that time.

SECTION IV. INTERPRETATION

The provisions contained herein shall constitute the standards for effective control of signs, displays, and devices within the scope of this agreement.

The State and local political subdivisions thereof shall have full authority respectively, to zone areas for commercial or industrial purposes, and the acts of the State or local political subdivisions in this regard will be accepted for the purpose of this agreement. Whenever a bona fide state, county, or local zoning authority has made a determination of customary use, such determination will be accepted in lieu of controls by agreement in the zoned commercial and industrial areas within the geographical jurisdiction of such authority. Nothing in this section shall apply to signs, displays and devices, advertising the sale or lease of, or advertising activities conducted on, the property on which they are located.

In the event the provisions of the Highway Beautification Act of 1965 are amended by subsequent action of Congress or the State legislation is amended, the parties reserve the right to renegotiate this agreement or to modify it to conform with any amendment.

Tourist-oriented signs will not be required to be removed until the Highway Beautification Commission, established by Public Law 91-605, December 31, 1970, under Section 123, has submitted its report.

SECTION V. EFFECTIVE DATE

This Agreement shall have an effective date of MAR 5 1999 ~~1998~~ and supersedes the previous Agreement entered into on January 21, 1972.

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

ATTEST:

BOARD OF DIRECTORS, STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

Jeffrey Fontaine
Jeffrey Fontaine, Secretary to the Board

Bob Miller
Bob Miller, Chairman

Presented by:

Thomas E. Stephens
Thomas E. Stephens, Director
Nevada Department of Transportation

Lonnie Hampergren
Lonnie Hampergren, Member

Frankie Sue Del Papa
Frankie Sue Del Papa, Member

Approved as to Legality and Form:

Brian Hutchins
Brian Hutchins, Chief Deputy Attorney General
Nevada Department of Transportation

Darrel R. Daines
Darrel R. Daines, Member

NOT PRESENT AT MEETING
James A. Thornton, Member

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION

Thomas G. Gust
Thomas G. Gust, Member

Kenneth R. Wykle
Kenneth R. Wykle
Federal Highway Administrator

Rev. Caesar J. Caviglia
Rev. Caesar J. Caviglia, Member

NAC 410.350 Sign construction: illumination / luminance; commercial electronic variable message signs. (NRS 410.400)

1. Signs shall not be erected or maintained which shall be so illuminated that they interfere with the effectiveness of or obscures any official traffic sign, device or signal. Signs must not include or be illuminated by flashing, intermittent or moving lights, except any parts necessary to give public service information such as the time, date, temperature, weather or similar information. The terms flashing, intermittent or moving lights is not limited to actual lighting, and includes stationary and or moving reflective disks and rotating slats that reflect light in a flashing or moving manner, and create the effect of moving or flashing light, or emit odors, smoke or sound. Signs must not cause beams or rays of light to be directed at the traveled way if the light is of such intensity or brilliance as to cause glare that impairs the vision of the driver of any motor vehicle or interfere with any driver's operation of a motor vehicle. Illumination or lights for signs must not resemble or simulate any lights used to control or warn traffic or provide danger signals.

2. Commercial electronic variable message signs (CEVMS) include trivision signs and digital billboard signs. A digital billboard shall contain static messages only, and shall not have movement, or the appearance or optical illusion of movement during the static display period, of any part of the sign structure. Each static message shall not include flashing or the varying of light intensity. CEVMS technology, shall, not, in itself, constitute the use of flashing, intermittent or moving light or lights. A CEVMS sign when operated in accordance with the operating standards in Section 3 below shall not constitute glare or the use of flashing, intermittent or moving light or lights hereunder. A CEVMS sign does not include a sign located within the right-of-way that functions as a traffic control device and that is described and identified in the Manual on Uniform Traffic Control Devices (MUTCD).

3. A CEVMS including, without limitation, a trivision sign, may be approved as an off-premise outdoor advertising sign in an urban area if the sign does not contain flashing, intermittent or moving light or lights, does not impair the vision of the driver of any motor vehicle, or interfere with any driver's operation of a motor vehicle within the right-of-way, and the following conditions are met:

- (a) An existing sign may be modified or updated if the sign conforms with established criteria relating to zoning, size, lighting and spacing or meets the requirements of NAC 410.703.
- (b) A message on a trivision sign shall have a minimum static display time of six (6) seconds and a maximum change interval of three (3) seconds. A message on a digital billboard sign shall have a minimum display time of six (6) seconds and shall transition instantaneously to the human eye.
- (c) A trivision sign must contain a mechanism that will stop the sign in one position if a malfunction occurs. A digital billboard sign shall be operated with sufficient safeguard systems and monitoring in place to prevent unauthorized access, use or hacking, including infrastructure, hardware, software and networks by unauthorized users.
- (d) In the event of a malfunction the digital billboard owner must either turn the display off, show a "full black" image, or freeze an authorized image on the display in one position until such time as the situation has been corrected.

- (e) A digital billboard shall use automatic dimming technology to adjust the brightness of the digital billboard relative to ambient light so that at no time shall a digital billboard exceed a brightness level of three tenths (0.3) foot-candles above ambient light, as measured using a foot-candle meter and in conformance with the following distance table:

Sign Face Size	Distance of Measurement
681-1200 square feet	350 feet
385-680 square feet	250 feet
300-385 square feet	200 feet
200-300 square feet	150 feet

Each digital billboard shall be equipped with a light sensing device that will adjust the brightness as ambient light conditions change. The measurement shall be conducted at least thirty-minutes (30-minutes) after sunset or at least thirty-minutes (30-minutes) before sunrise.

(f) If the foot-candle reading exceeds three tenths (0.3) foot-candles maximum, then the nighttime luminance shall not exceed two-hundred-fifty (250) nits (candelas per square meter (cd/m²)) which may be measured with a nit gun or luminance meter that can read to the accuracy of five (5) nits. To insure the proper measurement of a digital billboard using nits, the user should measure from a location that is as close to perpendicular both horizontally and vertically as possible due to the LED light output pattern decreasing dramatically from the perpendicular position to off angles.

(g) A digital billboard when operated in accordance with the operating standards in this Section 3 shall not constitute glare or the use of flashing, intermittent or moving light or lights.

(h) If a CEVMS display is installed that does not comply with the provisions of this section, the owner of the CEVMS display shall correct the violation or remove the CEVMS display at the owner's expense within sixty (60) days. If sixty (60) days after the receipt of written notice from the Department the owner has not corrected the violation or removed the CEVMS display, the Department may remove the CEVMS display at the owner's expense. Notwithstanding the foregoing, the owner may continue to operate the outdoor advertising structure with conventional non-CEVMS static display faces.

- (i) The permit may be amended when seeking to modify or upgrade existing signs to include a CEVMS. For any approved amendments for upgrade or modification, a permit fee of eight-hundred dollars (\$800.00) shall be charged to cover the Department's cost of administration and regulation of the signage. An existing static outdoor advertising sign may be upgraded to a CEVMS, or a CEVMS may be converted to a static display sign, provided that:

1. the sign has been approved by the local government, if applicable, or is a legal non-conforming sign, (under local law only); and
2. is a conforming sign or meets the requirements of NAC 410.703; and
3. all applicable and outstanding fees paid.

[Dep't of Highways, Outdoor Advertising Control Manual p. 11, eff. 1-28-77]—(NAC A by Dep't of Transportation by R058-97, 12-11-98)

Definitions:

A Trivision sign means;

A type of CEVMS, is defined as an off-premise sign utilizing changeable message technology, capable of changing the static message or copy on the sign electronically or mechanically, or by remote control, by movement or rotation of panels or slats.

A Digital Billboard sign means;

A type of CEVMS, is defined as an off-premise sign utilizing digital message technology, capable of changing the static message or copy on the sign electronically. A Digital Billboard may be internally or externally illuminated. Digital Billboards shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign structure. Each static message shall not include flashing or the varying of light intensity.

Glare means;

A visual condition in which there is excessive contrast or an inappropriate distribution of light sources that limits the ability to distinguish details and objects. A Digital Billboard operating at or below the maximum brightness allowed in this section, shall not be considered to be a source of glare.

Luminance means;

lu-mi-nance /'lumənəns/ [loo-muh-nuhns]—noun

1. the state or quality of being luminous.
2. Also called luminosity. the quality or condition of radiating or reflecting light: the blinding luminance of the sun.
3. Optics. the quantitative measure of brightness of a light source or an illuminated surface, equal to luminous flux per unit solid angle emitted per unit projected area of the source or surface.

Illuminance means;

l·lu·mi·nance /ɪ' lumənəns/ [i-loo-muh-nuhns]

Illumination, Also called illuminance, intensity of illumination. Optics. the intensity of light falling at a given place on a lighted surface; the luminous flux incident per unit area, expressed in lumens per unit of area.

Foot-candle means;

A traditional unit of illuminance or illumination, defined as the illuminance received by a surface at a distance of one foot from a source of intensity.

Also:

A unit of illuminance on a surface that is everywhere one foot from a uniform point source of light of one candle and equal to one lumen per square foot

Nit means;

A unit of illuminative brightness equal to one candle per square meter, measured perpendicular to the rays of the source.

[Rev. 2/10/2015 5:23:44 PM--2014R2]

CHAPTER 410 - BEAUTIFICATION OF HIGHWAYS

GENERAL PROVISIONS

NRS 410.030	Definitions.
NRS 410.040	“Automotive graveyard” defined.
NRS 410.043	“Board” defined.
NRS 410.045	“Department” defined.
NRS 410.047	“Director” defined.
NRS 410.050	“Edge of the right-of-way” defined.
NRS 410.060	“Interstate highway” defined.
NRS 410.070	“Junk” defined.
NRS 410.080	“Junkyard” defined.
NRS 410.090	“Primary highway” defined.

LOCATION AND SCREENING OF JUNKYARDS

NRS 410.095	Declaration of legislative intent.
NRS 410.097	Federal reimbursement prerequisite to continued effectiveness of NRS 410.095 to 410.210, inclusive.
NRS 410.100	Permit required for establishment and operation of junkyard at certain locations.
NRS 410.110	Permit: Fee; disposition of proceeds.
NRS 410.120	Permit: Conditions for issuance.
NRS 410.130	Screening of certain junkyards: Requirement.
NRS 410.140	Screening of certain junkyards: Regulations.
NRS 410.150	Removal, relocation or disposal of junkyard.
NRS 410.160	Acquisition of property by Department.
NRS 410.170	Compensation for removal, relocation or disposal of junkyard.
NRS 410.180	Payment of costs.
NRS 410.190	Regulations to be consistent with federal laws and standards.
NRS 410.200	Regulatory powers of local government unimpaired.
NRS 410.210	Violation constitutes public nuisance; abatement; recovery of costs.

OUTDOOR ADVERTISING

NRS 410.220	Declaration of legislative intent.
NRS 410.230	Definitions.
NRS 410.250	“Information centers” defined.
NRS 410.270	“Outdoor advertising,” “outdoor advertising sign, display or device” and “sign, display or device” defined.
NRS 410.290	“Safety rest areas” defined.
NRS 410.300	“Unzoned commercial or industrial area” defined.
NRS 410.305	“Urban area” defined.
NRS 410.310	“Zoned commercial or industrial area” defined.
NRS 410.320	Outdoor advertising adjacent to highway prohibited; exceptions.
NRS 410.330	Agreement with Secretary of Transportation; regulations governing permits for outdoor advertising and submission of requests for retention of nonconforming signs.
NRS 410.340	Removal of prohibited outdoor advertising: Time limited; no compensation to owner of certain outdoor advertising.
NRS 410.350	Removal of prohibited outdoor advertising: Compensation to owners of outdoor advertising and real property.
NRS 410.360	Violation constitutes public nuisance; abatement; recovery of costs; penalty.
NRS 410.365	Remedies for obstruction of visibility of outdoor advertising structure by noise abatement project.
NRS 410.370	Safety rest area: Distribution of maps, directories and pamphlets; establishment of informational center.
NRS 410.380	Informational sign, display or device within right-of-way.
NRS 410.390	Inventory of existing outdoor advertising; contents; penalty.
NRS 410.400	Regulations; fee for permit; no fee for certain signs; disposition of fees.
NRS 410.410	NRS 410.220 to 410.400, inclusive, supplementary to NRS 405.020 to 405.110, inclusive; federal reimbursement prerequisite to continued effectiveness.

GENERAL PROVISIONS

NRS 410.030 Definitions. As used in this chapter, the words and terms defined in [NRS 410.040](#) to [410.090](#), inclusive, unless the context otherwise requires, have the meanings ascribed to them in those sections.
(Added to NRS by 1971, 559; A 1973, 212; [1979, 1783](#))

NRS 410.040 “Automotive graveyard” defined. “Automotive graveyard” means any establishment or place of business which is maintained, used or operated for storing, keeping, processing, buying or selling wrecked, abandoned, scrapped, ruined or dismantled motor vehicles or motor vehicle parts.

(Added to NRS by 1971, 559)

NRS 410.043 “Board” defined. “Board” means the Board of Directors of the Department of Transportation.

(Added to NRS by 1973, 211; A [1979, 1784](#))

NRS 410.045 “Department” defined. “Department” means the Department of Transportation.

(Added to NRS by 1973, 212; A [1979, 1784](#))

NRS 410.047 “Director” defined. “Director” means the Director of the Department of Transportation.

(Added to NRS by [1979, 1783](#))

NRS 410.050 “Edge of the right-of-way” defined. “Edge of the right-of-way” means the property line between the area acquired for state highway rights-of-way and the abutting property.

(Added to NRS by 1971, 559)

NRS 410.060 “Interstate highway” defined. “Interstate highway” means a portion of the Dwight D. Eisenhower National System of Interstate and Defense Highways located within this State as officially designated pursuant to the provisions of Title 23 of the United States Code.

(Added to NRS by 1971, 559; A [2005, 76](#))

NRS 410.070 “Junk” defined. “Junk” means old or scrap copper, brass, rope, rags, batteries, paper, trash, rubber debris, waste or junked, dismantled or wrecked or abandoned motor vehicles, or parts thereof, iron, steel, and other old or scrap ferrous or nonferrous material, and all other secondhand used or castoff articles or material of any kind.

(Added to NRS by 1971, 559)

NRS 410.080 “Junkyard” defined. “Junkyard” means an establishment or place of business which is maintained, operated, or used for storing, keeping, processing, buying, or selling junk, or for the maintenance or operation of an automobile graveyard or scrap metal processing facility, and the terms shall include garbage dumps and sanitary fills.

(Added to NRS by 1971, 560)

NRS 410.090 “Primary highway” defined. “Primary highway” means a portion of the connected main highways, as officially designated pursuant to the provisions of Title 23 of the United States Code.

(Added to NRS by 1971, 560)

LOCATION AND SCREENING OF JUNKYARDS

NRS 410.095 Declaration of legislative intent. The Legislature hereby finds and declares that:

1. The establishment, use and maintenance of outdoor junkyards in areas adjacent to the interstate and primary highway systems of this state should be controlled in order to promote the safety and recreational value of public travel, to protect the public investment in such highways, and to preserve the natural beauty of areas adjacent to such highways.

2. It is the intent of the Legislature to:

(a) Provide for the state control of outdoor junkyards as required by 23 U.S.C. § 136.

(b) Establish by the provisions of [NRS 410.095](#) to [410.210](#), inclusive, minimum standards with respect to the regulation of outdoor junkyards.

(Added to NRS by 1971, 559)

NRS 410.097 Federal reimbursement prerequisite to continued effectiveness of [NRS 410.095](#) to [410.210](#), inclusive. [NRS 410.095](#) to [410.210](#), inclusive, shall remain effective only so long as federal-aid highway funds are apportioned to the State of Nevada and the Federal Government reimburses the State in accordance with 23 U.S.C. § 136 for its share of landscaping and screening costs and compensation required for the relocation, removal or disposal of junkyards.

(Added to NRS by 1971, 559)

NRS 410.100 Permit required for establishment and operation of junkyard at certain locations. A person shall not, after January 1, 1972, establish a junkyard any portion of which is within 1,000 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate or primary highway system, or continue to operate and maintain a junkyard in existence on December 31, 1971, in such a location, without obtaining from the Director the permit provided for in [NRS 410.110](#).

(Added to NRS by 1971, 560; A [1979, 1784](#))

NRS 410.110 Permit: Fee; disposition of proceeds. The Director shall collect a fee of \$10 for the issuance of a permit for the establishment, maintenance and operation of a junkyard any portion of which is within 1,000 feet of the nearest edge of the right-of-way and visible from the main-traveled way of an interstate or primary highway. The proceeds from such fees must be deposited with the State Treasurer and credited to the State Highway Fund in the State Treasury.

(Added to NRS by 1971, 560; A [1979, 1784](#))

NRS 410.120 Permit: Conditions for issuance. No permit may be granted for the establishment, maintenance or operation of a junkyard any portion of which is within 1,000 feet of the nearest edge of the right-of-way of an interstate or primary highway, except the following:

1. Those which are screened by natural objects, plantings, fences, or other appropriate aesthetic means, so as not to be visible from the main-traveled way, or otherwise hidden from sight;
 2. Those located within areas which are zoned for industrial use under authority of state or local law or ordinance;
 3. Those located in areas which, although not zoned by authority of state or local law or ordinance, are actually used for industrial purposes as determined from actual land uses and defined by regulations prescribed by the Director and approved by the Secretary of Transportation; and
 4. Those which are not visible from the main-traveled way.
- (Added to NRS by 1971, 560; A [1979, 1784](#))

NRS 410.130 Screening of certain junkyards: Requirement. Any junkyard lawfully in existence on April 15, 1971, any portion of which is within 1,000 feet of the nearest edge of the right-of-way of an interstate or primary highway, and visible from the main-traveled way, shall be screened, if feasible, by the Department at locations on the highway right-of-way or in areas acquired for such purposes outside the right-of-way so as not to be visible from the main-traveled way of such highways.

(Added to NRS by 1971, 560)

NRS 410.140 Screening of certain junkyards: Regulations. The Director may prescribe regulations governing the location, planting, materials used, construction and maintenance, in the screening or fencing required by [NRS 410.095 to 410.210](#), inclusive.

(Added to NRS by 1971, 560; A [1979, 1784](#))

NRS 410.150 Removal, relocation or disposal of junkyard. Whenever the Director determines that the topography of the land adjoining the highway will not permit adequate screening of such junkyards or the screening of such junkyards would not be economically feasible, the Director may require the relocation, removal or disposal of the junkyard, by negotiation or condemnation; but any junkyard in existence on April 15, 1971, which does not conform to the requirements of [NRS 410.095 to 410.210](#), inclusive, and which the Director finds, as a practical matter, cannot be screened is required to be relocated, removed or disposed of no later than July 1, 1973.

(Added to NRS by 1971, 560; A [1979, 1784](#))

NRS 410.160 Acquisition of property by Department. The Department is authorized to acquire such interests in real property as may be necessary to effect the screening, relocation, removal or disposal of junkyards required by [NRS 410.095 to 410.210](#), inclusive.

(Added to NRS by 1971, 561)

NRS 410.170 Compensation for removal, relocation or disposal of junkyard. Just compensation shall be paid by the Department to the owners of junkyards which must be relocated, removed or disposed of pursuant to [NRS 410.095 to 410.210](#), inclusive, and which fall into the following categories:

1. Those lawfully in existence on April 15, 1971; and
2. Those lawfully established on or after April 15, 1971.

(Added to NRS by 1971, 561)

NRS 410.180 Payment of costs. The cost of screening, relocation, removal or disposal of any junkyard shall be paid by the State from the State Highway Fund, provided a proportionate part of such cost shall be reimbursable from federal funds in accordance with 23 U.S.C. § 136.

(Added to NRS by 1971, 561)

NRS 410.190 Regulations to be consistent with federal laws and standards. The Director shall prescribe and enforce regulations governing the establishment, screening, relocation, removal or disposal of junkyards as provided in [NRS 410.095 to 410.210](#), inclusive, consistent with the provisions of 23 U.S.C. § 136 and the national standards promulgated thereunder by the Secretary of Transportation.

(Added to NRS by 1971, 561; A [1979, 1785](#))

NRS 410.200 Regulatory powers of local government unimpaired. The governing body of any incorporated city or county may enact ordinances, including, but not limited to, land use or zoning ordinances, imposing restrictions on junkyards equal to or greater than those imposed by the provisions of [NRS 410.095 to 410.210](#), inclusive.

(Added to NRS by 1971, 561)

NRS 410.210 Violation constitutes public nuisance; abatement; recovery of costs.

1. Any junkyard or automobile graveyard established after April 15, 1971, which violates the provisions of [NRS 410.095 to 410.210](#), inclusive, is hereby declared to be a public nuisance, and the Director shall abate any such junkyard or automobile graveyard which is not removed or screened prior to the expiration of 30 days after personal service of notice of such violation and demand for removal or screening upon the landowner and the owner or the owner's agents of such junkyard or automobile graveyard.

2. Abatement by the Department of such junkyard or automobile graveyard on the failure of such owners to comply with such notice and demand gives the Department a right of action to recover the expense of such abatement, cost and

expenses of suit.

(Added to NRS by 1971, 561; A [1979, 1785](#))

OUTDOOR ADVERTISING

NRS 410.220 Declaration of legislative intent.

1. The Legislature hereby finds and declares that:

(a) The erection and maintenance of outdoor advertising signs, displays and devices, in areas adjacent to the rights-of-way of the interstate highway system and the primary highway system within this state, is a legitimate commercial use of private property adjacent to roads and highways and that regulation and control or removal of such outdoor advertising is necessary to the system of state highways declared essential by [NRS 408.100](#).

(b) The erection and maintenance of such advertising in such locations must be regulated:

(1) To prevent unreasonable distraction of operators of motor vehicles, confusion with regard to traffic lights, signs or signals and other interference with the effectiveness of traffic regulations;

(2) To promote the safety, convenience and enjoyment of travel on the state highways in this state;

(3) To attract tourists and promote the prosperity, economic well-being and general welfare of the State;

(4) For the protection of the public investment in the state highways; and

(5) To preserve and enhance the natural scenic beauty and aesthetic features of the highways and adjacent areas.

(c) All outdoor advertising which does not conform to the requirements of [NRS 410.220](#) to [410.410](#), inclusive, is contrary to the public safety, health and general welfare of the people of this state.

(d) The removal of signs adjacent to the rights-of-way of the interstate or primary highway system within this state which provide directional information about goods and services in the interest of the traveling public and which:

(1) Were erected in conformance with the laws of the State of Nevada and subsequently became nonconforming under the requirements of 23 U.S.C. § 131; and

(2) Were in existence on May 6, 1976,

↪ could create substantial economic hardships in defined hardship areas within the State of Nevada.

2. It is the intent of the Legislature in [NRS 410.220](#) to [410.410](#), inclusive, to provide a statutory basis for regulation of outdoor advertising consistent with the public policy declared by the Congress of the United States in areas adjacent to the interstate and primary highway systems.

(Added to NRS by 1971, 1325; A [1977, 564](#))

NRS 410.230 Definitions. As used in [NRS 410.220](#) to [410.410](#), inclusive, the words and terms defined in [NRS 410.250](#) to [410.310](#), inclusive, have the meanings ascribed to them in those sections, unless a different meaning clearly appears in the context.

(Added to NRS by 1971, 1326; A 1973, 212; [1979, 1785](#); [2005, 982](#))

NRS 410.250 "Information centers" defined. "Information centers" means areas or sites established and maintained at safety rest areas for the purpose of informing the traveling public of places of interest within the State and providing such other information as the director of the Department of Transportation may consider desirable.

(Added to NRS by 1971, 1326; A [1979, 1785](#))

NRS 410.270 "Outdoor advertising," "outdoor advertising sign, display or device" and "sign, display or device" defined.

1. "Outdoor advertising," "outdoor advertising sign, display or device" and "sign, display or device" mean any outdoor sign, display, device, light, figure, painting, drawing, message, plaque, poster, billboard or other thing which is designed, intended or used to advertise or inform, any part of the advertising or information contents of which is visible from any place on the main-traveled way of the interstate or primary highway systems.

2. The terms do not include a sign that is required to be erected and maintained in a gaming enterprise district pursuant to [NRS 463.3092](#).

(Added to NRS by 1971, 1326; A [1997, 1712](#))

NRS 410.290 "Safety rest areas" defined. "Safety rest areas" means areas or sites established and maintained within or adjacent to the right-of-way by or under public supervision or control, for the convenience of the traveling public.

(Added to NRS by 1971, 1327)

NRS 410.300 "Unzoned commercial or industrial area" defined. "Unzoned commercial or industrial area" means an area which, although not zoned by authority of state or local law, ordinance or regulation, is actually used for commercial or industrial purposes as determined and defined by criteria embodied in the written agreement between the Secretary of Transportation and the Board.

(Added to NRS by 1971, 1327; A [1989, 1311](#))

NRS 410.305 "Urban area" defined. "Urban area" means an urbanized area, or in the case of an urbanized area encompassing more than one state, that part of the urbanized area in each such state, or an urban place, as designated by the Bureau of the Census of the United States Department of Commerce, having a population of 5,000 or more and not within any urbanized area, within boundaries to be fixed by responsible state and local officials in cooperation with each other, subject to approval by the Secretary of Transportation of the United States. Such boundaries shall, as a minimum, encompass the entire urban place designated by the Bureau of the Census.

(Added to NRS by 1975, 1179)

NRS 410.310 “Zoned commercial or industrial area” defined. “Zoned commercial or industrial area” means an area zoned for commercial or industrial uses by authority of state or local law, ordinance or regulation.
(Added to NRS by 1971, 1327)

NRS 410.320 Outdoor advertising adjacent to highway prohibited; exceptions. Outdoor advertising shall not be erected or maintained within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate or primary highway systems in this state, and, outside urban areas outdoor advertising shall not be erected or maintained beyond 660 feet from the nearest edge of the right-of-way of the interstate and primary highway systems which is visible and placed with the purpose of having its message read from the main-traveled way of the interstate and primary highway systems in this state, except the following:

1. Directional, warning, landmark, informational and other official signs and notices, including but not limited to signs and notices pertaining to natural wonders, scenic and historic attractions. Only signs which are required or authorized by law or by federal, state or county authority, and which conform to national standards promulgated by the Secretary of Transportation pursuant to 23 U.S.C. § 131, are permitted.
2. Signs, displays and devices which advertise the sale or lease of the property upon which they are located.
3. Signs, displays and devices which advertise the activities conducted or services rendered or the goods produced or sold upon the property upon which the advertising sign, display or device is erected.
4. Signs, displays and devices located in zoned commercial or industrial areas, when located within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate and primary highway systems within this state.
5. Signs, displays and devices located in an unzoned commercial or industrial area as defined in [NRS 410.300](#), when located within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate and primary highway systems within this state.
6. Nonconforming signs in defined hardship areas which provide directional information about goods and services in the interest of the traveling public and are approved by the Secretary of Transportation pursuant to 23 U.S.C. § 131(o).
(Added to NRS by 1971, 1327; A 1975, 1180; [1977, 565](#))

NRS 410.330 Agreement with Secretary of Transportation; regulations governing permits for outdoor advertising and submission of requests for retention of nonconforming signs. The Board shall:

1. Enter into the agreement with the Secretary of Transportation provided for by 23 U.S.C. § 131(d), setting forth the criteria governing unzoned commercial or industrial areas and the spacing, size and lighting of outdoor advertising coming within the exceptions contained in subsections 4 and 5 of [NRS 410.320](#). The criteria must be consistent with customary use in the outdoor advertising industry in this state insofar as such customary use is consonant with the objectives of the Legislature as declared in [NRS 410.220](#) to [410.410](#), inclusive.
2. Prescribe regulations governing the issuance of permits by the Director for the erection and maintenance of outdoor advertising coming within the exceptions contained in subsections 4 and 5 of [NRS 410.320](#). The regulations must be consistent with the criteria governing size, lighting and spacing of outdoor advertising as established by agreement between the Secretary of Transportation and the Board pursuant to subsection 1 of this section.
3. Prescribe regulations governing the issuance of permits by the Director for the erection and maintenance of outdoor advertising coming within the exception contained in subsection 1 of [NRS 410.320](#). The regulations must be consistent with the national standards promulgated by the Secretary of Transportation pursuant to 23 U.S.C. § 131(c)(1).
4. Prescribe regulations governing the submission to the Director of any declaration, resolution, certified copy of an ordinance or other direction from the governing body of a county, city or other governmental agency that removal of signs which provide directional information about goods and services in the interest of the traveling public would cause an economic hardship in a specifically defined area. Any such declaration, resolution or ordinance must request the retention of the signs in the defined hardship area. Upon receipt of a declaration, resolution or ordinance, the Director shall forward it to the Secretary of Transportation for inclusion as a defined hardship area qualifying for exemption pursuant to 23 U.S.C. § 131(o) and shall comply with the regulations of the Federal Highway Administration relating to applications for such exemptions. The regulations must provide that any local governing body submitting a request for exemption must perform the economic studies required by federal and state regulations to support the finding of economic hardship in the defined area, and submit the results of the studies to the director. This subsection does not apply to any highway which is a part of the interstate or primary highway system if such application would prevent this state from receiving federal funds or would result in sanctions against this state for noncompliance under 23 U.S.C. § 131.
(Added to NRS by 1971, 1327; A [1977, 566](#); [1979, 1785](#); [1989, 1311](#))

NRS 410.340 Removal of prohibited outdoor advertising: Time limited; no compensation to owner of certain outdoor advertising.

1. Any outdoor advertising sign, display or device located within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate or primary highway systems in this state, and, in the case of any outdoor advertising sign, display or device located beyond 660 feet from the nearest edge of the right-of-way for interstate and primary highway systems, which is located outside of urban areas and placed with the purpose of having its message read from the main-traveled way of the interstate and primary highway systems, which was lawfully in existence and maintained on October 22, 1965, and which is not within one of the exceptions set forth in [NRS 410.320](#), shall be removed no later than July 1, 1973, or 3 years from the date funds are available for such removal, except as provided in subsection 3.
2. Any other outdoor advertising sign, display or device located within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of any highway of the interstate or primary system, and, in the case of any outdoor advertising sign, display or device located beyond 660 feet from the nearest edge of the right-of-way for interstate and primary highway systems, which is located outside of urban areas and placed with the purpose of having its message read

from the main-traveled way of the interstate and primary highway systems, and which is not within one of the exceptions set forth in [NRS 410.320](#), shall be removed not later than the end of the fifth year after it becomes nonconforming.

3. Any outdoor advertising sign, display or device located within 660 feet of the nearest edge of the right-of-way and visible from the main-traveled way of the interstate or primary highway system, and, in the case of any outdoor advertising sign, display or device located beyond 660 feet from the nearest edge of the right-of-way for interstate and primary highway systems, which is located outside of urban areas and placed with the purpose of having its message read from the main-traveled way of the interstate and primary highway systems, and which is lawfully maintained on or after February 20, 1972, but which subsequently becomes nonconforming with the provisions of [NRS 410.220](#) to [410.410](#), inclusive, by reason of amendment of such provisions or change in regulations or agreements prescribed or entered into as authorized by [NRS 410.220](#) to [410.410](#), inclusive, may be maintained until the end of the fifth year after it becomes nonconforming.

4. No compensation shall be paid upon removal of any outdoor advertising sign, display or device erected after February 20, 1972, which as a result thereof become nonconforming. However, such outdoor advertising sign, display or device shall be removed only when all other outdoor advertising signs, displays or devices existing on February 20, 1972, have been removed.

(Added to NRS by 1971, 1328; A 1975, 1180)

NRS 410.350 Removal of prohibited outdoor advertising: Compensation to owners of outdoor advertising and real property.

1. Just compensation shall be paid upon the removal of any outdoor advertising sign, display or device lawfully erected and maintained and removed in accordance with the requirements of [NRS 410.340](#).

2. Such compensation shall be paid for the following:

(a) The taking from the owner of such sign, display or device of all right, title, leasehold and interest in and to such sign, display or device; and

(b) The taking from the owner of the real property on which the sign, display or device is located of the right to erect and maintain such existing signs, displays and devices.

3. Such compensation shall be paid by the State from the State Highway Fund, if a proportionate part of such compensation is reimbursable from federal funds in accordance with 23 U.S.C. § 131.

(Added to NRS by 1971, 1328; A 1975, 1181)

NRS 410.360 Violation constitutes public nuisance; abatement; recovery of costs; penalty.

1. Any outdoor advertising sign, display or device erected after February 20, 1972, which violates the provisions of [NRS 410.220](#) to [410.410](#), inclusive, is hereby declared to be a public nuisance and the Director shall remove any such sign, display or device which is not removed before the expiration of 30 days after notice of the violation and demand for removal have been served personally or by registered or certified mail upon the landowner and the owner of the sign or their agents. Removal by the Department of the sign, display or device on the failure of the owners to comply with the notice and demand gives the Department a right of action to recover the expense of the removal, cost and expenses of suit.

2. Any person who erects or causes to be erected an outdoor advertising sign, display or device which violates the provisions of [NRS 410.220](#) to [410.410](#), inclusive, shall pay to the Department:

(a) For the first violation, a fine of \$50;

(b) For the second violation, a fine of \$250;

(c) For the third or subsequent violation, a fine of \$500 per violation; and

(d) The reasonable costs of collection.

(Added to NRS by 1971, 1328; A [1977, 569](#); [1979, 1786](#); [1993, 898](#))

NRS 410.365 Remedies for obstruction of visibility of outdoor advertising structure by noise abatement project.

1. If any improvement project is caused to be constructed for purposes of noise abatement by the Department within the right-of-way of a controlled access freeway, which obstructs the visibility from the main-traveled way of the controlled access freeway of an outdoor advertising structure that adjoins the controlled access freeway, the Department shall:

(a) Authorize, with the consent of the affected city or county pursuant to [chapter 278](#) of NRS and at no cost to the State or any local government, the owner of the outdoor advertising structure to adjust the height or angle of the structure to a height or angle that restores the visibility of the structure to the same or comparable visibility as before the construction of the improvement project;

(b) Authorize, with the consent of the affected city or county pursuant to [chapter 278](#) of NRS and at no cost to the State or any local government, the owner of the outdoor advertising structure to relocate the structure to another location on the same parcel of land or on another parcel of land where the owner of the structure has secured the right to construct a structure pursuant to the applicable local ordinances in existence at that time and the relocation restores the visibility of the structure to the same or comparable visibility as before the construction of the improvement project;

(c) Evaluate the impact of the improvement project on the visibility of the outdoor advertising structure and may, in its discretion, implement design modifications to the project which maintain the integrity of the project and which eliminate the effect of the project on the visibility of the structure so that adjustments to or relocation of the structure are not required to maintain its visibility;

(d) Authorize, with the consent of the affected city or county pursuant to [chapter 278](#) of NRS and at no cost to the State or any local government, any other relief which is consistent with the public health, safety and welfare and which is mutually agreed upon by the governing body of the affected city or county, the Department and the owner of the outdoor advertising structure; or

(e) If the actions described in paragraphs (a) to (d), inclusive, would not result in the same or comparable visibility of the structure, let the visibility of the structure remain obstructed.

2. Any action authorized pursuant to subsection 1 must comply with applicable federal and state statutes and

regulations, agreements with the Federal Government or the State and, to the extent that their provisions do not conflict with this section, local ordinances governing the regulation of outdoor advertising structures.

3. The provisions of subsection 1 do not authorize the owner of an outdoor advertising structure to increase the size of the area of display of the structure.

4. The provisions of this section:

- (a) Apply to lawfully erected conforming and nonconforming outdoor advertising structures;
- (b) Are not intended to grant an express or implied right of light, air or view over a controlled access freeway if such a right is not otherwise provided by law;
- (c) Do not apply to an outdoor advertising structure whose visibility was obstructed on or before June 6, 2005, by an improvement project for noise abatement;
- (d) Do not change the designation of an existing nonconforming outdoor advertising structure from nonconforming to conforming; and
- (e) Do not authorize an increase in the number of nonconforming outdoor advertising structures.

5. As used in this section:

- (a) "Controlled access freeway" means every highway to or from which owners or occupants of abutting lands and other persons are prohibited from having direct private access, and where access is allowed only at interchanges; and
- (b) "Outdoor advertising structure" means a billboard, subject to a permit issued by the Department, that is designed, intended or used to disseminate commercial and noncommercial messages that do not concern the premises upon which the billboard is located.

(Added to NRS by [2005, 981](#))

NRS 410.370 Safety rest area: Distribution of maps, directories and pamphlets; establishment of informational center. In order to provide information in the specific interest of the traveling public, the Director is authorized to maintain maps and to permit informational directories and advertising pamphlets to be made available at safety rest areas. The Director is also authorized to establish information centers at safety rest areas for the purpose of informing the public of places of interest within the State and providing such other information as the Director may consider desirable.

(Added to NRS by 1971, 1329; A [1979, 1786](#))

NRS 410.380 Informational sign, display or device within right-of-way. The Director may, in consultation with the Secretary of Transportation, provide within the right-of-way of the interstate highway system for areas at appropriate distances from interchanges at which signs, displays and devices giving specific information in the interest of the traveling public may be erected and maintained. Such signs must conform to national standards prescribed by the Secretary of Transportation.

(Added to NRS by 1971, 1329; A [1979, 1787](#))

NRS 410.390 Inventory of existing outdoor advertising; contents; penalty.

1. A person engaged in the business of outdoor advertising, which includes, but is not limited to, the erection, maintenance and selling of advertising space on and along the interstate and primary highways of this state, shall, not later than January 1, 1972, furnish to the Director a written inventory of all outdoor advertising signs, displays or devices erected and being maintained by such person. Such inventory must include, with respect to each such sign, not less than the following information:

- (a) Location and dimensions of the sign;
- (b) Distance from the nearest edge of the right-of-way;
- (c) Date erected; and
- (d) Name and address of the owner of the property on which the sign is located.

2. For failure to comply with the conditions set forth in this section the Board may declare such outdoor advertising signs, displays or devices to be a public nuisance and remove them in the manner provided by [NRS 410.360](#).

(Added to NRS by 1971, 1329; A [1979, 1787](#); [1989, 1312](#))

NRS 410.400 Regulations; fee for permit; no fee for certain signs; disposition of fees.

1. The Board shall prescribe:

- (a) Except as otherwise provided in paragraph (b), regulations governing the issuance of permits for advertising signs, displays or devices and for the inspection and surveillance of advertising signs, displays or devices;
- (b) Regulations specifying the operational requirements for commercial electronic variable message signs which conform to any national standards promulgated by the Secretary of Transportation pursuant to 23 U.S.C. § 131; and
- (c) Such other regulations as it deems necessary to implement the provisions of [NRS 410.220](#) to [410.410](#), inclusive.

2. The Department shall assess a reasonable annual fee for each permit issued to recover administrative costs incurred by the Department in the issuance of the permits, and the inspection and surveillance of advertising signs, displays or devices.

3. No fee may be collected for any authorized directional sign, display or device, or for authorized signs, displays or devices erected by chambers of commerce, civic organizations or local governments, advertising exclusively any city, town or geographic area.

4. No fee may be collected for any temporary sign, display or device advertising for or against a candidate, political party or ballot question in an election if the sign, display or device is:

- (a) Erected not more than 60 days before a primary election and concerns a candidate, party or question for that primary or the ensuing general election; and
- (b) Removed within 30 days after:
 - (1) The primary election if the candidate, party or question is not to be voted on at the ensuing general election.
 - (2) The general election in any other case.

↪ The Department may summarily remove any temporary political sign for which no fee has been paid if the sign is erected before or remains after the times prescribed.

5. All fees collected pursuant to this section must be deposited with the State Treasurer for credit to the State Highway Fund.

6. As used in this section, "commercial electronic variable message sign" means a self-luminous or externally illuminated advertising sign which contains only static messages or copy which may be changed electronically.

(Added to NRS by 1971, 1329; A [1979, 436](#); [1981, 708](#); [1989, 1312](#); [2013, 567](#))

NRS 410.410 [NRS 410.220 to 410.400, inclusive, supplementary to NRS 405.020 to 405.110, inclusive; federal reimbursement prerequisite to continued effectiveness.](#) The provisions of [NRS 410.220 to 410.400, inclusive](#):

1. Are supplementary to the provisions of [NRS 405.020 to 405.110, inclusive](#). Where both such sets of provisions apply to any outdoor advertising sign, display or device, that set of provisions which prohibits the erection or maintenance of such sign, display or device or which imposes greater restrictions upon such sign, display or device shall prevail.

2. Shall remain effective only so long as federal-aid highway funds are apportioned to the State of Nevada and the Federal Government reimburses the State in accordance with 23 U.S.C. § 131 for its share of compensation required for the removal of outdoor advertising signs, displays and devices.

(Added to NRS by 1971, 1329)

NAC 410.350 Sign construction: Illumination; commercial electronic variable message signs. (NRS 410.400)

1. Signs must not be placed with illumination that interferes with the effectiveness of or obscures any official traffic sign, device or signal. Signs must not include or be illuminated by flashing, intermittent or moving lights, except any parts necessary to give public service information such as the time, date, temperature, weather or similar information. Signs must not cause beams or rays of light to be directed at the traveled way if the light is of such intensity or brilliance or is likely to be mistaken for a warning or danger signal or to cause glare or impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle. Illumination or lights for signs must not resemble or simulate any lights used to control traffic.

2. A commercial electronic variable message sign, including, without limitation, a trivision sign, may be approved as an off-premise outdoor advertising sign in an urban area if the sign does not contain flashing, intermittent or moving lights, does not cause a glare on the roadway and the following conditions are met:

(a) An existing sign may be modified or updated if the sign conforms with established criteria relating to zoning, size, lighting and spacing.

(b) A message on a trivision sign may have a minimum display time of 6 seconds and a maximum change interval of 3 seconds.

(c) A trivision sign must contain a mechanism that will stop the sign in one position if a malfunction occurs.

(d) If a sign is installed that does not comply with the provisions of this subsection, the owner of the sign shall correct the violation or remove the sign at the owner's expense.

(e) Prior approval from the Department is required to modify existing signs to include the commercial electronic variable message sign, and a new permit fee of \$150 will be charged.

[Dep't of Highways, Outdoor Advertising Control Manual p. 11, eff. 1-28-77]—(NAC A by Dep't of Transportation by R058-97, 12-11-98)

A.B. 305

**ASSEMBLY BILL NO. 305—ASSEMBLYMEN HORNE
AND CARRILLO (BY REQUEST)**

MARCH 15, 2013

Referred to Committee on Transportation

SUMMARY—Revises provisions relating to highways.
(BDR 35-1030)

FISCAL NOTE: Effect on Local Government: No.
Effect on the State: Yes.

EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

AN ACT relating to outdoor advertising; revising provisions relating to the promulgation of regulations by the Board of Directors of the Department of Transportation regarding permits for certain signs; and providing other matters properly relating thereto.

Legislative Counsel’s Digest:

1 Under existing law, the Board of Directors of the Department of Transportation
2 is required to prescribe regulations governing the issuance of permits for
3 advertising signs, displays or devices and the inspection and surveillance of such
4 signs, displays or devices. (NRS 410.400) This bill requires the Board to prescribe
5 regulations allowing the issuance of permits for signs known as commercial
6 electronic variable message signs which conform to regulations promulgated by the
7 Secretary of the United States Department of Transportation.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

1 **Section 1.** NRS 410.400 is hereby amended to read as follows:
2 410.400 1. The Board shall prescribe:
3 (a) ~~Regulations~~ *Except as otherwise provided in paragraph*
4 *(b), regulations* governing the issuance of permits for advertising
5 signs, displays or devices and for the inspection and surveillance of
6 advertising signs, displays or devices; ~~and~~
7 (b) *Regulations allowing the issuance of permits for*
8 *commercial electronic variable message signs which conform to*



- 2 -

1 *national standards promulgated by the Secretary of*
 2 *Transportation pursuant to 23 U.S.C. § 131; and*

3 (c) Such other regulations as it deems necessary to implement
 4 the provisions of NRS 410.220 to 410.410, inclusive.

5 2. The Department shall assess a reasonable annual fee for each
 6 permit issued to recover administrative costs incurred by the
 7 Department in the issuance of the permits, and the inspection and
 8 surveillance of advertising signs, displays or devices.

9 3. No fee may be collected for any authorized directional sign,
 10 display or device, or for authorized signs, displays or devices
 11 erected by chambers of commerce, civic organizations or local
 12 governments, advertising exclusively any city, town or geographic
 13 area.

14 4. No fee may be collected for any temporary sign, display or
 15 device advertising for or against a candidate, political party or ballot
 16 question in an election if the sign, display or device is:

17 (a) Erected not more than 60 days before a primary election and
 18 concerns a candidate, party or question for that primary or the
 19 ensuing general election; and

20 (b) Removed within 30 days after:

21 (1) The primary election if the candidate, party or question is
 22 not to be voted on at the ensuing general election.

23 (2) The general election in any other case.

24 ↪ The Department may summarily remove any temporary political
 25 sign for which no fee has been paid if the sign is erected before or
 26 remains after the times prescribed.

27 5. All fees collected pursuant to this section must be deposited
 28 with the State Treasurer for credit to the State Highway Fund.

29 6. *As used in this section, "commercial electronic variable*
 30 *message sign" means a self-luminous advertising sign which uses*
 31 *electronic or digital technology to depict changes of light, color or*
 32 *message and which may include, without limitation, static images,*
 33 *image sequences or full motion video.*

34 **Sec. 2.** This act becomes effective upon passage and approval
 35 for the purpose of adopting regulations and on January 1, 2014, for
 36 all other purposes.

③



* A B 3 0 5 *

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May 9, 2016

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. We will call this Nevada State Board of Transportation, Board of Directors Meeting to order. I just want to make sure, can you hear us loud and clear in Las Vegas?

Las Vegas: Yes, we can hear you.

Sandoval: Thank you. Agenda Item No. 1, Director's Report. Director Malfabon.

Malfabon: Let me get this slide pulled up. We're requesting to remove, pull Item 11 from the agenda, otherwise your agenda is in order. I wanted to point out that the quarterly updates that we have for Project NEON status, USA Parkway, I-11 and pedestrian safety project status reports are moved to Old Business, but we have the project managers here and the presentations loaded so we wanted to keep the meeting moving along.

An update on grant opportunities from USDOT. We submitted our Fast Lane grants and also assisted the Office of Energy on their application for electric vehicle charging stations throughout the state. The Tiger Grants were just submitted at the end of April. To remind the Board and the audience about the Fast Lane grants, we submitted a \$135M grant application for I-15 North. That was a \$225M project for widening I-15 and improvements along some of those interchanges, in North Las Vegas, north of there. Northwest US-95, we submitted an \$85M grant application on a \$142M project; that's for widening the rest of the way, up to Kyle Canyon and the improvements at the interchange with the 215 Beltway. And then, Lemmon Drive Interchange is about a \$7M project. We submitted a grant application for Fast Lane.

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There's also a new grant program called the Advanced Transportation and Congestion Management Technologies Deployment Initiative. So, they didn't invent a cool acronym for this one, but it's all about applying technology to address congestion management, primarily in urban areas. It's not a lot of money, nationally, but \$60M definitely would—one of the things with operational improvements that you can get out of technology is you don't need a lot of money to get the bang for the buck. Those applications are due early next month. We've been in discussions with the major urban area MPOs. The RTC of Southern Nevada is looking at possibly for the FAST System, which is their system that operates the devices along the freeways and arterials, the signals, ramp meters and cameras and such; that looking at transportation system performance data collection and analysis as an opportunity. We're looking at autonomous vehicles for advanced safety systems aspect of that grant. Also, advanced mobility technologies.

Governor, you know that DMV was looking at licensing for basically an autonomous vehicle to help a handicapped person get where they need to go and that could be right up that alley for that grant. So, we'll be in discussions with DMV about opportunities there.

An update on the I-15 and US-93 Design-Build Improvements. Last month, the Board approved the contract for the preliminary engineering and environmental clearance with Parsons Brinckerhoff. We wanted to let you know that we're proceeding—we've had some meetings with the developers there. Once we get to the construction phase, then we will bring a significant amendment to the Parson Brinckerhoff agreement. So, it is a phased approached on their agreement. You approved a substantial agreement to get us through to that point of procuring a design-build contractor. I wanted to just remind the Board, so when that comes up, you're apprised of that. We're on track and moving forward with that.

A significant event occurred recently in Las Vegas that I wanted to mention. We had a sound wall crash with a concrete truck on 515. We had to have an emergency contractor come in, over the weekend, clean up that debris, get the road safe and open underneath. We will have a separate contract to repair the sound wall and this involves insurance claims. We will be tracking our costs so that we can submit our claim to the concrete truck company to get reimbursement.

Another significant event in District 1. We had a power outage on May 4th. The power was out about 10 hours that day. You can see, that pole got snapped by a

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vehicle. It exposed some challenges we had with the road operations. It gets routed through the fiber, through our maintenance yard on Washington Avenue. We have a significant campus there with a lot of office buildings. We had to send our employees home since we didn't have power the entire day, except for employees that were needed for critical purposes. We will be proceeding with a contract to install a generator there, so we don't face this problem again. It's very important for public safety and for operations to maintain that site. We've never had that happen before, where there's an all-day power outage.

I wanted to mention to the Board that the Q&D Construction Project for Cave Rock has started. We had the pre-construction conference recently. As well as the project at Mt. Rose Truck Escape Ramp. We had some discussion previously about what this technology is and there you see it, a photograph from an installation in Wyoming. They have dragnets that catch the vehicle, bring it to a safe stop. We will have—instead of the gravel surface that you see on the left side that's existing, we're going to have a heated asphalt surface so that that will prevent any snow accumulations in the winter time and be a much safer project for a truck escape ramp. We are prohibiting commercial vehicles during that phase of the project, except for construction vehicles that are working on our projects. We coordinated that with Nevada Motor Carrier Association, the trucking association.

We'd like to show you a quick video of the Reno Spaghetti Bowl Charrette and then I'll go over some of the outcomes that was held about a week ago. [video plays] Thank you.

The group there, and I wanted to thank Bill Hoffman for leading that discussion and as well as the project team at NDOT. They really did a lot of work to set up those presentations and information gathering. Kent Steele, Natalie Caffaratti, Julie Maxey, Denise Inda, all the folks from Roadway Design and Traffic Operations had a lot of work to do to prepare for that. Our consultant HDR did a great job of putting it all together as well. I wanted to also thank RTC Washoe, the Cities of Sparks, Reno and Washoe County and the Washoe Tribe and several elected officials, as you saw, that were present. A lot of stakeholders came in and put the time in to have a very successful brainstorming session on the Spaghetti Bowl. We explained the project development process. We talked about similar footprints for big system-to-system freeway interchanges in Utah, Colorado and Wyoming and some of those major areas where interstates really come together

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with major highways. We talked about short-term, mid-term concepts, as you saw and did a lot of multi-voting to gauge stakeholders' support of some of those priorities and concepts.

We asked them, what were the top priorities and between access, mobility and traffic flow, safety and delivery timeframe, the outcome was overwhelmingly, safety and mobility and traffic flow were the top two categories that were high priorities. We also presented many concepts for consideration by the group. These four that I mentioned, two short-term and two mid-term really rose to the top. Temporary closure of I-80 and Wells Avenue during peak hours, peak periods of travel there because of—it will eliminate the merge situation that you have currently that is causing some problems with operations of that interchange. As was shown on the videos, variable speed limits on I-80 would also have a lot of support for a short-term concept. For mid-term, we're talking later than 3-5 years to develop, fix the gap at the Nugget on I-80. The gap is an area that the lanes can't be widened. We looked at it with a design-build contract a few years ago with Granite Construction. Just didn't have enough room to widen those bridges with the buildings that are on that Nugget complex there. We'll be working to fix that gap and widened that bridge for more lanes on Interstate 80. And, braiding the Wells Avenue eastbound on-ramp. So, braiding is one ramp goes under, one ramp goes over, so you avoid that conflict once again with some of the traffic flows there at that interchange.

We're looking at temporary measures to close the on-ramp at Wells Avenue, eastbound, during peak periods of travel. That would give you just a concept of what it could look like.

The variable message signs were for speed limit. We would have to relocate the one at Valley Road, but this gives you an idea of what it could look like. Then there would be other signs on the side that are similar to that, black lettering on white, that could be modified, as needed, depending on incidents or traffic flow at the interchange to give advanced notice to drivers.

The idea of ramp braiding is shown here. The blue line shows that there's two different photographs there that you would piece together length wise. You see there, on the top, the existing on-ramp and we would start—in the yellow, you kind of see the bridge that would be built on the lower half, it says, new structure. You'd have a bridge to get on to I-80, you'd go on the ramp and then over this bridge and get on to I-80. Otherwise, you could split off and go to the other ramp.

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It does have—since it's so close to the interchange, there's some limited movements there from Wells Avenue that would have to be addressed. It would eliminate this merging situation that you currently have.

That shows some improvements that would address the Nugget gap. Looking at a new structure there in the center of Interstate 80 to add more lanes and some restriping.

That's a lot to present, but we're willing to take some questions. We'll have a more comprehensive presentation at a later date to the Transportation Board. To give you an update on some upcoming public meetings. We have a Project NEON Public Information Meeting at the Historic Fifth Street School in Las Vegas on the 12th. On the 19th, Glendale Avenue, we're going to ask for community input on adding a bike lane in lieu of on-street parking which currently exists on Glendale Avenue. We have held that reconstruction project. Glendale Avenue, we know is in really bad shape, as a pavement condition, but we want to get stakeholder input on putting the bike lane at the request of the RTC of Washoe County, who has added that into their master plan for Complete Streets. That will be held soon at Sparks City Hall and then the action will be taken to adopt the—whatever input that we receive and proceed accordingly with the direction that we receive from the stakeholders.

Let's go ahead and go back to that one on Project Neon. I'd like to show the Board some of the visuals that were developed for the Project. We're going to show a quick video. We've done some things with development of computer aided graphics. Give you a sense of the scope and the magnitude of Project NEON. It's the largest public works project but it really gives you a sense of how large this project really is when you see this video. [video plays] So, you can see how wide the freeway is going to be at the end of that project. It's amazing. There you see the flyover ramp for the HOV system at the Spaghetti Bowl. A significant amount of lanes, separation of traffic with ramp braiding and obviously a lot of signage to let you know where to go. This is pretty cool here. The beyond Gateway is the area around Charleston, a lot of landscape and aesthetic improvements. Some sculptures and a lot of rock treatments. Not a lot of irrigation or trees, but a lot of use of hardscape and rock. Thank you. We'll have that type of graphic displays and also use of virtual reality, that folks can actually put on goggles and look around and see how the project is going to look

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from the air. We're using several ways to communicate what the project is going to look like so we can get more information out to the public.

We have some upcoming settlements to the Board of Examiners. One is a smaller one associated with sound wall construction on South McCarran Project, that was the project that RTC and Washoe did with funding from NDOT and local funding. A small settlement there, \$3,000 to the Chavez Parcel. Also, property acquisition related to Project NEON in Las Vegas, for the Las Vegas Golf and Country Club, an additional \$250,000 for a final settlement for acquisition of that property for \$3,127,000.

Wanted to wrap it up with mentioning that we're going to be going on our County Tours. We visit all 17 counties and present to them our work program and get feedback on what's the important transportation issues that they're facing. We'll be going down to Mineral County in early June to address some of their concerns with Interstate 11, but we have a lot of information to present to them on our work program and to listen to any concerns from any county. We also reach out to the tribes across the state during this time of the year to develop our work program. Then the Board eventually receives the annual work program in the fall for final approval.

With that, I'm willing to respond to any questions from the Board.

Sandoval: All right, thank you Rudy. I don't really have any questions. With regard to the charrette, it sounds like it went well.

Malfabon: Yes, it went very well.

Sandoval: One thing I would've appreciated though is, having at least myself or the Board a little more informed on what you were going to present, maybe, because I've seen all those for the first time in terms of closing off Wells Avenue and slowing things down. I would've liked to have known what we were going to present at this before it happened. I feel like we knew more about Project NEON than we know what's going on with this study of the Spaghetti Bowl. Like I said, I'm not an engineer and I'm not trying to substitute my judgement for anything, but as I get approached in the community about things that happen there, I didn't know. It would've been helpful for me to have been aware of what we were going to propose at that charrette.

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Malfabon: Very good Governor, yes. And, I think that what happened was, we were wanting to do this as quickly as possible and did not do what we should've done with presenting that to all the Board Members in advance. It was quite a lot of information that the charrette team, and they did a great job of preparing for it, but unfortunately, we didn't work into that schedule all the briefings for you and the Board Members. Next time, we'll definitely take that into consideration, Governor.

Sandoval: Well, I think you should do it instead of considering it. I just—like I said, this is going to be a massive project that could proportionately be as big as Project NEON when the time comes and even a slide deck for me or meeting with someone on my staff so that again, I can have an idea of what's going on because frankly, I got caught flatfooted in terms of what happened there.

Malfabon: We definitely can give you the slide deck.

Sandoval: All right. Mr. Controller, I saw you had a question.

Knecht: Thank you. Rudy, my question goes to the variable speed limit controls. Since this is the first I've heard about those, I'm still a rookie I guess. The question is real simple, do you have the full NRS/NAC authority that you need for that and is there some, at least information, if not review—informational presentation that you make to this Board, if not a review or is that purely an administrative thing that you handle offline? Give me the background there.

Malfabon: Very good. Mr. Controller, the NRS allows the Department to establish speed limits, regulatory speed limits and it also requires that driver's obey the posted speed limit and obey traffic control devices. They are allowed by NRS not specifically—there's not an NRS Chapter on variable speed limits, it's just NRS allows the Department to establish regulatory speed limits and to put devices out there that convey the speed limit and then law enforcement can enforce that speed limit.

Knecht: I can certainly understand that and that's something that's necessary, for example, during construction when you change the controls from what they normally are. Does this Board or will this Board get any report about where we have variable speed limit controls or how that's working, that sort of thing?

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Malfabon: We could present to the Board next month about variable speed limits and also a more comprehensive presentation on the NEON Project. We'll give the slide deck to all the Board Members and present on variable speed limits specifically.

Knecht: Thank you. Thank you Governor.

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you Governor. My question is just a quick one on this Wells Avenue entrance ramp closure. I don't know if I've seen that before. Is that common to—is this a common technique, when you see these closures like that? That could probably drive some people crazy, right? When they see that and just not know what the alternative is.

Malfabon: Definitely. And, Lieutenant Governor, we would not implement that without the proper amount of public outreach. A lot of public information meetings would go into that. This is not typically done—I think that what you have here is a situation where—since it was built in the 70s, different design criteria back then, so that typically you would want ramps at a system-to-system interchange, which is what the Spaghetti Bowl is, you don't want ramps within a certain distance. These ramps were too close. They don't meet that design criteria that's currently in place for that type of—what you would want to see out of traffic and safety considerations in design.

Hutchison: Is there an easy alternative or a way that can be avoided, that ramp can be avoided or are people just sort of left to their own devices to figure that out?

Malfabon: That's definitely one of the things that was discussed at the charrette, was what are the alternatives? If it's closed—you need a lot of public outreach so that people know and it's mainly the locals, but there are some people that might be there that are unfamiliar with the area. Definitely some challenges with implementing that. We would have to consider any type of weight trailblazer or way finding methods that we've had as ITS devices. A lot of details have to be worked out and considered to implement that recommendation. The path forward right now would be to finish the traffic study that's ongoing right now in Washoe County for the freeway system and then proceed with the development of the project's environmental clearance. If we would see that perhaps the interim improvement could be something that gives us a couple of years while we develop the more robust solution, which would be the braiding of the ramps; one

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ramp goes over, one ramp goes under. I think that it wouldn't be in place forever. We would anticipate that we would have to fast track that other solution so that the public is not inconvenienced in that way and businesses as well.

Sandoval: Member Savage.

Savage: Thank you Governor. I have a question and then a comment. To follow-up on the Governor's concern regarding the Spaghetti Bowl information follow-up, would it be possible—because I got to attend it for a couple of hours, but in speaking with Mr. Edgington, with HDR and some of the NDOT staff, would it be possible to have a follow-up package of what took place and what was displayed so we have that when people do approach us as to what information was gathered at that charrette?

Malfabon: Definitely, Member Savage. That is the next step also, I failed to report that. We will make a comprehensive summary of the outcomes of the charrette. What was presented, what was voted on and have that as the final report on the charrette as well.

Savage: Good, that would be very helpful. And then secondly, this is a comment. This is directed at Mr. Director, the Deputy Directors, Assistant Directors and the District Engineers. I wanted to address the upcoming legislature budget requests. Speaking from a private perspective, as well as a Board Member, I see a lot of similarities concerning human resources. We are all so very fortunate to be a part of the New Nevada and the phenomenal economic success. As we all know, along with the strong and vibrant economic engine, we must retain and have proper personnel in place for good oversight of our employees and it's operations. In our private world, we've had to increase positions for personnel, as well as ensure wage and benefit packages remain ahead of the competition. At the same time, we're very realistic of what we can afford.

As the Transportation Department, we must do the very same. I know we are very fortunate to have very strong men and women here, we want to keep it that way. With the many positive and I mean very positive and optimistic forecasts, with the increased business comes more people wanting to utilize our roads and highways. We need to ensure all our requests are aggressive but yet fair and very respectable. I truly feel that we have the very best in both people and roads here in Nevada.

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Just last week while attending an EDAWN luncheon in Reno, they had an outside national recognized guest speaker who emphasized two of the most important aspects of economic attraction for new business, of which one being transportation. Second, education.

Please Mr. Director, Deputy Directors, Assistant Directors, District Engineers, your leadership is important. It's not easy. We can make every effort within the Department to remain a strong leader in the betterment of transportation here in Nevada. I thank you all and most importantly, I thank you Governor.

Sandoval: Do we have any questions from Southern Nevada, or comments?

Martin: No sir.

Sandoval: Okay. I guess my last comment on the Spaghetti Bowl, Rudy is, and maybe it's not me but I just don't feel a sense of urgency. Like I said, I'm really disappointed that I—at least, I myself, wasn't made aware of what actually is happening. We need to know. I know it's taken months to hire the consultant. To do the charrette and we're doing this traffic study that's going to take two years and then there's these short-term proposals that we'll take to get us by through another two years and then suddenly, we're four years down the road. As I said, I don't think we can wait that long with the amount of growth that's coming. As I said, as we move forward, I would really personally appreciate being made more aware. Like I said, I'm not a traffic engineer. I'm not a road engineer. I am none of those things, but I am the Governor and a lot of people ask me, and I'm the Chairman of this Board, about what's going on.

As I said, I had no idea what any of those proposals were. I mean, in terms of seeing that closing Wells Avenue, and as I said, that might be a viable option, I don't know. Slowing the speed limits, but those feel like things we could've done 10 years ago. I mean, we really have to be forward looking on this. I think we do need to have a sense of urgency because this, at least both ends of the State, we're doing Project NEON but Northern Nevada is going to change in a big way in the next five years. I just don't feel like that Spaghetti Bowl is going to be ready for it. It's going to be a choke point and it's going to be an issue because I know for a fact that a lot of these distribution companies are ramping up massively in terms of the number of employees they're hiring. That means a lot more trucks and it means a lot more people that are moving into the area.

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In any event, if we could get that perhaps at the next meeting. As I said, I feel like it's not a priority for you, to make us aware of this. When you tell us, we'll take it under consideration, that's not what I want to hear. What I want to hear is that you're going to present it to us and give it to us. In any event, you know, it is progress and I know the community—the positive is the community is very excited about the fact that we brought all the stakeholders in and that we brought the RTC and the City Council and all those folks. I really want this to be a priority as much as we made Project NEON. We got that squared away. I know it was a long time but when we really started to focus on it, we got it going. I know Member Skancke, the Interstate 11 is a big priority for him. I haven't heard any updates on that as well, except for again, criticisms in terms of what the proposed routes are going to be and it is helpful to me when I know those things, when people ask me when I'm out in the community, about that. Again, I'd appreciate a heads-up on those things.

Malfabon: It is a priority Governor. We'll make it happen.

Sandoval: Yeah, okay. Any other questions or comments on the Director's Report? Let's move on to Public Comment. Is there any Public Comment from Northern Nevada here in Carson City? Yes ma'am.

Malfabon: If you could, state your name please.

Sandoval: If you would just identify yourself please.

Ritchie: [inaudible, off mic] Governor Sandoval, Members of the Transportation Board.

Martin: Governor, we've lost all audio down here.

Sandoval: If you don't mind starting over again, so they can hear you. Thank you.

Ritchie: [inaudible, off mic] --and to create a new recreational amenity. We are so appreciative of the great work NDOT has done since taking the lead on this project. We have seen tremendous progress in moving this project planning into pre-construction. Mr. Hoffman and Mr. Johnson should be especially recognized for their great work to bring a myriad of project partners together to facilitate this expedited construction timeline, which many are anxious to see happen. On behalf of our donors and Board of Directors, the Tahoe Fund supports your approval of the agreement with Granite Construction Company for pre-construction services for this project. This will ensure the momentum of the

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project continues forward and ultimately results in the start of construction this construction season. Given the very short construction season in Lake Tahoe due to environmental permits there exists a narrow window of time to bring on a contractor to ensure something can be constructed before the October window closes. On behalf of our donors, thank you for everything everyone at NDOT is doing to make this project a reality.

Sandoval: Thank you Ms. Ritchie.

Ritchie: Thank you.

Hasty: Good morning, Governor, Members of the Board. I'm Carl Hasty, I'm the District Manager for the Tahoe Transportation District. I too am here for Item 4. The District led the corridor plan approach that led to this project and working with a lot of great partners, removing a lot of the institutional impediments, not to mention getting at the physical solutions. This project really represents some of the key physical solutions there for this corridor.

We have an excellent partnership that's working with NDOT and NDOT has always been part of that. This project definitely builds key safety improvements that are the cornerstone of what needs to happen there along with what we're doing with transit and those types of solutions.

I too want to thank NDOT project management team for taking this on in a very short period of time and for also using the CMAR process. We think this is really the right solution for constructing this project and designing it. We then support the recommendation that's on Item 4 today for your consideration.

Sandoval: Carl, before you leave and I typically don't ask questions during public comment but we've known one another for a very long time. Can you put this in perspective, how really big this project is, because you have been working on transportation for a very long time.

Hasty: We last tackled this in a serious way I believe when you sat on the TRP Board in the late 90s, early 2000. We had lots of impediments, not the least of which were institutional. This is a heavily used corridor. I think Sand Harbor State Park itself is receiving a million visitors a year, or so, just within their park bounds let alone, we can see a thousand cars on a busy day parked in that corridor in the summertime. We have lots of pedestrian activity and lots of conflict with that, that happens during that season.

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The trail improvements here are significant in being able to remove that pedestrian activity from the corridor itself. With transit that we've implemented on the east shore that has greatly cut down on the number of cars parked, waiting to get into Sand Harbor State Park. It's not all of the solutions here, but by removing parking from the roadway itself, dedicating it to offsite parking, having the trail that provides the access to folks along the transit, it is a major through flow improvement, safety improvement and really enhances that whole recreational aspect as well as the business that that corridor must conduct when it comes.

It's a very exciting project, these first three miles. It will be something that I think is a great asset to the State of Nevada and to its residents and visitors. When we're out—just one little anecdote—on a field trip a couple of years ago, looking at clay alignment, it was noted that this project in itself will be Tahoe's Emerald Bay. I think it's a pretty exciting thing. We're very appreciative of the State of Nevada and the role that it's playing, as well as the federal government in supplying these monies that combine with local government dollars, and Cheryl, next year Washoe County can speak a little bit to how we've all come together and how local government is stepping up addressing maintenance and so on and so on. Especially with partnerships like the Tahoe Fund.

So, it's the way for us to get things done at the Lake and we're very pleased to have NDOT as part of that solution. Thank you.

Surface: Good morning, Governor Sandoval and Members of the Board. Cheryl Surface, I'm a Natural Resource and Park Planner for Washoe County. Washoe County would like to thank NDOT for stepping up to take on this as our 28 Shared Used Project, as listed in Item No. 4. This is such a critical project. It's on one of the most popular segments of Lake Tahoe. It's 11 miles of undeveloped shoreline.

Over the years, many have tried to tackle the shoulder parking but it failed, because it has not been a coordinated approach. This partnership has 13 agencies. We've been successful in looking at the challenges and finding solutions. The Lake Tahoe Basin Management Unit is the largest visitor use on a forest in the country. This 11 miles is on that segment of forest.

We know that in 40-45 days each year, when the peak shoulder side parking along SR-28, approximately 2,000 people a day are forced to walk on the narrow highway. If you've driven on SR-28 between Incline and Sand Harbor on a peak

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day in the summer, you know how scary it is. This project will relocate that shoulder side parking, to safe parking lots. It will provide alternative transportation, in the form of a pathway, so people can get to the recreational opportunities they so desire. Well over 80,000 people on just those peak days use this corridor. That's just based on some—some surveys that we've done up there.

This is a very dangerous situation. Having these unmanaged pedestrian crossings and the unmanaged parking situation.

This first three miles of segment will take care of this problem. It will relocate this dangerous situation to the safe parking areas we so desire. It's going to provide a showcase on how to holistically approach these dangerous situations, not only on this 11 mile segment, but throughout Lake Tahoe. As Carl mentioned, they're looking at this from the Emerald Bay problem that they have in California.

Washoe County will be maintaining and operating a portion of these facilities. We support NDOT's safe and environmental improvements in this partnership approach. Washoe County has been a partner in this project since 2006. We are committing Washoe County 1 Bond Funds from 2000. We've acted as the fiscal agent with the Tahoe Transportation District on the State Question 1 Grant Funds. As well as, committed thousands of staff hours to address the safety and recreational concerns on the east shore. Washoe County supports NDOT. We support this Item No. 4 and the CMAR process in hiring Granite Construction to get this project kicked off the ground this summer. It's a very important project for our Washoe County Commissioners, our Washoe County citizens and the Washoe County staff.

So, thank you NDOT, thank you staff, Mr. Johnson, Nick Johnson, Bill, you guys have been amazing in working with the partnership and getting this going, so we support this project. Thank you so much for allowing us to speak.

Sandoval: Good morning sir.

Lake: Good morning Governor, Mr. Lieutenant Governor, Controller, Members of the Board. My name is Ray Lake. I'm Vice-Chair of the North Valley Citizens Advisory Board. I also sit on the City of Reno Ward 4 Neighborhood Advisory Board and the Golden Valley Property Owners Association. I wanted to speak for a minute or two about the traffic from the North Valleys into Reno and the Spaghetti Bowl.

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From my perspective, heading south, I don't have a big problem with the Spaghetti Bowl. My bottleneck starts at about North Virginia Street and lasts until I hit McCarran Boulevard, where there's a lane added. I can't really say that there aren't improvements needed at the Spaghetti Bowl. Specifically at Wells Avenue and the southbound exit from eastbound I-80, there definitely is a problem there. From the North Valleys, I think more important to us is an additional southbound lane. As soon as I hit McCarran Boulevard, where there's a lane added, traffic speeds up. Even this morning where the first five miles took me 25 minutes. That's just all I wanted to say. Thank you.

Sandoval: Thank you very much. Any further public comment? Is there any public comment from Southern Nevada?

Martin: There are none here sir.

Sandoval: All right, thank you. Agenda Item No. 3, April 11, 2016 Board of Directors Meeting Minutes, have the Members have an opportunity to review the minutes and are there any changes? Mr. Controller.

Knecht: Thank you Governor. I have just one item, very briefly on Page 55. The middle of the page where second line, where I'm speaking. It says, doing—right now it says, doing evaluation of the electric system, that was actually, doing a valuation. I wasn't looking at it for safety or reliability or anything. We were estimating the value of it, if the City wanted to take it over. So, change 'evaluation' to 'a valuation'. Thank you.

Sandoval: Thank you Mr. Controller, any other changes? If there are none, the Chair will accept a motion to approve the April 11, 2016 Board of Directors Meeting Minutes with the change noted by the Controller.

Savage: Move to approve.

Sandoval: Member Savage has moved for approval. Is there a second?

Knecht: Second.

Sandoval: Second by the Controller. Any questions or discussion on the motion? Hearing none, all in favor, please say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 4, Review and Ratify the Selection of the Contractor for the SR28 Shared Used Path, etc.

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Johnson: Good morning Governor, Board Members. I'm Nick Johnson, NDOT Project Management. I'm here to present the State Route 28 Shared Used Path, Water Quality and Safety Improvement Project.

The project is located on the east shore of Lake Tahoe. Primarily along SR-28. There's three major elements of work on this project. There's the shared use path from the southern part of Incline Village, down to Sand Harbor State Park. There's water quality and erosion control improvements along SR-28. Then, a handful of safety improvements from the southern end of Incline, all the way down to US-50 or Spooner Summit.

Before I get into the details of the project, I just want to acknowledge all the agencies and entities that have been involved with this project. This project has been in the making now for close to 10 years and it's truly a multi-agency effort. Through the planning process, through the environmental process, bringing it to where it is today. Now that NDOT is the lead agency through final design and construction, we're continuing and intend to continue that partnership, that collaboration and communication through project completion.

Now to the shared use path. It's roughly a three mile section. As I mentioned, from the southern end of Incline Village to the Sand Harbor State Park. This project also includes two new parking areas adjacent to the Ponderosa Ranch and the Tunnel Creek Café. It will accommodate about 90-100 spaces, with the idea to get the folks that are currently parking on the shoulder into these parking stalls. By having the path in place, as some have mentioned, it gives them the means of reaching their destination. This path will take them along the east shore, within that three miles, all the way down to Sand Harbor.

It will also include an undercrossing. The path will go underneath SR-28 and I'll show you a high level photo here in a second, and will include multiple bridges and thousands of feet of retaining wall along the alignment.

What you see here is the first mile of the three miles of path. On the right side of the screen is the northern end of the project. The southern end of Incline Village. You can see where it's labeled 'New Parking Areas'. Those are going to be adjacent to SR-28, right in front of Ponderosa Ranch, Tunnel Creek Café. The trail will tie into that. That light blue line is the alignment of the trail. It will head up on to the hillside of 28 and then drop back down, right around the Tunnel Creek area, where it will go underneath SR-28.

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Then on the right side of the screen is that tunnel crossing I just mentioned. The white line is the last two miles of the path leading all the way down to Sand Harbor which is on the left side of the screen. This is certainly the most challenging area. It will run along the lake side, below the sideline of 28, all the way down to the park. As of right now, it includes six bridges and retaining walls as the path is built on the side of the slope.

As I mentioned, there are also safety and water quality improvements as part of this project. One of the major safety improvements is, installing center aligned rumble strips, south of Incline, all the way down to Spooner Summit. We'll also include some formalized maintenance and emergency pull out areas between Incline and the Washoe Countyline. Then water quality and erosion control improvements—basically between Sand Harbor and just past the Washoe Countyline, headed south, to help with the water quality and runoff into Lake Tahoe.

Why did we choose CMAR? I think this picture here speaks to the bullet points listed on the left. I took this picture about two weeks ago, walking the alignment. If you can imagine, the path alignment itself will be just behind that tree line and on the side of the slope. We have very challenging terrain. Very limited access to get equipment, to get materials in there, not to mention just extreme environmental sensitivities of working in this area, working so close to the Lake. So, by bringing our contractor on before construction to have them work with our engineers to help come up with the most efficient and effective ways to build this project.

As for our CMAR Process, this is from our Pioneer Program Guidelines. We did the delivery selection earlier this year and have moved through the RFP Process, getting in proposals, evaluating them, interviewing the proposers and then coming to a selection. That brings us where we are today for the Board's review and approval, the pre-construction services agreement. To give you guys a timeline of that, we put out an RFP on February 19th. We had two proposers; Granite Construction and Q&D Construction. Both proposals were evaluated by the Committees. Both of those proposers were short-listed. We conducted interviews with both of them on April 4th. That same panel evaluated and scored those interviews. We had our Selection Official approve the evaluation or the Evaluation Panel's recommendation on April 6th and then received FHWA concurrence on that selection on April 22nd.

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Today, we ask the Board to ratify the selection of Granite Construction Company, as our CMAR provider for this project, and to approve the pre-construction services agreement with Granite Construction in Agenda Item 5, under Agreements. Should that be approved, here's a high level schedule on what we're looking at moving forward. I think as some have mentioned, we are moving this forward as fast as we possibly can and we anticipate or plan to deliver work or get out there and start building as soon as we have some of the elements designed while we're continuing to design more complex elements of the project. Meaning that, we'll probably have multiple GMPs on this project. I anticipate being back in front of the Board here later this summer so that we can take advantage of the working days later this summer and into the fall, so we can get this project started. Then, follow-up that with another GMP early next year, prior to the 2017 construction season.

That concludes the presentation.

Speaker: [inaudible]

Johnson: I'm sorry, Guaranteed Maximum Price.

Sandoval: All right, thank you. So, you don't anticipate any shovels hitting the ground this year?

Johnson: We do. We do. And we want to take advantage of the few days that we can, later in the summer, early fall. Leading up to that point in time, we still have to work through some of the design. We'd like to have Granite on to help with some of that and determine a smaller scope of work that we can begin later this fall and that we can accomplish before the winter shutdown hits.

Sandoval: And in terms of that parking where the old Ponderosa used to be, is that state land or are we leasing those spots?

Johnson: Its still state right-of-way. Washoe County, through agreements is going to maintain that parking area.

Sandoval: Is there more area there that we could take advantage of in terms of expanding the parking?

Johnson: Well, right there adjacent to Ponderosa and Tunnel Creek, I think we've maximized about all the right-of-way that we have in that area to fit in as many parking stalls as we can.

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- Sandoval: But, in terms of talking to the private property owner, is there an opportunity to negotiate with them about some parking opportunities?
- Johnson: That I don't know. I'm not sure if that's taken place in the past, but we can follow-up.
- Sandoval: What did you say, 90-100 spaces?
- Johnson: Correct.
- Sandoval: And then you've got 2,000 cars that are parking along the road, so that's not good math for us. I've been driving by there since I was a little kid and I know there's a big area there. Again, maybe Carl knows the answer to that question.
- Hasty: Yes, I do. Carl Hasty, District Manager for the Tahoe Transportation District. That conversation has been had a number of times with the Duffields, who has the Ponderosa Ranch. We would love nothing more to have some of that parking, but that has not been possible. There has not been an interest on the part of him in doing that. I think the future, we will continue to do that. Perhaps there will be an opportunity. As of today, that has not been an opportunity.
- Sandoval: I didn't doubt that we haven't explored that. As I said, my vague recollection is, essentially there's just old—that old equipment that used to be there on display is still sitting there and it's just a vacant lot. I would imagine that that would really help things, if we could get some more parking up there. Maybe we could ask again. The worst thing they could do is say no. But, particularly, if we were willing to make some improvements up there, in terms of the parking area. I don't want to insert myself in this, but I just wanted to make sure I knew that.
- Last question for me is, assuming everything goes well, do you anticipate that the entire project will be completed in 2018?
- Johnson: That's what we're looking at now. I mean, pending weather delays. If we have winters like this and things of that such. I'm thinking a multi-season construction and that's what we're shooting for. Our goal is to get done by 2018.
- Sandoval: Is the dream to continue that path from beyond Sand Harbor and connecting it further on?

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Johnson: Yes it is. I believe Carl and TTD is working with the US Forest Service on those next steps to begin environmental planning for those, I believe it's eight miles down to Spooner Summit.

Sandoval: Other questions, Member Savage?

Savage: Thank you Governor. Mr. Johnson, thank you for the presentation. I'm a huge supporter of this project. I think it's something that's been in the works for quite a while. Just remind me on a couple things on the funding sources. Maybe you can gather this for another meeting but do you have a breakdown of all the different funding entities that are responsible for the total cost of this project?

Johnson: In terms of the entities themselves?

Savage: Yes.

Johnson: Yes, I have a list here. We have the Feds. We have federal money in it provided through Central Federal Lands. That's the acronym that you may see on your paper, the FLAP or the Federal Lands Access Program. We have funding coming from there. Washoe County, I believe, as Cheryl just mentioned, there's some SQ1 funding. We also have the Tahoe Fund, who has been raising money for this and been contributing to the funding of the trail. There's a grant through forest service for scenic byways that will be used on the trail. Then there's some Parks and Recs, I believe that's through Washoe County, a small portion of funding there. Then in addition to the other elements, state funding as well.

Savage: And I didn't see any of that information in the package, so if you could kindly forward us the dollar values, estimated, to submit from each one of those entities, I think that'd be very helpful. And, is it a 95/5 federal reimbursement project?

Johnson: I believe so. I can confirm that when we send you those amounts.

Sandoval: Will you—sorry to interrupt Member Savage.

Savage: No, that's all right.

Sandoval: Do you have those figures in front of you?

Johnson: I have the sources here.

Sandoval: What's the all-in amount and then if you would give us the breakdown of what the contributions are, just roughly. Can you do that right now?

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Johnson: [crosstalk] Well, I don't have all the dollars. I was writing down all the sources here. I do know that the FLAP funding or the federal dollars is roughly about \$12M, total. The rest of them, I think the Scenic Byways is about \$1.5-2M. The rest of them, I'd have to get the exact dollars. I can provide that in the packet, or that back-up information, if that's acceptable.

Sandoval: And, do you know, standing there, what the all-in number is?

Johnson: Oh, for the total estimated construction costs?

Sandoval: Yes.

Johnson: Right now, we're looking at about a range of \$25-30M altogether for all improvements.

Sandoval: Sorry.

Savage: No, that's fine Governor. On the same track, the—that's good, because in the binder, it said \$23-34M and I thought that was a pretty wide spread. It's nice to see that you're \$25-30M. I look forward to seeing that information. Thank you Mr. Johnson. Thank you Governor.

Sandoval: Mr. Lieutenant Governor and then the Controller.

Hutchison: Thank you. Thank you Mr. Johnson. My question is just a follow-up to the Governor's parking question. In order to really solve the challenges out there, do you need more parking or with just the shared pathway, that gets people off the road obviously, but to really address the issues, do you have to have more parking? Because it did seem like such a small capacity compared to what the numbers are.

Johnson: Yes, we certainly do. As I mentioned, the Tahoe Transportation District and the Forest Service are looking at the remaining corridor with additional parking areas throughout with a trail that connects. Trying to bring all the pieces together from a corridor standpoint, but yes, we would need those additional spots to help that whole 11 miles of 28 essentially.

Hutchison: Yeah. When you just think about the growth of Northern Nevada, like we've been talking about, and why people move here. A big reason is to access Tahoe. You're just going to see that to continue to increase. As far as getting people off of the street, is that pathway, does that solve that problem, as far as getting people

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off that narrow road, or do you need more improvements even beyond what you've just shown us to solve that problem with 2,000 people walking up and down that road?

Johnson: We certainly—I mean, that's the goal, is to show we have now a different way for you to get to your destination. Here are the stalls. With the additions of one in the future, use these, get on the path and then you can get to where you need to go.

Hutchison: And if they're parked on the shoulder, is it easy access to that shared pathway?

Johnson: Maybe just at the crossing locations, because the rest of it, at least that first mile is up on the hill. You'd have to go hiking through the forest just to get up there. Then when you get on the lake side itself, it's pretty challenging terrain to get down to start with. If you're going to have bridges and walls and things like that, it's going to make it difficult at those—you know, if you were at any location there, other than the designated areas to get down to the path itself.

Hutchison: So do you worry about this really being a solution, do you think people are going to continue to use that road?

Johnson: Well, we're working towards conversations at least, with enforcement, with those three miles and really trying to establish that. Use the stalls, use the path, don't park on the shoulder.

Hutchison: Okay, thank you very much.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. Mr. Johnson, I'm not typically a rah-rah boosterism kind of guy but I want to say, as one who lives seven miles from the center of this project and who drives this route frequently, I think this is really important. I'm glad to see that we're at long last doing it. The sooner and quicker and more extensively the better. With that, I'll ask you a question about the north end and a question about the south end. Following up on the Governor's and Lieutenant Governor's questions on the north end, is it possible that you might be able to acquire or at least lease some area on the far north end, in the flat there, for additional parking and work out a shuttle service that would eat in to those other 1,900 spaces that the Governor is talking about?

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- Hasty: I can answer that, Carl Hasty again, District Manager with Tahoe Transportation District. We've been looking at all of those things. It is possible, particularly at the state line area. I know from the business community's perspective there, they've encouraged us actually and would love to participate with us in a Park N Ride type of situation. We do provide seasonal transit for that east shore. Our connection right now is the old Incline elementary school site, within Incline Village, that we use as a Park N Ride right now. That is what the District will continue to address as we look to expand transit in the Basin. Eventually we're looking at that seasonal transit service to be along the entire corridor stretch. Ideally a Park N Ride at Spooner Summit, as well as in the north end and we're able to facilitate then the access and that in the corridor.
- Knecht: Seasonal and perhaps even weekend, during the offseason, might work really well down to Sand Harbor.
- Hasty: I would agree. Especially if we've had winters like we've had, we've watched these trails become year round type of use. That's entirely plausible, particularly as the use of Lake Tahoe continues to grow.
- Knecht: Great. On the northern end, up to US-50, the uphill portion of the route, you said you're going to put rumble strips in, that sort of thing and that's great. Any chance for widening the pavement? Widening the shoulders? Making that a better, safer drive?
- Johnson: I would say that anything is possible but it's very, very costly do so. I think Carl looked at this a long time ago in an evaluation process to determine whether it's more feasible to widened the roadway to accommodate this or to have a separate trail itself and the cost differential was huge.
- Knecht: That's such a great road that it makes a good sports car route if we could just close it off to other traffic or motorcycle or bicycle. Anything that you can do is very helpful and very appreciated. The rumble strips I think will help a lot. That will be center and side?
- Johnson: Just center line.
- Knecht: Just center.
- Johnson: Yeah.

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- Knecht: Side would be good too. Again, I'm enthusiastic about this. Any chance that we finish it, essentially before winter begins in '17-'18?
- Johnson: Yeah, it's most likely going to be '18, rather than '17, just specifically with some of the challenges of building on that lake side, that's going to take some time. As I mentioned, that's why we're moving as fast as we possibly can because we recognize 1) there's a limited working season. It's going to take a few seasons. The sooner we can get out and start, the sooner we can complete.
- Knecht: As I said, I'm very supportive of this one and thank you.
- Sandoval: Questions from Southern Nevada?
- Martin: I only have one Governor. The pre-con budget of \$586,000 or \$568,000, seems pretty high. I see that it's about 4,000 man hours, plus or minus. Does that fall within the guidelines? I'm a little bit comforted when you say you have money from all these different sources. As Len asked for the various sources and amounts, but is the \$568,000 seem like it's in line with what this project is?
- Johnson: Yes sir. In terms of overall percentage of total construction cost. It falls right around the—I believe it was like, 4%, 3-4%, it was right between our other CMAR projects. It falls in line in terms of total percentage there. Then as I mentioned as well, we anticipate multiple GMPs, so in some instances you're going—it's almost two separate contracts, in some instances. So you're going through the process twice for two different elements of work, if that makes sense.
- Martin: Yes sir, it does, thank you.
- Sandoval: Member Savage.
- Savage: Thank you Governor. One last question I forgot, Mr. Johnson, do we have much right-of-way acquisition that we have to do on this project?
- Johnson: There are no acquisitions but we have quite a few permits to get for right of entry and construction, things of such with State Lands, US Forest Service, to get out there and build.
- Savage: Okay, thank you.
- Sandoval: Mr. Hasty.

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- Hasty: Thank you Governor. Carl Hasty. If I may add, one clarification to Mr. Savage's question about the 95/5. The grant application for the Federal Lands access was requiring a 5% non-federal match. We more than exceeded that. I don't know where we'll end up but our application for this project really leveraged—we were bringing to the table over 40%, in other dollars, local, state, federal, in order to conduct all the improvements in this project that was being proposed. We'll see where we end up but we definitely exceeded not only the 5% non-federal but brought a substantial match to the project in and of itself to these FLAP funds.
- Savage: Thank you Mr. Hasty. It will be interesting to see the breakdown.
- Sandoval: We kind of diverted because we're actually deciding which contractor to choose today. You feel good about the—about Granite in terms of their ability to get this project done?
- Johnson: Absolutely.
- Sandoval: Okay. It's always interesting to me, we have these interview questions yet we don't know what the interview question was. Could you give me a little bit of flavor or sense of flavor of what those questions were that you scored on?
- Johnson: Sure. A lot of them were, I'd say based around the construction challenges that we face on this project and the environmental sensitivities and their plan of attack. How we can do those efficiently and still meet all of our compliance measures and get this done as quickly as we can. It was really more focused on those, what we viewed as some of the major risks in building this project and doing it within the confines that we have.
- Sandoval: And do you also look at each of the contractor's ability to get it done? There's a lot of work out there right now and this is another project. You feel they have the bandwidth to get it done as well?
- Johnson: Yes sir.
- Sandoval: Any other questions or comments from any of the Board Members? My only thought is, I want the concession to carry people's coolers from Sand Harbor to Incline Village, because that's the other issue. We have this bike path but someone has a cooler, I'm not sure how they're going to get it back and forth. Then, on a serious note, are we—is the state or the county or whoever the enforcing jurisdiction is, going to prohibit parking along that entire point to point?

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Johnson: That's what we're looking at now. Those discussions took place a while ago. We're going to pick those up with the local law enforcement agencies here shortly. The ultimate goal is for having this path in place, parking along all of 28 and then you have a whole entire corridor to enforce. I think that's the end goal with all of this.

Sandoval: I've seen some walls going up already. I don't know if those are from private property or not. Will individuals even have the ability, physical ability to be able to park on the side of the road once this is done? There will be a small shoulder, as the Controller was bringing up, but you won't have that area beyond that, will you?

Johnson: I think in some locations you will. As we said, we're going to formalize some more emergency pullouts and maintenance pullouts. If you're going to move towards eliminating parking, you need a place for cars to pull off if it's breaking down or emergency vehicles or things like that. It's going to be a matter of appropriate signage, enforcement, combine through that whole corridor.

Sandoval: All right then. The recommended action for the Board is to ratify the selection of Granite Construction Company as CMAR provider for State Route 28, Shared Use Path, Safety and Water Quality Project and approve a pre-construction services agreement with Granite Construction Company, is there a motion?

Martin: Move for approval.

Sandoval: Member Martin has moved for approval. I'll take the Controller as a second. Any questions or discussion on the motion? Hearing none, all in favor, please say aye. [ayes around] Oppose, no. That motion passes unanimously. Thank you and good luck.

Johnson: Thank you.

Sandoval: Agenda Item No. 5, Approval of Agreements of \$300,000.

Nellis: Thank you Governor. For the record, Robert Nellis, Assistant Director for Administration. There are four agreements under Agenda Item No. 5 that can be found on Page 3 of 42 for the Board's consideration.

The first two relate to the previous agenda item, starting with Line Item No. 1, with Stanley Consultants, Inc. in the amount of \$338,686. This is for independent costs for estimating and scheduling services for the SR-28 Federal Lands Access

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Program Project. Item No. 2 is with Granite Construction Company in the amount of \$586,205. This is for the Construction Manager At Risk Services for the pre-construction phase of SR-28, Federal Lands Access Program Project. Item No. 3 is Amendment No. 2 for legal services to increase authority by \$325,000 for complex litigation related to Boulder City Bypass Project. Lastly, Item No. 4, for consultant services in the amount of \$661,951.94, to provide a detailed review and update of the Standards Specifications for Road and Bridge Construction, also known as our Silver Book. With that, that concludes Agenda Item No. 5, are there any questions the Board has for us?

Sandoval: Thank you Mr. Nellis. Perhaps my first question, with regard to No. 3, with the law firm, Mr. Gallagher, what's the—where are we in terms of demands and responses?

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. Governor, the parties are just under \$3M apart. This particular case is scheduled to go to trial in the fall. The property owner has brought on a second law firm, which is perhaps slowing the process down but we're still in active negotiations to try to come up with a solution that is fair to everybody involved.

Sandoval: What's our offer and what's their demand?

Gallagher: Off the top of my head, Governor, I'm sorry. I can get that to you before the meeting is over.

Sandoval: Thank you. Then, just question, I need a little more detail and perspective on Contract No. 4 with Atkins. Your mic is on. [laughter]

Skancke: Sorry about that Governor. Mr. Martin is teaching me how to use my iPad, I apologize.

Sandoval: It's all right.

Malfabon: If we could respond to the Governor's question on Item 4?

Nellis: I actually have staff here to answer your detailed questions.

Good morning Governor, Members of the Board. Denise Inda, Chief Traffic Operations Engineer and I have here with me, Tom Moore, the Assistant Chief Traffic Operations Engineer. We'd be happy to give you a little more detail on this item

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because it is certainly technical in nature. If you want to have any specific questions, please?

Sandoval: No, it's a lot of money. As I read the notes, detailed review and update of the 623 section of the Nevada Department of Transportation Standards Specifications Road and Bridge Construction Silver Book. When I heard, \$623,000, I thought this must be a room full of books. I was really curious to see what the book was. That, at least Section 623 is 50 pages. Maybe it's hyper-technical, but I think we can hire one person for six years at \$100,000 a year. What is it that requires that amount of money, \$623,000, to update this portion of this book?

Inda: Excellent. These specifications are used when we build—they're referred to in our contract documents for any project where we're installing a wide variety of systems and devices. It could be something as simple, straightforward if you will as lighting. The existing Silver Book describes the fixtures, the lighting fixtures that will get installed on the side of the road, but they're quite outdated. They refer to high pressure sodium bulbs. High pressure sodium is no longer the current standard. It hasn't been for a while. It would be doing things like reviewing all of the details, regarding luminaires, lighting and making sure that it reflects the ability to use more current and appropriate bulbs. LED bulbs are the types of bulbs we would use today. They're far more efficient from an energy perspective. They require a lot less maintenance and effort for replacement. It's taking things like that and putting them into it. There is actually a lot of detailed involved in that. Tom, do you want to address that a little bit in greater detail?

Moore: Governor, Members of the Board. Again, this is Tom Moore, I'm the Assistant Chief Traffic Operations Engineer. These specifications are extremely out of compliance with the industry. The last time these specifications were touched was in 2001. At that time, there was not a rewrite or an attempt to bring them up to the current industry standard at that time. It was only to add some components that we were currently using, but we did not have any specifications for them.

What's happened over time, when these were actually written was 1986. Until now, we're so far out of compliance with the industry, I can't emphasize that enough. What has changed out there? LED lighting is one example. What these specifications addressed is not the lighting technology, but the actual components with inside one of the fixtures. An example I can give you is, we have approved two manufacturers for the LED lighting out there, one has been problematic because we were not able to actually specify the internal components of that

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fixture. It's causing our labor, our maintenance forces undue burden on them to go out and replace all of these. Those components are under warranty. They're being supplied by the manufacturer but, our maintenance forces are impacted by having to go out and change those. The transformers that we use on the project to transmit power from a long point where we receive it from NV Energy to our location, those transformers that we specify are so old that you can't even buy them anymore. What happen is, we run into conflicts with our contractors when they're doing these projects. They don't know they have a challenge trying to bid a project because our specifications are so far out of date.

This project is to bring the specifications into industry compliance. It's to add also quite a few other components. Connected vehicle technology, we just completed a project with DSRC. We want to make sure we have the appropriate language in our specifications as we move forward with connected vehicles. Sharing resources, fiber optics cable has changed over time. The efficiency keeps getting improved. The electrical components that generate the light wave within the fiber optics cable, we need to come up with good specifications for that, especially as we move forward with sharing our resources with telecom companies. Wrong way driver technology, we need to incorporate that into our specifications. Again, we have nothing to cover that. Radar detection, which is a primary method of detecting vehicles and which they're moving. Again, we don't have anything in our specifications for that, we need to get that incorporated.

We have 13 standards that we have to adhere to. I don't have them all listed but I can give you a few. NEMA is the National Electrical Manufacturing Association. We have to comply with that. The National Electric Code, the NEC, again, we have to comply with that also. The ASTM, American Society for Testing and Materials. We have to, again, be in compliance. IMSA, is the organization that oversees the traffic signal systems. We need to be in compliance with that. That's the International Municipal Signal Association. The Institute of Traffic Engineers and there's quite a few more.

Something else that we need to incorporate into these specifications is the infrastructure requirements for the new radio system that's coming online. We want to make sure that we have the specifications ready, that when it's time to start constructing the mountaintops with our new radio systems, that we have those electrical/civil infrastructure specifications in place.

I'd be more than happy to answer any other questions that you may have.

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Sandoval: I'm not disputing that we need to update this. Is there a model that other states use?

Moore: Yes. We were fortunate with this firm that they just finished updating Florida's specifications. That was one of the benefits that we saw when we were reviewing all of the proposals. The actual amount of work that the consultant is going to do is approximately 4,500 hours worth of work on this. We feel that the hours are fair and justified for this type of work. We do feel that we would be receiving, or we will be receiving some reduction in level of effort because of what this firm has just completed for the State of Florida.

Sandoval: I guess that begs the next question is, what's to stop them from just photocopying what they did for Florida and—I know I'm really oversimplifying here, I get that. In adopting it for Nevada, perhaps there are some differences. Is it really that Nevada specific where it's going to take 4,500 hours to change 50 pages?

Moore: I think it's going to take—I think that is a good number of the level of effort for the consultants. The reason that I say that is because there's so much additional work that has to be done on our specifications, new items need to be incorporated into there. The connected vehicles, the DSRC, the radio, all of those other items are not there that just have to be looked at and be refreshed, but they also have to be written in the format that's consistent with the Department's specifications. Then incorporated into this document, as well as the time and effort it's going to take to do an industry review. After we get a draft set of specifications, we need to supply those to the industry to make certain that we're not missing anything.

Sandoval: We don't have anybody who is capable of doing this within NDOT?

Moore: You know the Department is phenomenal at hiring Civil Engineers for taking care of roadways but unfortunately, this is an Electrical Engineer, a licensed Electrical Engineer discipline. They are the ones that should develop these specifications. It would be out of our profession to try to take—to be a Civil Engineer to try to generate these types of specifications. We don't have the expertise.

Sandoval: I appreciate you making this record. It concerns me, frankly, that we've got a 2014 booklet that you say has been out of date since 2001. Better late than never. It just seems like an awful lot of money. I'm going to take you at your word in terms that it is hyper technical and it's going to take 4,500 hours to do. That's a lot of time.

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Moore: It's a tremendous amount of work.

Sandoval: Particularly when it's been done once already, in another state. I guess, perhaps were not getting the benefit of being the second state in, in terms of the work that has been done in other states. This one really jumped off the page for me. Then, when I got this book, and as I said, I've said it already during this meeting, I'm not an engineer. When I saw that it was just this amount, that concerned me as well. That's all I have. Board Members—Mr. Lieutenant Governor and then Member Savage.

Hutchison: Thank you. I got to tell you, this was something that was very difficult for me to understand. I spent a lot of time going through the notes and just to understand what's the purpose for this. When you put it in perspective, you've got 4,700 total man hours it says and that's over two people full time, 50 weeks out of the year for a 40 hour work week for 50 pages. As a lawyer, we do this all the time. We have update services. We rely on the law, there's cases, there's statutes, there's code and there's just services that just update this on a regular basis. The law is always changing. The codes are always changing. They're actual national services that you can subscribe to that will just update you and keep you updated. There's nothing like that, where you have—I can't believe that with all these Department of Transportation questions and standards and codes throughout the country that there isn't just some one, sort of like the Governor said, model or unifying organization that says, here's your update every year and just slide it into your book, here's the updates. Nothing like that at all, for what you're talking about?

Moore: No sir. Unfortunately there is no common standard in regard to the specifications throughout the nation that's utilized by any of the states or local agencies. Now, what is in common is the industry standards. National Electric Code, the Fire Code, all of those are there. The challenge for us is, when a new component comes in is that—and we want to utilize that, we need to make certain that we have the specifications in place that describes that product or that component for the contractor to formulate a bid for.

Hutchison: I'm not questioning at all the need to update it. What I'm questioning is, the need to spend \$661,000 to do it. To put that in perspective, we just approved Granite Construction, providing the construction management services on a very complex project up in Tahoe and this is more than that. I'm like the Governor, I'm at a loss—I'm not going to speak for the Governor. I'm at a loss in terms of how it

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could cost this much. Other than just going on your representation, I'm here to suggest that you're not accurately representing this. I'm just saying, in my experience as a lawyer, where we have to update codes and manuals and procedures all the time, I've never come across something like this that was this expensive and that would justify this kind of a cost. The need sounds like we ought to do it immediately because we haven't done for it years.

That's just tough. I just did some calculations. If you're paying somebody \$250 an hour, they're spending \$2,647 an hour, that's a year and a half worth of work at \$250 an hour. That's just huge amounts of money to update a manual that we haven't updated for years you said and now it needs to be update. Certainly the need is there, but again, I'm just groping for a rationale here and an explanation for this type of an expenditure.

Moore: I understand. When you look at the cost breakout, the actual cost for the services, not including the overhead, the profit, all of the other things that we have to take into account here at the Department for our processes is that the actual cost for the work itself is \$205,994.

Hutchison: A big chunk of that is overheard, right?

Moore: Well, that's just—that \$205,000, that's just the work. That's just the labor to actually do the work.

Hutchison: If I may just follow-up. And then, I just noted, when you look at the scope of work that's being done and whose doing it, you only have a Deputy Project Manager who is going to actually commit to attend all the work sessions. The Project Principle, he's going to commit to a single day of any work session. The Project Manager is going to commit to a single day. Then the Deputy, Technical is going to do approximately half of the monthly work sessions. It just seems like this is—it's kind of one of those things where nobody else is bidding for this or nobody else can do it and they're thinking, if we're going to do this, we're going to charge NDOT a ton of money, not going to devote a lot of resources, at least with their top people. We're taking the brunt of a challenging situation and we're paying a fortune for it. It just is tough to understand this.

Moore: The Deputy Project Manager and the individual that will be doing the specifications development, they have the largest dollar amount from an hourly allocation on this project, both of those individuals--

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Hutchison: Right.

Moore: --are the ones that were formally responsible for rewriting Florida's specifications. We felt that we wanted to have the majority of the consultant's time with the people that have done the work and we tried our best to minimize the overhead associated with project managers and principles.

Hutchison: Do you know how much time they spent—these same consultants spent on Florida's update?

Moore: I don't know the number off the top of my head but it was similar in hours. Costs, I do not know.

Hutchison: Okay. Those are all my questions for now, thanks.

Sandoval: Member Savage.

Savage: Thank you Governor. In all due respect, Tom and Denise, this hit my hot button. The Governor and the Lieutenant Governor are being very kind. To me it's absurd. I mean, I look at this, I got more red ink on these pages than I've had in any package in a long time. I mean, if we could only afford so much—we can't be an island in the South Pacific on this thing and I feel like we are. I don't think we're that far off. We have a 2014 book. It's one electric division, Division 16 or Section 623, whatever it might be. I can't believe we can't get something done for half this cost. I just—when there's a will there's a way. At times, you know, enough is enough. When we can't afford it, let's put it in safety and roads. We understand specifications. I'm in the business, on the private side. What about AASHTO? We belong to national organizations and I know we do on the mechanical side. There's national organizations that update these code books and specifications where we utilize, as a private business, the national organizations; whether it be AGC or AASHTO or whoever it might be. That's what those people are for, is to update that. I just can't believe, whether it's—I just feel like we're on an island and we're not. I just don't foresee spending \$600,000 plus for this updated 623 Spec Section. I mean, we're reinventing the whole wheel. I don't believe we are. I'm just not sold. I hate to be so passionate about it. I just think we need to slow down, afford what we can afford, go back—if this hasn't been updated since '01, let's take a couple of months and try to drill down and see what has to be done. Say time out. We can't just give you the \$600K right now.

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Malfabon: Governor, I propose that we pull this item and then look at renegotiating that, considering those statements from the Board Members.

Savage: Thank you Rudy.

Sandoval: I don't know if we're done yet though. Questions from Southern Nevada?

Martin: My friend don't want to talk for some reason here. Len, you said it all. When I read this thing and Governor, thank you for doing the research on the 50 pages, that part didn't even dawn on me, but yeah, I—I agree. This needs to be held over. Did we get another consultant to quote on this work or was this just the walk-in, ask these guys to give us a number and we got one?

Malfabon: Member Martin, in response, we typically issue a request for proposals and then we do not negotiate the fee. We establish a budget and negotiate the fee with the selected firm. The answer is no, we would not have had another quote from another but we typically have that option if we are not able to meet our budgetary goals, we can go to the second. I see some things in the back-up material that we can look at to renegotiate. I'll give some direction to the team.

Martin: Thank you sir.

Sandoval: Thank you. Controller, then the Lieutenant Governor.

Knecht: Thank you Governor. I'll be brief. I want to second all the expressions of concern by the four previous Board Members. I think they did a good job. Tom, something you said clicked with me, because I am an engineer, registered in California, not in Nevada and not electrical but mechanical. You said this is not a civil engineering project, maybe Denise you said this, it's electrical more than civil. If this were a civil engineering project, given the differences between Florida and Nevada, low lands versus high lands, all of Nevada is above all of Florida, something like that, different surface and subsurface soil conditions and substrata conditions, they're humid, we're dry, etc. If this were a civil engineering project, in view of all of that, I could understand how there would be any economies of scope or scale for the firm doing this, going from the first project to the second project. When we're talking about electrical engineering, we're talking about the some components. We're talking about the same concerns and issues. I would think that there would be some economies of scope or scale in going from the first project to the second. When you said Tom that the

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cost for Florida was roughly what this cost is, I'm a little bit concerned about that too. Thank you.

Hutchison: Thank you Governor. Just one other thing that jumped out at me was this Task No. 4, developing an online document repository. Again, I'm not some IT expert or somebody who understands all of the needs here and maybe I'm completely off base, but aren't there a lot of online document repository systems out there? Why would you have to create a new one? It just seems like this is almost like a recreation of something that's already available. That sounds like DropBox to me, is what it sounds like, or something like that. Where you just have a place where everybody is putting their documents electronically—I mean, depositing their documents electronically. We do that every day, thousands of times in this country.

The way I read this, it looks like, wow this is a really complicated thing we got to work out there when you can simply pull something online and off the shelf. Maybe not. Maybe we'd have to modify it in some way, but I think what may be happening here, my own sense is and you see this sometimes with professional services, they've done it once and they're just going to charge this again, the full price for whatever they did in Florida. Even though it may take them half the time or a quarter of the time, they'll still going to charge us the full boat because it's a product they're delivering. I understand it from their end, but it doesn't seem very fair from our end. Thank you.

Sandoval: Since we're going to be looking at this again, I don't know if you have any closing comments that you'd like to make.

Moore: No sir. The only thing I would add is, I appreciate the comments from the Board. We have no problems stepping back from this, having another conversation or a few—quite a few conversations with the consultants that put in on this and worst case scenario is, we would have to go back out on the street and issue another RFP and do a little bit more due diligence on the cost of this and come back with something that may be a little more palatable for the Board. I do thank you for the time.

Sandoval: And I appreciate it. I think what you're seeing is just a strong sensitivity to how we spend our money. In other meetings we talk about these safety projects in Clark County and I always—this is pure Highway Fund money, is not Rudy? Yeah. I think if we save \$200,000, that's a few safety projects that we can put in

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Southern Nevada. We all want to be good stewards of the public's money and make sure that we can justify every dollar that we spend. Thank you and I guess we'll hear about this at a future meeting.

Moore: Thank you.

Inda: Thank you.

Sandoval: Mr. Nellis, you didn't have to answer any of those, did you?

Gallagher: Excuse me, Governor.

Sandoval: Yes.

Gallagher: For the record, Dennis Gallagher. You had posed the question how far apart the parties are, they're approximately \$2.25M, \$2.5M apart.

Sandoval: Did you know what the demand was and what the offer is, is that confidential?

Gallagher: No, it—currently, the property owner's demand is \$9.2M.

Sandoval: All right. Other questions on this agenda item, Mr. Lieutenant Governor.

Hutchison: Thank you. I just want to state, Dennis, with the Item No. 3, is this the Longfellow Property?

Gallagher: Goodfellow.

Hutchison: Yeah, Goodfellow property. We had some communication on that, right? So this is all very heated litigation and we're going to trial in the fall, right?

Gallagher: October.

Hutchison: Is that firm, do you think?

Gallagher: I believe so.

Hutchison: Okay. Because this contract takes us through what '17, right? June, June '17, I think is that right?

Gallagher: Yeah.

Hutchison: So you expect that will take you through trial?

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- Gallagher: Yes.
- Hutchison: And you think this is a good number for trial and you think we're in good shape that way in terms of total cost to get us through trial?
- Gallagher: I believe so.
- Hutchison: Okay. 95%, did I read, 95% federal funds would be available for reimbursement on this, is that right?
- Gallagher: I believe it is. This would be Boulder City Bypass, I-11.
- Hutchison: Great, okay. I'm going to follow-up with you on something else offline on this, thank you.
- Sandoval: Is this the last piece of property that's in dispute on this project?
- Gallagher: Yes Governor. All the other property acquisitions have been completed.
- Sandoval: And, have we used this firm before?
- Gallagher: Yes.
- Sandoval: Obviously we're happy with them.
- Gallagher: Very happy.
- Sandoval: All right. Thank you. Is there any other questions—or, excuse me, Mr. Nellis, any further presentation?
- Nellis: No sir, that concludes Agenda Item No. 5.
- Sandoval: Board Members, any other questions with regard to the agreements described in Agenda Item No. 5? If there are none, the Chair will accept a motion for approval of agreements 1-3, as described in Agenda Item No. 5. We will continue Agreement No. 4, the subject matter of that to a meeting in the future.
- Hutchison: Move to approve.
- Knecht: Second.
- Sandoval: Okay. Lieutenant Governor has moved for approval. The Controller has seconded the motion, any questions or discussion? Hearing none, all in favor say

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aye. [ayes around] Oppose, no. That motion passes unanimously. We'll move to Agenda Item No. 6, Contracts, Agreements and Settlements, Mr. Nellis.

Nellis: Thank you Governor. Again, for the record, Robert Nellis. There are three attachments under Agenda Item No. 6 for the Board's information. Beginning with Attachment A, there are two contracts that can be found on Page 4 of 20.

The first project is located on US-95 in Goldfield from First Street to Second Street in Esmeralda County, to construct the Goldfield Visitor's Center. There were five bids on this contract and the Director awarded the contract to Trade West Construction in the amount of \$712,369.19.

The second project is located on SR-447, Gerlach Road in Pershing and Washoe Counties to provide a half-inch chip seal with fog seal. There were four bids and the Director awarded the contract to Intermountain Slurry Seal in the amount of \$888,498.

Before turning to Attachment B, does the Board have any questions for us regarding these two contracts?

Sandoval: Thank you Mr. Nellis. I only have one and that was on that first one with regard to Goldfield. My recollection is, we're giving them the property as well as restoring the visitor's center, wasn't that—or, maybe I'm thinking of Wendover.

Malfabon: Good point out Governor. This project will eventually, it will be set up so it could accommodate a future electric vehicle charging station.

Sandoval: You are clairvoyant because that was my next question.

Malfabon: --additional work with the power company and with the contractor, but it's at a minimal cost. It won't actually install the charging station, but it will set it up for it.

Sandoval: It will put the infrastructure in. Okay. Thank you. Questions from other Board Members. Any questions from Southern Nevada?

Martin: No sir.

Sandoval: Now that is a record Mr. Nellis. All right, very good. Any further presentation?

Nellis: There's two more attachments, Governor.

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Sandoval: Okay, please proceed.

Nellis: There are 51 executed agreements under Attachment B that can be found on Pages 8-14 for the Board's information. Items 1-9 are acquisitions and appraisals. 10-14 are cooperative agreements and an event. 15-25 are facility agreements and grants. 26-29 are an interlocal agreement and leases. Lastly, Items 30-51 are right-of-way access and service-provider agreements.

Before we turn to Attachment C, does the Board have any questions regarding any of these agreements?

Sandoval: Member Savage.

Savage: Thank you Governor and Mr. Nellis, one of my favorite ones was Item 39. At the bottom, the explanation on the notes, it says, eliminating wasteful license spending to reduce overhead. Carson City. For \$24,750. I'm not trying to be factitious, I think it's very valuable that we have the checks and balances to try to dial in as far as the accountability. I'm really excited about seeing what they come up with on that one. That's really drilling down and reviewing what's in progress right now.

Malfabon: Just to comment too, to Member Savage's comment there, it's for our IT Department and kind of the help desk. And, software licenses can be very expensive. We have to look to see that they're properly acquired and that we're paying the best price for them.

Savage: Yes, exactly. Thank you Mr. Director and Mr. Nellis. On Item 31, again, we go to the software development. Can someone further explain that service?

Nellis: We have Denise Inda who can answer those questions for you sir.

Inda: Good morning Governor and the Board, Denise Inda, Chief Traffic Operations Engineer. What this agreement is for is to develop the video transcoding, that's taking the video we receive from the cameras all over the sides of the road and putting it into language, essentially, that we can use to broadcast out to the devices and the systems here people want to access our video. What we're seeing is a challenge in staying current, with all of the browsers and interfaces that are out there on the mobile devices. You may or may not be aware, that's one of the areas we are getting comments and feedback, I can't get the cameras on my

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phone. I can't get the cameras on my iPad. I used to get them and now I can't get them because I had a software update on my device.

What this agreement will do will allow us to sort of play catch up and get to a place where we have our system in a format that is more universal, if you will, that will be able to go out on all of the devices.

Savage: Thank you Denise. To me, it's a \$300,000 contract for three months. Does that seem excessive and is that a not to exceed amount?

Inda: It is a not to exceed amount. That's the total amount for that agreement. What it is, it's a piece of work that has to be done, the coding, the setting up of the translators, if you will. It's a very finite timeframe where they create the process that's going to make it compatible and translate it to the right format. It's a three month piece of work so that we can then be pushing out all of this information to all of the devices.

Savage: Again, I'm not saying it doesn't have to be done. I understand that. I think it's good that we try to stay ahead, again, I feel like we're the only one trying to do this. I don't know if that's the case. Please look into that and stay on top of that if you can.

Two other items, Item No. 34 and 42. They seem to be for the same FAST Lane Grant Application. I don't know if that was an error or if we just doubled up on 34 and 42, for \$185,000.

Malfabon: Those grant applications were developed specifically for separate projects, so that the projects I mentioned on I-15 and US-95, were separate applications.

Savage: Oh, it's two separate applications.

Malfabon: Yes.

Savage: Okay, thank you Rudy. That's all I have Governor.

Sandoval: Other questions, Mr. Controller and then the Lieutenant Governor.

Knecht: Thank you Governor. I want to come back to Denise to Item 31, software development by FLIR 360 Surveillance. Is this a unique product for us or is this an adaptation of some package, some solution that they're peddling to other states? Where are they located and what do they do?

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- Inda: The 360 Surveillance firm, the provided the interface between our video. They provide that video component. I don't have that specific answer for you right now, Member Knecht, I'm sorry, but we could certainly find that out. This is a company that, it is their business to provide the interconnect between the translator, if you will, between the video that comes in and the other systems where the video gets fed out. Whether it be through our website, the Nevada DOT.com, or other access points for the video. They do this for other places and other firms and other companies, I don't have any details about that.
- Knecht: Okay, but they would be doing similar services for other people but not so much a particular package because they'd be doing it on a different system, different configuration elsewhere?
- Inda: Thank you, that's exactly it. What we're having—they have their basic package, if you will, their service that they provide but what we have to get it to do is to translate through the system that we have to get the video out.
- Knecht: Okay. Thank you. Thank you Governor.
- Hutchison: Thank you Governor. Looking at Line 27 and 28, Mr. Nellis, just wanted some background in terms of the lease to department employees, what were the circumstances under there?
- Malfabon: I'll respond to that Mr. Lieutenant Governor. These are employee leases to lease the housing at the specific maintenance stations identified. The first one is at Blue Jay Maintenance Station there on US-6 and then at Immigrant in District 3, in Elko, near Elko. Typically the District Engineers establish those lease rates working with the Right-of-Way Division, so it's substantiated and it's kind of a market rate but recognizing that we do receive some benefits from the employees being housed right onsite. Additional security and rapid response.
- Hutchison: Is this the State's payment for the lease?
- Malfabon: It's actually the receivable from the employee to live on housing on that's provided by NDOT.
- Hutchison: Any particular term?
- Malfabon: Yes, the terms are provided there. This is—
- Hutchison: But is this like a—I'm sorry, go ahead.

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Malfabon: Approximately a four year lease. That's not very much money but we do receive those benefits from the employees.

Hutchison: Because they're onsite, they're providing the service, easily accessible, that sort of thing.

Malfabon: Exactly.

Hutchison: Okay, great. Thank you very much.

Sandoval: Any other questions? All right, Mr. Nellis, please proceed.

Nellis: Thank you Governor. There is one eminent domain settlement that can be found under Attachment C on Page 16 of 20 for the Board's information. The settlement provides for \$500,000 to be paid to Lisa Su, for two parcels on Silver Avenue in Las Vegas for Project NEON.

With that, that includes Agenda Item No. 6, I believe Mr. Gallagher can answer any questions the Board has on this item.

Sandoval: Any questions from Board Members? Does that complete your presentation?

Nellis: It does Governor, thank you.

Sandoval: Before we leave Agenda Item No. 6, Board Members, any further questions? All right, thank you very much. We'll move to Agenda Item No. 7, Direct Sale.

Malfabon: Governor, if it's the pleasure of the Board, I could present 7-10 individually, their direct sales and somewhat similar. So, if I could proceed in that manner.

Sandoval: Please proceed.

Malfabon: NDOT has identified several parcels and we've had that for discussion before at Board Meetings and had public auctions that maybe did not result in a sale. This is the next step, getting Board approval for disposal of some of these parcels.

Item No. 7 is for disposal of NDOT right-of-way, the northwest corner of Highway 50 and US-395. It's a vacant parcel, about 2.35 acres. It's been appraised at \$720,000. Public auction was held on February 29, 2016, although it did not sell.

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Item No. 8, is for disposal of NDOT right-of-way located along North Lompa Lane, north of Dori Way in Carson City. About 0.34 acres. We received public interest to purchase this property and the Department has the opportunity to sell this parcel by direct sale. It's been appraised at \$99,000.

Item No. 9 is for disposal of NDOT right-of-way along US-395 freeway between Hospitality Way and Monk Court in Carson City. It's 1.5 acres. We have valued the parcel at \$387,000. We had a public auction on February 29th and the parcel did not sell.

Finally, we have Item 10, for disposal of NDOT right-of-way located at the northeast corner of North Carson Street and Arrowhead Drive. An irregular shape, vacant parcel, 1.76 acres. The value of the parcel is \$693,000. Again, the public auction was held on February 29th, however, the parcel did not sell.

We're requesting approval to proceed with the sales of those parcels, Items 7-10.

Sandoval: Thank you. Just a question. Could it be a strategy by a buyer not to bid and then hope to get a better price through a direct sale?

Malfabon: I suppose it could be Governor, but we have no control—if it's a parcel that somebody wants, they'll put in a bid for it at the public auction. Unfortunately, we did not receive acceptable bids or any bids. Ruth might have some specific information about what happened at the public auctions.

Borrelli: Ruth Borrelli, Chief Right-of-Way Agent. As far as the price, NRS requires we get no less than 90% of the fair market value. When they go to public auction, they start at 90% and don't go below that. Same for sales, direct sales, it won't be any less than 90%. It would be a failed strategy.

Sandoval: All right, thank you. Somebody thought of it already. I appreciate that. It shows a little bit of my ignorance in terms of that but that's good that we have that built in. Do we hire a real estate agent and actively market the property thereafter?

Borrelli: Again, for the record, Ruth Borrelli. We are currently going to be soliciting an RFP to bring a broker on board to list these properties, as allowed under the NRS.

Sandoval: Thank you. Board Members, any other questions with regard to the direct sales in Agenda Items 7-10? Mr. Controller.

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- Knecht: Governor, I understand your concern, you can't be too careful with those Carson City folks, they're pretty slick.
- Sandoval: All right. If there are no further questions or comments, the Chair will accept a motion to approve the direct sales described in Agenda Items 7-10.
- Savage: Move to approve.
- Sandoval: Member Savage has moved for approval, is there a second?
- Hutchison: I'll second.
- Sandoval: Second by the Lieutenant Governor, any questions or discussion on the motion? Hearing none, all in favor please say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item No. 12 which is a resolution of a relinquishment.
- Malfabon: Thank you Governor. This item is for disposal of a portion of NDOT right-of-way at the Spring Creek Roundabout. We have surplus property there that Elko County has consented by resolutions passed and adopted in December of 2015 to accept the Department's relinquishment of this right-of-way. What we have are remnant parcels that will benefit the Department to relinquish them. It eliminates our liability and any future maintenance responsibilities to the Department. We recommend approval of this disposal through the relinquishment process.
- Sandoval: Thank you Mr. Director, any questions from Board Members? It's pretty straightforward.
- Malfabon: Yes.
- Sandoval: The Chair will accept a motion to approve the resolution of relinquishment of a portion of state highway right-of-way as described and presented in Agenda Item No. 12.
- Knecht: So moved.
- Sandoval: The Controller has moved for approval, is there a second?
- Martin: Second.
- Sandoval: Second by Member Martin. Any questions or discussion on the motion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes

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unanimously. We'll move to Agenda Item 13 which is request for the Department of Transportation Board modify its policy that it will maintain a certain percentage of each category of its roadways.

Malfabon: Thank you Governor. Darin Tedford, our Chief of the Materials Division will present this item.

Tedford: Good morning Governor, Members of the Board. I'm happy to present this item on behalf of the Department and happy to bring you some more acronyms to learn. Try not to use too many of them.

Sandoval: We always love NDOT humor. This is good.

Tedford: I'll do my best. One of the things that the Department does is report at a lot of different times the condition of our roads. This is one of those times.

First acronym, third slide, first acronym, GASB. I'll say GASB a couple of times. The Governmental Accounting Standards Board was created to require the states to report on many different financial aspects of their State. This is the whole State, this is not just the Department of Transportation.

One of the statements that GASB made, Statement No. 34, you can read but it requires the Department of Transportation, through the State, to report on two of the biggest assets, dollar value in the State, as our roads and bridges. There's a lot of detail to this reporting.

Because of GASB, two NRS were established and require us to use these accounting standards and principles in order to follow the GASB requirements. Because of that, in 2002, NDOT, in cooperation with the Controller's Office and the State's independent auditing firm established a compliance committee and determined how we would comply with this GASB statement.

In the GASB requirements there were options the way the State could report the condition of their assets. One of the options that was provided to us was that we would report our assets not depreciated, but to report them in what they call a modified approach. The modified approach requires this list of bullets. We have our inventory, that was easy. We have a condition level at which we're supposed to maintain the roads and bridges, above, so that we could say our assets were being maintained and you wouldn't have to go through the depreciation process every year.

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We performed our condition assessments. The requirement to follow GASB didn't initiate us having an inventory or performing condition assessments, we were already doing that, but reporting in the State's comprehensive annual financial report was a new spot for us to report the condition of our roads.

In 2002, that compliance committee established this policy. The policy is in the paperwork that you have also with a little more detail. The two main things that we set back in 2002 was the percentages on the left in the red and the number on the right, the 80 in every category. Now, I've got an acronym on the board that I haven't explained yet, IRI. Before I get to that, the two things, like I said, that we set, we were allowed to set ourselves, the percentages and that level of IRI.

IRI, stands for International Roughness Index. It's a measurement of the smoothness of a surface. If you're driving your hypothetically—even your high speed rail, you're going to have a roughness of those tracks, it's going to be really low. Your hypothetical hover car, driving down your glass plane would be a zero and a road that's basically no longer serviceable, you can't drive down it at the posted speed limit would be 200-300, on the IRI scale, 300+. That measurement is done by a device in a van and it sits on a spring and it measures the displacement of a weight sitting on a spring. It's kind of sitting what the seat of the pants ride feel is for a road you're driving down. That's it. If I mistakenly call it ride—ride makes a lot of sense. That's what the IRI number is, for any road that you're driving down. We collect this information for the whole State system, along with a lot of other information.

When the compliance committee decide that we would use IRI for this measurement, select the percentages, select the number, that was during a time of really smooth pavements and I'll get to that in a minute. Before that, we're going to run this video. This video is going to give you some examples of different pavements. Here's 1-15, actually from the Spaghetti Bowl, almost, all the way back down to Tropicana, even to the south of that. We recently put down an asphalt rubber surface over the top of the existing concrete. That was done for ride. It was also done so that you could have better dilation of the lanes because they'd been a lot of construction, a lot of applying stripes and removing stripes. On the scale of 0-300, this pavement out there is about a 63. That pavement is there. Some of what you see isn't going to be there for long, but it's there for now.

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The next section I brought you for an example, I-580, northbound, headed up towards Reno, coming up out of Washoe Valley. The south third of this project is asphalt. Come up to the top of the hill, the first automatic sprayer station on a bridge. Go over the bridge, the rest of the two-thirds of the contract to the north is concrete. You see a couple of numbers there. That is really smooth asphalt. FYI, we're usually in the 40 to 60-70 range. That's really smooth asphalt, which is great. That concrete has been in service a few years. This is last Monday we made the video, it's a little bumpy.

To give you some perspective when I said we collect ride but also other information. Here's South Carson Street, from Fairview, we're headed towards Clearview. This is a section that we're going to do a minor Band-Aid to this year, to hold it together until the City takes it over and does something else with it. To be determined. But the smoothness of this road is right in that range that we're talking. The rest of the cracking on that road may be not what you think was a good road, but just the smoothness.

Here's an example for Member Alberg who is not here, but we tried to get everybody in the loop. This is a section of US-93, south of Wells. We've been out and doing some slope flattening. A lot of projects we have for safety slope flattening. We didn't do anything to mainline on most of this project or two-thirds of this project because it was relatively smooth. You can see, there's a lot of smooth spots, a few bumpy spots. That's the range of smoothness we're talking about.

Here's my last example, one that I think most people are familiar with. Southbound 580 from—you're looking at the Parr Interchange, heading down to McCarran. When we collect this ride information on all of our roads, we drive in the outside lane, the outside thru lane. Not because we know it's going to be the worst, but that's our—we know it's the worst, that's what we need to take care of.

This is a high number. This is a 140. You can see why. You can see it on the camera, that wasn't even on purpose. The camera tells the story. Same thing that you feel from the seat of your pants. You get this idea from a really smooth asphalt to a really bumpy pavement that obviously needs something done to it, thus the range of this IRI that we're talking about.

When we report, we tried to get a smaller font but we couldn't find one. When we report, this information, we do it every couple of years to comply with the

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GASB requirements for the financial report. From the older, 2001 on the top, to the most recent 2014 on the bottom, the six squares that we have highlighted to show failing our goal, or in our Category 4 and 5 roads. We've failed them, dipped below the goal and hovered below the goal for the last three times we've gone out and collected that information. That's talking about our IRI, now that you know of, as far as what percentage of those roads are—this says less than 80, but it's basically worse than 80 because the number is actually higher, but the percentage is what we're talking about. We set our goal of 80 for all of them. Talk about the percentages, that's across the top line. So when our percentage is lower, that's failing. That's why I have it highlighted in red.

Really what the reasons for that—I have a little slide for Category 4 and 5 roads, I can explain that a little bit more, but because we have all the roads that we do, because we have the traffic we do, the lanes that we do, we have also limited funding. Everybody is aware of that and we have to decide where to spend it. We have been spending the money on our higher volume, higher number of lanes roads. That's our Categories 1, 2 and 3. In 2001 also, it made a lot of sense or in 2002, when the policy was set, we were looking at our condition from 2001 and it was a really good condition. We were spending a lot of money on the roads. We had legislation that made us spend a lot of money on the roads. Times are different and the needs of the Department and the State are different. Over these past 15 years, the quality of those, or the condition of those Category 4 and 5 roads has decreased.

Like I showed with the highlighted red squares, our Category 4 and 5 have been below our policy limit. At least short-term, we anticipate that those are going to stay down there, as far as that current policy that was set in 2002. By the way, what's a Category 4 and 5 road? As long as we're making sure we know what we're talking about, anything on the page that is purple or yellow is a Category 4 or 5 road. You can see I-80, march from west to east and there's little dots of yellow, those are just GIS overlap with lower category frontage roads or something like that. There's not any sections of I-80 that are less than Category 1, we determined that or defined that as our interstate. You can look at the southern half and again, purple or yellow, including sections of US-6. This is all determined by the Department, as far as what category it is, for how much traffic is on the road. That's number of cars, it's also amount of trucks. Really that's for the Department to anticipate what kind of rehab those types of roads are going to need. So, we know how much traffic is on a Category 4 and 5. The extent of a

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Category 4 and 5 road will change, if it has something that happens on that road. If it's a USA Parkway, if it's a TRIC, if it's a Faraday and all the sudden there's more traffic on that road, it will get reclassified into a different category because we know that it's going to need more care if the traffic increases, or the opposite.

Why are we here? GASB 34, Statement 34 requires us to either revise the policy or switch to the depreciation method. We have options. First option, switching to the depreciation method has it's downsides. The third bullet, real additional financial impacts to the State is where it stops being a Chief Materials Engineer topic and turns into Administration and Accounting and the Controller's Office. If we get to that point, we'd be happy to answer any of your questions regarding that.

Our second option which we like better, we're allowed to set our policy. We're also allowed to revise our policy. In the grand scheme of things, we'd like to keep our practice the same, as far as the financial report, just revise our policy. We have some good support for revising that policy. The last bullet refers to previous federal funding and requirements that are still implementing performance measures on the Department and all state departments, that was our moving ahead for progress in the 21st century, MAP 21 funding and it says, here's how they're going to define good, fair and poor roads. It just so happens to line up that the definition, the more generally accepted current national definition of a good road is up at 95. Here's where we are. We're getting worse as we go up still, but we're sitting at 80. The redline is where we've been. Three dots above the red line represents our previous three years of not meeting our goal that we set. That's the 80. What we're asking the Board to approve is, we change that policy to 95. That matches with what federal legislation says and other states use and give us a chance to track on the green line instead of potentially tracking on the orange line by spending some more money on those roads.

That's our recommendation. Basically switching the 80 to the 95 in each of our categories. The 95 is that smoothness number. The percentages on the left haven't changed, although we did set those too. Those percentages end up being relatively low as you go down. You see the Category 4 and 5 because that 95, if you remember from my previous slide, that 95 on the top is that definition where you change from a good road to a fair road. We've done that with our other performance measures is not strive to have such perfect roads. It's not financially achievable. It's also, we believe it's not expected to have really smooth roads

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when we have a time of not having enough money to do everything. We're requesting to switch from the 80 to 95, give a chance to change our direction a little. That is what we are requesting of the Board.

The result of that, if we went back and redid our 2014 condition assessment is that we'd be meeting. Those numbers jump—the last two numbers jump from 33 up to 51 and from 9 up to 20. The other ones were meeting before, they also jump up but those were the two on the right that were failing. And, like I said, gives us a chance to work on those roads a little bit but also have a realistic expectation of those roads.

That is all I have for the presentation.

Sandoval: Thank you. Now, if we were to adopt this resolution, is it aspirational?

Tedford: That's a good question. We would—it wouldn't be aspirational. We would meet it. Basically, if we went backwards, we would've been meeting it. That's something that has been talked about in the financial report, that we can say we revised this and we would've met it in the previous couple of three years, but it's something that we would be meeting when we revise it and that we would like to keep meeting. It is aspirational in terms of if we want to switch from the orange line to the green line and track away from that failing that goal again, then we would have to spend more money on those roads, yes.

Sandoval: That's my next question. Have you quantified what it will cost for us—even though you're going up to a 95 which gives us a little more—

Tedford: Breathing room.

Sandoval: --breathing room, how much will it still cost to change that 9 to a 20 and that other one to a 51?

Tedford: We've done that in our preservation report, we submit that we brought to the Board and then we take to the Legislature is, we have calculated backlog and we know the dollar amount of rehabbing any mile of road, we categorize it by the category. We haven't determined that amount, but we can pretty realistically.

Sandoval: I'd like to know because I could see in a future meeting, we're going to say we need to build this project because we have to hit this resolution that we adopted in May of 2016.

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Tedford: That's entirely a possibility. We can come up with—I can report back on those numbers and we can say, we have the numbers now based on our most recent condition that our backlog consists—and this is in terms of the preservation report and you can see this. When we reported it previously, it was \$660M. Our condition tweaked a little. It went down to \$419M, as far as the backlog. That backlog would calculate to get—it was all Category 4 and 5 roads, in terms of what our backlog consisted of and it was to get them all into fair. This is not exactly the same calculation to say what would it cost to repair all these and keep meeting this, but we can come up with those numbers.

Sandoval: I would assume that this is going to be used in the budget that you're going to present?

Malfabon: Governor, just to speak to that comment, I know that we have received a lot of direction from the Board for more emphasis on safety, on economic development and mobility. Definitely preservation is important. You'll receive some more information on that, on the asset management plan on Item 15. We do work that into the budget. I think we want to look at your strategic framework. You put together a strategic framework for all state departments to strive towards and in that, it speaks to ridge preservation, providing a state-of-the-art transportation system for the New Nevada. We have to balance our priorities. We don't want this to drive us to spend more money on something that is maybe not as high a priority, with lower volume roads. We know that we need to calculate that backlog. The old backlog under that aspirational goal—I would call it aspirational because we weren't really working towards achieving it was about \$600M. We have to recalculate that with the Board's approval of this policy change.

I think it speaks to the need to preserve our system. We're going to put our highest priorities on the interstates and then the US routes and those levels of road that Darin had spoken about. I think it's just an awareness. We do need to preserve our existing system but not at the expense of safety, mobility and economic development.

Sandoval: Rudy, you got to what I'm thinking about. I'm a little reluctant to adopt a standard when I don't know how it will affect that prioritization that you talk about. Even though it is something that gives us more breathing room, as you described. I just want to make sure that if we adopt this today, we don't start hearing three months from now, we must do this road project because, Board, you

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approved this resolution saying we are going to meet those percentage standards, not knowing what else needs help or needs work.

Malfabon: You will not Governor, and Board Members. There's no gotcha implanted in this. It's all about awareness and being aware of where we're at as far as a system preservation and the snapshot that we currently have and will have in the years to come. Definitely the Board always has the approval of the Annual Work Program and our STIP, those projects give you an idea of where we're spending or proposing to the Board to spend the money for your approval.

Sandoval: And, by the way, that presentation was really good. That was very helpful to be able to get that visual perspective, in terms of measuring that smoothness and all. Other questions? Mr. Controller.

Knecht: Thank you Governor. Just a point on the last item you raised. Isn't it the case, Rudy, that with the existing standard in place, if we didn't adopt this revision today, we'd be more likely at the next meeting to hear about a need to spend money to keep up with the existing standard?

Malfabon: In response to the Controller, definitely, you would have those options that Darin presented. We'd have to make some decisions about what process to use on depreciating our assets or other options that the Board would have to consider. I think this is the best. It eliminates an aspirational goal and makes it more realistic and is a good path for us.

Knecht: Governor, I'll move to approve when it's appropriate. I do want to say two things. Page 5, you forgot one acronym, generally accepted accounting principles is GAPP. Second, this is the second meeting in a row where I've taken the family out to eat the day before the meeting. I've made some observation about something we see on our roads and it comes up the next day in the meeting. We were driving down Carson Boulevard, south 395 to Mother's Day brunch yesterday and I said, this road needs repaving soon but it's surprisingly smooth.

Tedford: You nailed it.

Sandoval: Member Savage has a question.

Savage: Thank you Governor. Just a comment Darin. Again, an excellent presentation. I had a bunch of questions on the pros and the cons and the reasons why and you nailed every one of them, so I thank you very much.

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Tedford: Thank you.

Savage: Thank you Governor.

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you Governor. Darin, thank you. My question is a follow-up to your statement that, I think earlier, maybe in 2001 or so, there was a mandate from the Legislature to actually start spending more money on roads and as a result—I took that as a result, we had smoother roads back then. Or, that kind of cause and effect—

Tedford: It was actually before that, the Federal Legislation said, we had to spend a certain amount of our federal money on the interstate. It got to the point where we're not going to pass up any money to rehab anything, but not the public but people, DOT people would say, why are we milling and overlaying this interstate, it was in great shape. It was mandating us to spend the money on just interstate and that's how our interstate has gotten in really smooth shape and depending on which reason report or other report comes out that says Nevada is number one or number two in smooth roads, sometimes those reports are talking about a specific section of interstate or rural arterial, whatever it might be. That's our Categories 1, 2 and 3, where we are spending our money. We hope to be really smooth on those. When you compare all of our roads to other state roads, depending on the report, we tend to fall more in the center. It was as a result of the federal legislation before that we were spending it.

Hutchison: Has that legislation—I take it it's been modified then and no longer applicable today?

Tedford: That's correct. It started with—I think it went through TEA-21, but then in MAP 21, they eliminated the need to spend it only on interstate. I just said a bunch of acronyms, that's all federal funding from before. That is MAP 21, Moving Ahead for Progress in the 21st Century and then now we have the FAST Act, with the Fixing America's Surface Transportation. The MAP 21 Legislation opened it up so we could spend that money anywhere, which is kind of a downside and an upside because we know that the interstate is our most expensive asset of all of them. Try to keep those in good shape and then spread the rest of the money around a little.

Hutchison: Thank you Governor.

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Sandoval: Other questions or comments. Any comments from Southern Nevada?

Martin: No sir.

Sandoval: Any further presentation?

Tedford: That's it, thank you.

Sandoval: All right, thank you. I thought it was also ironic that there was a patch of road that Mr. Lake was talking about, coming south from the North Valleys as well. All right then, if there are no further questions or comments, the Chair will accept a motion to approve the resolution for adopting a policy that will maintain a certain percentage of each category of its roadways with an IRI of less than 95 as presented in Agenda Item No. 13, Attachment A.

Knecht: So moved.

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

Savage: Second.

Sandoval: Second by Member Savage, any questions or discussion? Hearing none, all in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Thank you. We'll move to Agenda Item No. 14.

Malfabon: Thank you Darin. Item No. 14, we're very excited to do our part with the Welcome to Nevada sign contest. There you see the winners working with the Department of Tourism and Cultural Affairs. They really led the effort working with NDOT and the Department of Education to get students involved in submitting their ideas for a Welcome to Nevada sign. There you see the winners by the regions. You have Matthew Henson in Fernley. Emma Harris, that's a pretty nice one. I'm sorry, that's actually Bryn McMurray's from Moapa in Overton, Moapa Valley High School. The students came up with those concepts based on some guidance that was provided for kind of the themes in the various parts of the State. The second one there with the Big Horn Sheep was from Emma Harris in Reno, from the Academy of Arts, Career and Technology. The focus was to get folks into graphic design career prep. The next one, Luke Tedesco, West Career Technical Academy in Las Vegas won for Region 3, Southwest. You see, kind of the Welcome to Nevada, with the state seal. The one that we've seen previously, Bryn McMurray from Moapa Valley High School in Overton for Region 4, southeast.

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What NDOT will do is proceed with working with the—we can make up the initial signs, they will not be the final signs, but we can do it for the media event. The large Welcome to Nevada signs. What we want to do is have them professional produced by a company that makes them typically reflective, so you can see them from your headlights as you're entering the State and have a good Welcome to Nevada by these types of really nice looking graphics. Well done to all four of those winners.

What you have before you today is to have a process for raffling off the obsolete signs, the older Welcome to Nevada signs. We also wanted to present you Governor, with one of the older sign panels. We worked with State Property Management and the Division of State Purchasing on what's an acceptable process. Typically we would recycle these signs and either cut them down to size, reuse them, put more sheeting over them or recycle them if they were damaged and get the recycle costs of the aluminum panel.

What we did was consult with State Property Management and they said, as long as the Transportation Board approves the process, where we do an equipment property transfer form, that's the formal documentation and they'll accept that process and have a record of what happened to the older obsolete signs.

That's what is before you today. We recommend Board approval of this procedure for transferring the old signs to the raffle recipients to be named later. Congratulations to those student winners of the art contest. I wanted to express my appreciation to Claudia and the Department of Tourism and Cultural Affairs. Claudia Vecchio has been a great partner in leading this effort and working with the School Districts and Department of Education.

Sandoval: Thank you. I'm really impressed as well. I thought the students did a great, great job. I know there's some technical aspects associated with, as you say the reflective and such. So, do you anticipate how that raffle process will work? I would imagine that there's a lot of folks that would be really interested in having one of those signs.

Malfabon: I'm going to ask Sean to respond to that. Sean Sever is our Communications Director.

Sever: Good morning Governor, Board Members. Sean Sever, Communications Director here at NDOT. We have been heavily involved in this process with

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tourism. We have a meeting on the 11th to decide it further. Basically, we've been taking a list out of each district of people that are interested in the signs. We would just do a random drawing, basically and draw one of those winners and then post the winner on our website and social medial.

Sandoval: How would somebody get their name on the list?

Sever: We would send out news releases to let everyone know that we're giving them away. Get the awareness out there. Then inform them of the process.

Sandoval: You can't limit—I mean, if somebody won it in a raffle and the next day you saw it on eBay, there's no way to really prevent that is there?

Sever: There isn't. We are going to have them sign an agreement, just things that we hope they don't do with the sign but it's basically unenforceable. It's suggested.

Sandoval: There are only so many of them and they're obviously going to be a collector's item. They're nice signs, they've just seen their time. I appreciate all the work that went into this. I was just in California over the weekend and it's really exciting as you come home. I've talked to different people and they see that sign and they take a nice deep breath and say, I'm home. You're laughing because it's true. Home means Nevada. I'm really excited about those getting put up and seeing how they look.

What do you estimate, timewise, that getting done, Rudy?

Malfabon: Do you know that response to that Sean, for the—specifically to the raffle?

Sandoval: Well, and just the installation of the new signs.

Malfabon: We have our sign shop, they've received these now, working on what their timeframe is. Usually they can produce a panel within a weeks' time. Now that they have the artwork, they have to just work through the copy ready art. There is going to be a temporary sign. We're only putting in one for a few locations for the media events to highlight this. We're going to procure the actual final sign panels and proceed with that procurement. That will probably take probably a year to address all the entry points throughout the State and have a contractor install them after we get the work done with the manufacturers.

Sandoval: Do you mind putting those back up one more time?

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Malfabon: Sure.

Sandoval: That's fine. My only request is, whatever that thing is above the "A", and I know that's probably the difference between Nevada and Nevada, but if we could just make it a clean. Rudy, I don't know, it can't be just me, but I think a lot of folks don't know even what that is.

Hutchison: It makes it look like we don't know how to pronounce the name of our State.

Sandoval: Yeah.

Knecht: I'm going to say, I like it.

Sandoval: But anyway, that would be my only other suggestion. I know that's the students' fault because that was part of the requirements that was—

Malfabon: That was kind one of the—that was kind of from the Tourism's artwork. We can remove that punctuation mark, whatever that is called. I don't know.

Sandoval: Does anyone in this room know what that's called?

Malfabon: Something flex, I think.

Hutchison: This is not good.

Sandoval: I proved my point at least.

Malfabon: So, we need to work with the Department of Education some more, I think failed English, but we will remove those in the final copy.

Sandoval: Member Savage and then the Lieutenant Governor.

Savage: Thank you Governor. So, the intent is to have four different signs or one sign at the end of all this? I'm a little confused on that.

Sever: Four, one in each region.

Savage: Okay, thank you.

Hutchison: Thank you Governor. Just a quick question. We're going to be giving away these big metal aluminum signs with sharp edges. Are we going to make sure there's a good release on this, Dennis, you know, not to over think this from a lawyer's standpoint.

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And then, there's other places and other uses that could be even more worrisome than eBay, with some of these signs, you know. You mentioned maybe some limitation on the use of the signs and I hope it will be done in fairly good taste. Can you address that a little bit in terms of what you're thinking?

Sever: Yeah, I'm actually going to work with Dennis on the verbiage of the agreement they're going to sign when we turn the signs over to them. We can include that.

Hutchison: Great, thank you.

Sandoval: Other questions or comments?

Martin: Governor?

Sandoval: Yes, Member Martin.

Martin: Okay, so I would be prepared to make a motion to accept this as a great idea and we should move forward, but I would also add to my motion that we give a sign to all Board Members that have been on the Board for at least eight years, ten months and eight days as of right now.

Skancke: I'm sure there's nothing unconstitutional about that.

Sandoval: How many of those signs are there, Rudy?

Malfabon: There's enough to go around. I believe I can get the final count. I don't know if Denise, if you remember, I'm assuming that they mean the prospector sign, which is really unique and a great graphic, but it's kind of met its time. I think there's more than four, so we have some ability. You just have to sign the property transfer form and Dennis' agreement to not sell it.

Sandoval: Is it appropriate for the Board Members to have access? I would assume that the Board Members would be interested in having them.

Malfabon: We definitely feel that there's enough to go around. Between the four regions and I think it's applicable to show some appreciation to the Board Members that are willing to—it's a large sign so you know what you're getting into.

Skancke: Governor, I'd like to ask the maker of the motion if he'd amend his motion to include individuals who have served at least two years, seven months and 32 days and 47 seconds, I just wanted to know if that would be possible. Okay, so that wasn't funny. Okay.

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Martin: So amended.

Sandoval: Mr. Controller.

Knecht: Governor, put me last in line. I definitely want one. If I get one, I will put it up in my office. I don't want to get ahead of anybody—any of my colleagues.

Sandoval: All right. Any further questions or comments on this Agenda Item? It's exciting. I'm looking forward to seeing a nice, fresh look. I actually like the idea of having four different signs, depending on what area of the state you're coming in on. I think it's another great story that all of these were designed by students in Nevada. That really speaks well. I think this whole process has worked out extremely well. I want to applaud everybody that's been associated with it.

Member Martin, do you have a motion to approve the raffle of obsolete Welcome to Nevada signs?

Martin: Yes, I do Governor. I'll make a motion to approve Agenda Item No. 14, to raffle off the Welcome to Nevada signs.

Sandoval: All right. Is there a second?

Knecht: Second.

Sandoval: Second by the Controller. Any questions or discussion? All in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move to Agenda Item 15, report on the Department's Draft Transportation Asset Management Plan.

Malfabon: Thank you Governor, Anita Bush, our Chief of Maintenance and Asset Management Division will present this item to the Board.

Bush: Good morning Governor, Members of the Board. My name is Anita Bush. I'm the Chief Maintenance and Asset Management Engineer for the Department. We can use the slides, let's do that. Does everybody have a copy of the slide presentation? Okay.

Let's move to Slide No. 3, where it says, NDOT Goals and Objectives. NDOT has been using data to manage the transportation system for many years. The Department has established clear goals and objectives in several performance areas. As you can see, asset management is one of them. Asset management has

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a supporting role. It's really supporting all the other six areas by fostering consistent data management and data driven decision making.

The benefits of asset management include the ability to optimize system performance, improve customer satisfaction, minimize lifecycle costs, manage level of service, provide up to public expectations and make more informed cost effective program decisions and better utilize existing assets.

Moving along to Slide 4, some of the stuff that is kind of repeated, that Darin talked about, but you will know what MAP 21 means. In 2012, Congress passed MAP 21, which for the first time included specific requirements for asset and performance management. These requirements were continued in the FAST Act of 2015 and each of these requirements included timelines for compliance and non-compliance and penalties for non-compliance. As you can see, if you do not develop a Transportation Asset Management Plan, it can have consequences of reducing your federal share contributions. Currently Nevada is in compliance with the condition based requirements and is on track to meet all the deadlines.

Moving on to Slide 5, where the title is NDOT Transportation Asset Management Plan. This is a single document that describes the story of NDOT's major transportation assets and how NDOT manages them to meet customer expectations. Pavements and bridges are required in the term, but we elected to include the IT assets, this the stuff that Denise talked about earlier, because they make a huge difference in how they manage our current transportation system. To maximize customer benefits, the time strategy prioritizes the network, focusing resources on the most important and the most heavily traveled routes.

Moving to the next slide, Slide 6. You may ask why we only included three assets. At the beginning of the project, the consultant and the department evaluated all of our data systems. According to MAP 21 and as it can only be included in the term, if we have a management strategy that is based on data. We evaluated all of our assets that we manage and maintain into three categories. The first category had data and processes to analyze the data, so we can use it, actually we can manage our assets through that. Tier 2 was, we have some data but we are missing processes and analytics that we can't analyze the data. And, Tier 3, we had little to no information on those assets. Some of the assets, it makes sense that we do not have information on, for example, the traffic signals, because the locals maintain them.

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Moving on to the next slide, you have seen this slide before, not too long ago. Basically, it repeats the same information that Darin talked about. One thing that he didn't mention, I don't recall, that over 60% of our assets, I think it's 65%-70% is Category 3, 4 and 5. These are the lower volume roads.

Moving on to Slide 8, it's basically summarizes the NDOT Pavement Investment Strategy. In this slide, you will see a new acronym, you might, may not—actually not, because it doesn't mention the Pavement Serviceability Index, but it's another—we can categorize the pavement condition based on IRI, that Darin talked about, or we can categorize the condition based on the Pavement Serviceability Index. This basically kind of summarizes the steps that we take when we select a highway project for rehabilitation or maintenance. As we mentioned before, we are going to manage our assets based on the targets that you have set earlier, in Agenda Item No. 13, for pavements. Then for bridges, we are going to follow the federal requirements for minimum ditch condition.

Moving along. The next slide, kind of summarizes current and future pavement conditions. As you can see and what Darin talked about earlier, the blue bars show the current condition. Like in Category 1, as you can see that we are almost 100% in all of our pavements are fair or better, so we don't have any segments on interstate that are in poor condition. In Category 2, those are the routes that are carrying high volume traffic but they don't have controlled access, so they don't have fences around them. But, they are very, very important to move freight and people. They move the majority of Nevadan's needs. That's Category 2, we are going to keep them in very good condition. Then 3, 4 and 5, we can expect the conditions to decrease, compared to the current condition, but this is balancing all the other needs of the State, that the State is facing now. You have the targets that you have discussed previously. They fit into what we are predicting 10 years from now. So, even 10 years from now, we are going to meet those targets that has been set earlier.

Let's move on to the bridges. Future bridge conditions, this slide shows the future bridge conditions at different investment levels. The funding level for bridges is expected to be sufficient [inaudible] bridge conditions, fairly stable over the next decade. As you know, Nevada bridges are in excellent condition and it's due to the system's age. It's because our system, the big system is fairly new. Also, NDOT takes—it's one of our priorities to make sure we take care of the bridges. Although conditions are expected to drop slightly, but as you can see the scale is

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like, very, very small. We have between 96% and 100%. The federal target is 10% of the bridges can be in poor condition. Here we are talking about a little bit over 3% at the anticipated investment levels in 12 years. It's very, very good.

The Intelligent Transportation System Devices, although—again, we are only forecasting to spend \$3.6M for a year on those assets compared to hundreds of millions that we talk about for pavements and bridges combine, but they make such a big difference in heavy utilizers in our current system and how we move people. It supports the Nevada Strategic Planning Framework to reduce congestion, these assets. It's saves money by getting the most out of what we have as we talked about earlier. The asset inventories are nearly complete, that's why we included them. Timely maintenance and replacement is essential to maintain traffic flow. We have to make sure that system reliability is there so we want to make sure that the IT system reliability, so we get accurate information and those devices are available. Again, it's a small need but it has a big impact.

MAP 21 requires states doing [inaudible] risks in the asset management plan, consider risks. These are the categories that transportation agencies usually deal with. You do not have to delete vessel collisions, I don't know, this is just the general ones, right. It just caught my eye. To follow the general rules and guidelines of MAP 21 we need to include them. This is really very important because I think the Feds, what they really want us to do is—like, for example, we have a section of the road that floods, rushes out every three year. You need to take a look at the road and how you're going to manage the risk that it's being flushed out every three years, you might need to invest money into permanent improvements so it doesn't happen in the future.

The way forward with the Asset Management Plan, what we sent out to the Board Members, that was totally a draft. We are not in a stage where we can ask the Board for approval of the plan. We would like to have Board approval eventually, probably it may be before the completed FHWA rules. We have been waiting for the rules for a few years now. We are not anticipating that the rules are the final rules of the Feds are really going to impact what's going to be contained in the plan. That's basically the minimum targets for the interstate and the bridge condition, those are going to be in the final rules. Just in case something happens, they might need minor updates to the plan.

Right now, for performance indicators we do have lighting indicators, which basically just measures where we are. Leading indicators would be where we can

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predict the remaining service life, for example. They have different terminologies for leading indicators and its basically just forecasting the future conditions. We might want to change it in the future.

We need to improve and embrace decision making based on long-term lifecycle cost considerations. We would also like to develop a communication plan that can make sure that we communicate that the funding needs to meet minimum performance goals and uncompromised safety, that's very, very important. Although we are going to manage the minimum targets, we would never compromise safety of the roadways.

So moving on to the next slide. NDOT recognizes that we do need to expand our capabilities in data management and it is about to release a request for proposals for an Enterprise Asset Management System which will integrate management of all these assets in a single IT system. This is the system that Dave Gaskin talked about at the last previous meeting, that we are going to need that system to include all the storm water assets as well. Once we have that system, we can include all the storm water assets into the asset management plan.

This is a massive undertaking. NDOT has developed a strategy to roll out the most critical assets first. In the new Enterprise Asset Management System, we are going to replace our current pavement management system, the current maintenance management system, the current bridge management system and it's going to include the storm water assets, as well.

The bridge management system, I need to point out that our current system does not meet minimum federal requirements for a bridge management system. Although they have excellent data and condition data, but they don't have the analytic tools to kind of analyze the data in the system.

I wanted to mention that maintenance and asset management, they do support all the—we will adapt it to emerging vehicle technologies, as we develop infrastructure for autonomous vehicles. If we need to make any modifications or install different elements, then we're going to have to maintain them. Since we are developing all the support system needs for the Electric Highway, as we develop them, we can include them in the Asset Management Plan as well in the future.

With that, if you have any questions, I would like to complete my presentation.

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Sandoval: Thank you. This is obviously information item. What is the budget for this, do you know?

Bush: We are forecasting to spend 18-20% of the total NDOT budget, \$135M per year, to maintain the assets. Are you asking for what is the budget for just the plan itself?

Sandoval: Yes.

Bush: Okay.

Sandoval: Well, you caught my attention with that other one too.

Bush: \$135M, yeah, no—sorry, I was thinking about what is the budget for maintaining all these assets. For the plan, the budget was \$380,000. We spent currently \$280,000. It's not only the plan. It included the first sample of evaluating all of the data systems and the gap—they call it a gap analysis to see where we would like to be with the data management analysis and where we are. Then, if we include the plan itself, then there is going to be a third document that FHWA needs to approve. That's going to include that. And documenting the process, how we develop the plan.

Sandoval: Okay. So, we can talk about the \$135M at another point, but I just—as you come back and look for an adoption of this plan, I just want to kind of have a range of money, given what we talked about earlier in this meeting. Help me understand the distinction between what you're presenting and what we approved in terms of that relinquishment—or, that resolution for the pavement conditions and that smoothness index.

Bush: So, it ties directly to the Transportation Asset Management Plan because in the plan, we are going to have to establish targets for the pavements, other than interstate, because the interstate minimum targets are going to be given to us by the Feds. The target that you set is going to be incorporated in the plan and they have been kind of designed, because we have already been developing this plan. We were asking your approval for targets that we can actually meet, even going down the road in 10 years.

Sandoval: My point being that we just adopted a resolution saying that we're going to have a smoothness index of 80 or less and over here we're talking about determining

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pavement conditions of very good, good, fair, mediocre, poor, very poor, failed. I just want to make sure this complements it.

Bush: No, it's completely complementary. Darin can talk more about the analysis, how it was developed, the data that we presented in the [inaudible] is consistent with the policy that we have [inaudible]

Tedford: For the record, Darin Tedford, again, Chief Materials Engineer. I referenced that one performance measure and it ties to the GASB requirement to have it in our financial report. In 2002, that performance measure, if you will, was set. We have a performance measure with our local FHWA, with the stewardship agreement that we have that's related to IRI, but as the Controller noticed, you can drive down a smooth road and have it not be in good condition. In our pavement preservation report that I mentioned, that you saw that we send to the Legislature that we have that you can look at, at any time, we use a little bit more complex rating of the pavement. That's the PSI or the Present Serviceability Index that Anita referenced. We take into account the smoothness, the cracking, rutting, graveling, other factors of the pavement to get a number.

So, what you're looking at there and what we put into the TAMP is our more in depth rating of any pavement section that we have. That's on the PSI scale. It goes from zero to five at the very top, very good is the five, at the very top and declines. We're using that because this is our Asset Management Plan. It's not just reporting on performance. We're using that, what we're really use, and that will really control, depending on how we decide to spend our money and what condition we want to have our pavements in, that plan, the TAMP and our pavement preservation report are basically all the same numbers. Then we have the financial report. We have about six other performance measures that we report to, that I would say are less restrictive.

Sandoval: Thank you.

Tedford: Sure.

Sandoval: Other questions from Board Members on this agenda item.

Knecht: Just one thing Governor. I want to thank Anita and Reid for coming to my office and giving me a really good briefing on the draft Transportation Asset Management Plan and on this presentation. It was very helpful.

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Sandoval: Reid, go ahead.

Kaiser: Governor, Board, Reid Kaiser, Assistant Director of Operations for the record. In Anita's presentation, she did mention the Enterprise Asset Management System. That's the software computer system that's going to replace our pavement management system, the bridge condition system, it's going to track all of the pipe conditions and so forth. That cost will be presented at a later date, but it will be probably in the millions to replace those systems. I didn't want you guys to think that it was going to be part of Anita's \$350,000, because that will be a cost associated with changing all of the software.

Sandoval: When you say it's in the millions...

Kaiser: What I've heard is like, \$5M, to \$6M, to \$7M.

Sandoval: Rudy, maybe I was going to bring it up in a different part of the meeting. Just a sense, we're talking about a lot of things that require a lot of money. Another thing that was referenced earlier in this meeting is the communications project. My vague recollection is that was like a \$70M item, conservatively.

Malfabon: I think it's over \$100M. I know there's other partners involved in that. It's very expensive.

Sandoval: Well, where I'm going is, we're talking about maintenance and construction and Spaghetti Bowls and we have this Highway Fund and I don't know—I don't have a good sense right now how all of that fits together. I know that we're moving forward in the process in terms of that communications RFP and all of that, but I think it's about giving the \$100M figure on that, it may be appropriate on where we are with that, with regard to the Agenda.

Malfabon: Very good Governor, we'll present that to you at a future meeting and also wanted to mention that we are looking at options for paying for that system over time instead of one lump sum. We'll present that in the next few months to the Board.

Sandoval: All right then. Board Members, any other questions with regard to Agenda Item 15? When do you expect to come back with approval for the RFP and/or the vendor?

Bush: In about six months.

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Sandoval: Okay. Thank you. Then, let's move to Agenda Item No. 16, Old Business.

Malfabon: Thank you Governor. I did find out what that mark is, it's called a diacritical mark. Above a vowel to tell you the pronunciation, it's called a Breve. I learned something today from Google.

Moving on to Old Business, Item No. 16. We have the report of Outside Counsel Costs on Open Matters and the Monthly Litigation Report. Our Chief Deputy Attorney General, Dennis Gallagher is available to answer any questions for Items A and B.

Seeing none, the Fatality Report is presented as Item C. We have our folks from our Safety Office to present. We definitely have some good news with pedestrian safety with the kickoff groundbreaking of our traffic signals on Blue Diamond Road, SR-160. A couple of signal locations going up out of the ground there in Las Vegas. We're pleased about that.

We have the new format for the quarterly reports. We have the project managers here. We have, for Item D, Dale Keller is available to answer any questions. For Item E, USA Parkway, Pedro Rodriguez is here to respond to any questions. We have a groundbreaking event coming up in early June. We're excited about that. Sondra Rosenberg, our Assistant Director for Planning is here if you have any questions on the status report on Interstate 11. Item G, again, the staff from Safety are here, Ken Mammon, Lori Campbell, for Item G, receive an update on Pedestrian Safety Projects, if you have any specific questions.

For D-G, if there's any Board questions, we have the experts here to respond.

Sandoval: Any questions from Board Members? Mr. Controller.

Knecht: Thank you Governor. Rudy, back in the minutes from the last meeting, Pages 12 and 13, I asked you a question about HOV lane safety and circumstances where have accidents due to the inside lanes being jammed and stopped and the HOV lanes still flying by, that's not included here, but we will still get—

Malfabon: Yes.

Knecht: --the best information you can put together on that?

Malfabon: Yes Mr. Controller. We're still collecting the information on that and we'll present it at a later date for old business.

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Knecht: Thank you.

Malfabon: Finally, on Item H, we have the Photos of the Landscape Art. As you recall, this was an item from last month's Board, an informational item. Those sculptures were donated by the [inaudible] Sculpture Foundation. Those sculptures will be used on I-15 north, the Phase 2 Project for widening I-15 there north of Craig Road. Some pretty distinctive looking art work and kind of reminds me of spurs and old western brands and things like that. I think it's fitting and we're pleased we received that as a donation.

Sandoval: I think they'll be complementary to what we have done there. The last one is what's on the New Mexico State Flag.

Malfabon: I made that statement too when I saw it. Maybe they're from New Mexico.

Sandoval: Yeah. I want to just say that I think the Board's lack of questions for the subject matter experts on these large projects that we have that are part of this is a product of how thorough these reports are. I think that these are very helpful. They answered all my questions and I don't want to be redundant in terms of asking the questions again. I know you guys are out there working really hard on each of these. The Project NEON and the I-11 and the USA Parkway and all that, and the safety projects. I really appreciate these updates. I really like the format as well.

Questions from Board Members on Agenda Item 16?

Martin: I have one on Item G, sir.

Sandoval: Please proceed.

Martin: The North Virginia Street at Bonanza Casino in Reno, a temporary signal has been installed. I get that part. When is the permanent solution going to happen? Do we know yet Rudy?

Malfabon: Member Martin, we're still working on the final design of that. I'll have to follow up with that staff on what the time—the schedule is for the final design. We're hearing that the temporary signal is working very well and I'm sure has prevented several crashes in that location. We'll follow-up for you.

Martin: Thank you sir, I have no further questions.

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Sandoval: Thank you. It's not on this list but I drove by the landscape project at the Summit and with all the precipitation that we've had, there's some drainage issues over there. Is that something that we're looking at?

Malfabon: I think that's planned to retain some of the water that drains off, eventually it drains off little by little or evaporates, but I'll check with the designers on what was the intent for that. Typically we collect the water and let it settle out. Then we clean out any sedimentation at a later date, so that we don't have mud getting in our waterways.

Sandoval: Board Members, any other questions on Agenda Item 16? We'll move to Agenda Item 17, Public Comment. Any public comment from Carson City? Seeing and hearing none, public comment from Las Vegas?

Martin: None here sir.

Sandoval: Is there a motion to adjourn?

Hutchison: Move to adjourn.

Sandoval: The Lieutenant Governor has moved to adjourn, is there a second?

Savage: Second.

Sandoval: Second by Member Savage. All in favor say aye. [ayes around] That motion passes unanimously, this meeting is adjourned, thank you ladies and gentlemen.

Secretary to Board

Preparer of Minutes



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

MEMORANDUM

June 3, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: June 13, 2016 Transportation Board of Directors Meeting
Item #5: 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 15, 2016, to May 18, 2016.

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 15, 2016, to May 18, 2016.

Recommendation for Board Action:

Approval of the contracts listed on Attachment A.

Prepared by: Administrative Services Division

Attachment

A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS FOR APPROVAL
April 15, 2016, to May 18, 2016

1. April 7, 2016, at 1:30 PM the following bids were opened for Contract 3628, Project No. SI-006-1(034), on US 6 from the junction with US 95 to 1.974 miles west of Millers Roadside Park, in Esmeralda County, for coldmill, stress relief with open grade, shoulder widening, passing lanes, slope flattening, and drainage.

Fisher Sand & Gravel Co.	\$21,800,000.00
Road and Highway Builders LLC.....	\$21,888,888.00
A & K Earth Movers, Inc.	\$24,693,248.00

Engineer's Estimate..... \$24,557,204.38

The Director recommends award to Fisher Sand & Gravel Co. for \$21,800,000.00.

2. May 5, 2016, at 1:30 PM the following bids were opened for Contract 3629, Project No. NHP-015-1(156), on I 15 North, Las Vegas, Craig Rd to Speedway Blvd, Pkg 2A, in Clark County, to remove/replace PCCP with ACP (Craig to Lamb); ACP (Lamb to Speedway); ROW fence replacement; seismic retrofit G-958 north and south and G-961 north and south, widening from 4 to 6 lanes and auxiliary lane additions.

Las Vegas Paving Corporation	\$33,800,000.00
Fisher Sand & Gravel Co.....	\$36,169,000.00
Road and Highway Builders LLC.....	\$36,737,737.00

Engineer's Estimate..... \$34,519,460.73

The Director recommends award to Las Vegas Paving Corporation for \$33,800,000.00.

Line Item 1



Line Item #1– Contract 3628

Project Manager: John Bradshaw

Proceed Date: July 11, 2016

Estimate Completion: Fall, 2017



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

MEMORANDUM
Administrative Services

May 6th, 2016

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

From: Teresa Schlaffer, Business Process Analyst III

Subject: Concurrence in Award for Contract No. 3628, Project No. SI-006-1(034), US 6 from the junction with US 95 to 1.974 miles west of Millers Roadside Park, in Esmeralda County, described as coldmill, stress relief with open grade, shoulder widening, passing lanes, slope flattening, and drainage, Engineer's Estimate \$24,557,204.38.

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

Bid proposals were opened on April 7, 2016. Fisher Sand & Gravel Co. is the apparent low bidder at \$21,800,000.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Road and Highway Builders LLC with a bid of \$21,888,888.00.

The project is federally funded, has a required 5.7% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Fisher Sand & Gravel Co. have been reviewed and confirmed by Contract Services. The DBE information submitted by the Fisher Sand & Gravel Co. has been reviewed and certified by the External Civil Rights office. Fisher Sand & Gravel Co. has met the required DBE participation with a 9.20% (\$2,000,945.83) commitment. 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 Co-Chair has provided his recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:

F8663DD9AE87415

John Terry, Assistant Director

DocuSigned by:

22B87BD707CB4CD

Reid Kaiser, Assistant Director

DocuSigned by:

C4C7CE5CD584445

Rudy Malfabon, Director

Enclosures:
Unofficial Bid Results Report
DBE Certification
BRAT Summary Report



Nevada Department of Transportation
Unofficial Bid Results
 April 07, 2016

Contract Number: 3628 Designer: VICTORIA JEFFERY Senior Designer: JOHN BRADSHAW Estimate Range: R34 \$23,500,000.01 to \$28,500,000 Project Number: NHP-006-1(035), SI-006-1 (034)	Bid Opening Date and Time: 4/7/2016 1:30 PM Liquidated Damages: \$6,200.00 Working Days: 250 District: DISTRICT 1
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County: ESMERALDA
Location: US 6 from the junction with US 95 to 1.974 miles West of Millers Roadside Park
Description: Coldmill, stress relief with open grade, shoulder widening, passing lanes, slope flattening, and drainage

	Actual Bid
Apparent Low Bidder: Fisher Sand & Gravel Co.	\$21,800,000.00
Apparent 2nd: Road and Highway Builders LLC	\$21,888,888.00
Apparent 3rd: A & K Earth Movers, Inc.	\$24,693,248.00

Bidders:	Actual Bid Amount
1 Fisher Sand & Gravel Co. PO Box 1034 Dickinson, ND 58602 (701) 456-9184	\$21,800,000.00
2 Road and Highway Builders LLC 96 Glen Carran Circle #106 Sparks, NV 89431 (775) 852-7283	\$21,888,888.00
3 A & K Earth Movers, Inc. PO Box 1059 Fallon, NV 89407-1059 (775) 423-6085	\$24,693,248.00



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

MEMORANDUM
External Civil Rights Division
Contract Compliance Section

April 25, 2016

To: Jenni Eyerly, Administrative Services Division Chief

From: Nancy Ficco, Contract Compliance Manager  ^{DS}

Subject: NDOT Bidder Subcontract Information – Contract no. 3628

NHP-006-1 (035), SI-006-1 (034)

The DBE subcontractors Nevada Barricade & Sign Company, Inc. and C and S Company Inc. submitted by the apparent low bidder Fisher Sand & Gravel Co has been received by Contract Compliance and we have concluded:

C and S Company Inc. and Nevada Barricade & Sign Company hold active State of Nevada Business Licenses. Both C and S Company and Nevada Barricade & Sign Company hold Nevada State Contractor's licenses. The subcontractors were cleared through SAM.

The DBE goal of 5.70 % is exceeded with a 9.2% (\$2,000,945.83) DBE committed participation by the apparent low bidder by a Nevada certified DBE firms.

Therefore, the DBE subcontractors are approved on this contract.

cc: Contract Services



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

MEMORANDUM
Administrative Services

April 29, 2016

To: Jenni Eyerly, Chief - Administrative Services
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract #3628

The Bid Review and Analysis Team met on April 26, 2016, to discuss the bids for the above referenced contract. The following were in attendance:

Paul Frost, Chief Roadway Design Engineer
Jeffery Cobb, Constructability
John Bradshaw, Associate Engineer
Scott Hein, Principal Roadway Design Engineer
Shawn Howerton, Principal Roadway Design Engineer
Stephen Lani, Assistant Chief Construction Engineer
Shawn Paterson, Principal Roadway Design Engineer
Dale Wegner, FHWA
Tianne Simpson, PO II, Administrative Services

Via Teleconference:
Sami Yousuf, Resident Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Price Sensitivity report, with comment, is attached.

The apparent low bidder, Fisher Sand & Gravel Co., submitted a bid which is 88.77% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

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Paul Frost, BRAT Co-Chair

cc: attendees
Sharon Foerschler, Chief Construction Engineer
Pierre Gezelin, Legal
Design Admin

BRAT Report

April 8, 2016

Contract No.: 3628
Description: Coldmill, stress relief with open grade, shoulder widening, passing lanes, slope flattening, and drainage
Location: US 6 from the junction with US 95 to 1.974 miles West of Millers Roadside Park
Bid Opening: April 07, 2016, 1:30 PM

Project No.: NHP-006-1(035), SI-006-1(034)
Project Id: 60671, 60726
County: Esmeralda
Range: R34 \$23,500,000.01 to \$28,500,000
Working: 250

Item No.	Quantity	Unit	Description	Engineer's Estimate		Fisher Sand and Gravel		Road and Highway Builders		A & K Earth Movers	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	1,000.000	HOUR	TRAINING	\$0.80	\$800.00	\$0.80	\$800.00	\$0.80	\$800.00	\$0.80	\$800.00
2000100	100.000	HOUR	SURVEY CREW	\$220.00	\$22,000.00	\$250.00	\$25,000.00	\$300.00	\$30,000.00	\$310.00	\$31,000.00
2010100	1.000	LS	CLEARING AND GRUBBING	\$150,000.00	\$150,000.00	\$100,000.00	\$100,000.00	\$300,000.00	\$300,000.00	\$100,000.00	\$100,000.00
2020450	162.000	EACH	REMOVE END SECTION	\$270.00	\$43,740.00	\$400.00	\$64,800.00	\$50.00	\$8,100.00	\$400.00	\$64,800.00
2020990	352,551.000	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$881,377.50	\$1.00	\$352,551.00	\$5.00	\$1,762,755.00	\$1.00	\$352,551.00
2021120	1.000	EACH	REMOVAL OF CATTLE GUARD	\$2,700.00	\$2,700.00	\$4,000.00	\$4,000.00	\$10,000.00	\$10,000.00	\$2,000.00	\$2,000.00
2021125	2.000	EACH	REMOVAL OF CATTLE GUARD WING	\$250.00	\$500.00	\$500.00	\$1,000.00	\$500.00	\$1,000.00	\$250.00	\$500.00
2030140	320,521.000	CUYD	ROADWAY EXCAVATION	\$7.50	\$2,403,907.50	\$4.00	\$1,282,084.00	\$2.00	\$641,042.00	\$8.40	\$2,692,376.40
2030700	156,780.000	SQYD	GEOTEXTILE (CLASS 2)	\$1.00	\$156,780.00	\$1.20	\$188,136.00	\$2.50	\$391,950.00	\$1.25	\$195,975.00
2060110	6,511.000	CUYD	STRUCTURE EXCAVATION	\$35.00	\$227,885.00	\$30.00	\$195,330.00	\$50.00	\$325,550.00	\$28.00	\$182,308.00
2070110	4,706.000	CUYD	GRANULAR BACKFILL	\$50.00	\$235,300.00	\$40.00	\$188,240.00	\$50.00	\$235,300.00	\$73.00	\$343,538.00
2110150	65.000	ACRE	SEEDING	\$3,500.00	\$227,500.00	\$1,500.00	\$97,500.00	\$4,000.00	\$260,000.00	\$2,450.00	\$159,250.00
3020130	192,387.000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$9.00	\$1,731,483.00	\$12.50	\$2,404,837.50	\$12.00	\$2,308,644.00	\$14.00	\$2,693,418.00
4020100	5,864.000	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$12.00	\$70,368.00	\$5.00	\$29,320.00	\$20.00	\$117,280.00	\$20.00	\$117,280.00
4020180	86,735.000	TON	PLANTMIX SURFACING (TYPE 2)(WET)	\$85.00	\$7,372,475.00	\$72.00	\$6,244,920.00	\$57.00	\$4,943,895.00	\$77.00	\$6,678,595.00
4020200	27,730.000	TON	PLANTMIX SURFACING (TYPE 3) (WET)	\$85.00	\$2,357,050.00	\$87.00	\$2,412,510.00	\$62.00	\$1,719,260.00	\$87.00	\$2,412,510.00
4030100	74.773	MILE	MILLED RUMBLE STRIPS	\$500.00	\$37,386.50	\$650.00	\$48,602.45	\$1,000.00	\$74,773.00	\$950.00	\$71,034.35
4030110	19,803.000	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH)(WET)	\$110.00	\$2,178,330.00	\$92.00	\$1,821,876.00	\$135.00	\$2,673,405.00	\$100.00	\$1,980,300.00
4060100	177.000	TON	CUTBACK ASPHALT, TYPE MC-70NV	\$500.00	\$88,500.00	\$350.00	\$61,950.00	\$69.00	\$12,213.00	\$375.00	\$66,375.00
4070180	2.000	TON	EMULSIFIED ASPHALT, TYPE SS-1 (DILUTED)	\$750.00	\$1,500.00	\$1,000.00	\$2,000.00	\$1,000.00	\$2,000.00	\$700.00	\$1,400.00
5020740	139.000	CUYD	CLASS AA CONCRETE (MAJOR)	\$700.00	\$97,300.00	\$1,400.00	\$194,600.00	\$1,900.00	\$264,100.00	\$1,000.00	\$139,000.00
5021210	214.000	LINFT	6-FOOT X 4-FOOT PRECAST CONCRETE BOX CULVERT	\$350.00	\$74,900.00	\$550.00	\$117,700.00	\$900.00	\$192,600.00	\$700.00	\$149,800.00
5050100	13,004.000	POUND	REINFORCING STEEL	\$2.50	\$32,510.00	\$2.00	\$26,008.00	\$8.00	\$104,032.00	\$1.80	\$23,407.20
6030720	360.000	LINFT	30-INCH X 19-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$130.00	\$46,800.00	\$135.00	\$48,600.00	\$140.00	\$50,400.00	\$189.00	\$68,040.00
6030770	360.000	LINFT	38-INCH X 24-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$150.00	\$54,000.00	\$165.00	\$59,400.00	\$150.00	\$54,000.00	\$168.00	\$60,480.00
6030820	708.000	LINFT	45-INCH X 29-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$200.00	\$141,600.00	\$175.00	\$123,900.00	\$170.00	\$120,360.00	\$225.00	\$159,300.00
6030860	1,244.000	LINFT	53-INCH X 34-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$220.00	\$273,680.00	\$185.00	\$230,140.00	\$190.00	\$236,360.00	\$230.00	\$286,120.00
6030880	501.000	LINFT	60-INCH X 38-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$250.00	\$125,250.00	\$190.00	\$95,190.00	\$200.00	\$100,200.00	\$270.00	\$135,270.00
6030970	8.000	EACH	30-INCH X 19-INCH OVAL PRECAST END SECTION	\$3,750.00	\$30,000.00	\$2,400.00	\$19,200.00	\$700.00	\$5,600.00	\$1,800.00	\$14,400.00
6030990	6.000	EACH	38-INCH X 24-INCH OVAL PRECAST END SECTION	\$4,000.00	\$24,000.00	\$2,700.00	\$16,200.00	\$800.00	\$4,800.00	\$2,200.00	\$13,200.00
6030995	16.000	EACH	45-INCH X 29-INCH OVAL PRECAST END SECTION	\$4,000.00	\$64,000.00	\$3,000.00	\$48,000.00	\$900.00	\$14,400.00	\$3,000.00	\$48,000.00
6031000	28.000	EACH	53-INCH X 34-INCH OVAL PRECAST END SECTION	\$4,250.00	\$119,000.00	\$3,100.00	\$86,800.00	\$1,000.00	\$28,000.00	\$3,600.00	\$100,800.00
6031005	12.000	EACH	60-INCH X 38-INCH OVAL PRECAST END SECTION	\$4,500.00	\$54,000.00	\$4,000.00	\$48,000.00	\$1,500.00	\$18,000.00	\$4,300.00	\$51,600.00
6040360	196.000	LINFT	24-INCH CORR. METAL PIPE (12 GAGE)	\$300.00	\$58,800.00	\$60.00	\$11,760.00	\$300.00	\$58,800.00	\$75.00	\$14,700.00
6042415	20.000	EACH	18-INCH METAL END SECTION	\$350.00	\$7,000.00	\$1,650.00	\$33,000.00	\$75.00	\$1,500.00	\$430.00	\$8,600.00
6042440	122.000	EACH	24-INCH METAL END SECTION	\$450.00	\$54,900.00	\$1,650.00	\$201,300.00	\$100.00	\$12,200.00	\$400.00	\$48,800.00
6042460	58.000	EACH	30-INCH METAL END SECTION	\$650.00	\$37,700.00	\$2,200.00	\$127,600.00	\$150.00	\$8,700.00	\$550.00	\$31,900.00
6042475	24.000	EACH	36-INCH METAL END SECTION	\$800.00	\$19,200.00	\$1,650.00	\$39,600.00	\$200.00	\$4,800.00	\$725.00	\$17,400.00
6050160	130.000	LINFT	18-INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	\$50.00	\$6,500.00	\$35.00	\$4,550.00	\$200.00	\$26,000.00	\$40.00	\$5,200.00
6050170	191.000	LINFT	24-INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	\$50.00	\$9,550.00	\$45.00	\$8,595.00	\$250.00	\$47,750.00	\$50.00	\$9,550.00
6050180	102.000	LINFT	30-INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	\$55.00	\$5,610.00	\$45.00	\$4,590.00	\$300.00	\$30,600.00	\$75.00	\$7,650.00
6050190	24.000	LINFT	36-INCH HIGH DENSITY POLYETHYLENE PIPE, TYPE S	\$75.00	\$1,800.00	\$70.00	\$1,680.00	\$350.00	\$8,400.00	\$150.00	\$3,600.00
6091730	781.000	LINFT	18-INCH PIPE LINER	\$120.00	\$93,720.00	\$130.00	\$101,530.00	\$60.00	\$46,860.00	\$150.00	\$117,150.00
6091742	5,064.000	LINFT	24-INCH PIPE LINER	\$180.00	\$911,520.00	\$145.00	\$734,280.00	\$70.00	\$354,480.00	\$155.00	\$784,920.00
6091755	2,523.000	LINFT	30-INCH PIPE LINER	\$280.00	\$706,440.00	\$185.00	\$466,755.00	\$80.00	\$201,840.00	\$205.00	\$517,215.00
6091764	1,014.000	LINFT	36-INCH PIPE LINER	\$285.00	\$288,990.00	\$220.00	\$223,080.00	\$90.00	\$91,260.00	\$245.00	\$248,430.00
6170800	1.000	EACH	32-FOOT PRECAST CATTLE GUARD	\$23,000.00	\$23,000.00	\$35,000.00	\$35,000.00	\$40,000.00	\$40,000.00	\$32,000.00	\$32,000.00
6190200	800.000	EACH	GUIDE POSTS (RIGID)	\$35.00	\$28,000.00	\$40.00	\$32,000.00	\$60.00	\$48,000.00	\$40.00	\$32,000.00
6230225	2.000	EACH	NO. 3-1/2 PULL BOX	\$350.00	\$700.00	\$800.00	\$1,600.00	\$800.00	\$1,600.00	\$770.00	\$1,540.00
6230230	4.000	EACH	NO. 5 PULL BOX	\$550.00	\$2,200.00	\$1,300.00	\$5,200.00	\$1,000.00	\$4,000.00	\$1,050.00	\$4,200.00

BRAT Report

April 8, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Fisher Sand and Gravel		Road and Highway Builders		A & K Earth Movers	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6230266	4.000	EACH	LUMINAIRE	\$750.00	\$3,000.00	\$1,550.00	\$6,200.00	\$1,000.00	\$4,000.00	\$1,600.00	\$6,400.00
6230575	2.000	EACH	STEEL POLE, TYPE 7 WITH SAFETY BASE	\$3,500.00	\$7,000.00	\$8,500.00	\$17,000.00	\$6,000.00	\$12,000.00	\$5,500.00	\$11,000.00
6230585	1.000	EACH	STEEL POLE, TYPE 14 (TWIN ARMS)	\$5,000.00	\$5,000.00	\$9,500.00	\$9,500.00	\$8,000.00	\$8,000.00	\$6,500.00	\$6,500.00
6230775	8.000	EACH	LOOP DETECTOR	\$750.00	\$6,000.00	\$1,150.00	\$9,200.00	\$1,500.00	\$12,000.00	\$1,170.00	\$9,360.00
6231055	1.000	EACH	SPECIAL CABINET	\$13,500.00	\$13,500.00	\$9,000.00	\$9,000.00	\$5,000.00	\$5,000.00	\$22,500.00	\$22,500.00
6231104	2.000	EACH	FLASHING BEACON	\$700.00	\$1,400.00	\$1,500.00	\$3,000.00	\$1,000.00	\$2,000.00	\$1,000.00	\$2,000.00
6231105	2.000	EACH	FLASHING BEACON CONTROLLER	\$600.00	\$1,200.00	\$385.00	\$770.00	\$1,500.00	\$3,000.00	\$500.00	\$1,000.00
6231262	1.000	EACH	VIDEO ENCODER	\$2,500.00	\$2,500.00	\$2,800.00	\$2,800.00	\$10,000.00	\$10,000.00	\$3,000.00	\$3,000.00
6231265	1.000	EACH	CCTV FIELD EQUIPMENT	\$11,500.00	\$11,500.00	\$11,000.00	\$11,000.00	\$25,000.00	\$25,000.00	\$17,000.00	\$17,000.00
6231620	1.000	EACH	UNDERGROUND ELECTRICAL SERVICE	\$4,500.00	\$4,500.00	\$21,500.00	\$21,500.00	\$8,000.00	\$8,000.00	\$10,000.00	\$10,000.00
6231635	1.000	EACH	MODIFY ELECTRICAL SERVICE	\$1,250.00	\$1,250.00	\$400.00	\$400.00	\$8,000.00	\$8,000.00	\$300.00	\$300.00
6231805	880.000	LINFT	2-INCH CONDUIT	\$12.00	\$10,560.00	\$15.00	\$13,200.00	\$20.00	\$17,600.00	\$14.00	\$12,320.00
6231820	20.000	LINFT	3-INCH CONDUIT	\$20.00	\$400.00	\$65.00	\$1,300.00	\$30.00	\$600.00	\$28.00	\$560.00
6231980	3,110.000	LINFT	NO. 8 CONDUCTOR	\$1.00	\$3,110.00	\$1.00	\$3,110.00	\$3.00	\$9,330.00	\$2.00	\$6,220.00
6232870	1.000	EACH	CELLULAR TELEPHONE MODEM	\$1,000.00	\$1,000.00	\$5,000.00	\$5,000.00	\$4,000.00	\$4,000.00	\$4,500.00	\$4,500.00
6232895	250.000	LINFT	DIRECTIONAL DRILLING	\$60.00	\$15,000.00	\$150.00	\$37,500.00	\$100.00	\$25,000.00	\$122.00	\$30,500.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00
6240140	250.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$750.00	\$187,500.00	\$750.00	\$187,500.00	\$1,500.00	\$375,000.00	\$1,200.00	\$300,000.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$800,000.00	\$800,000.00	\$125,000.00	\$125,000.00	\$600,000.00	\$600,000.00	\$1,190,000.00	\$1,190,000.00
6270190	1,004.760	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$80.00	\$80,380.80	\$70.00	\$70,333.20	\$100.00	\$100,476.00	\$70.00	\$70,333.20
6270240	694.840	SQFT	PERMANENT SIGNS, REMOVE	\$12.00	\$8,338.08	\$7.00	\$4,863.88	\$3.00	\$2,084.52	\$7.00	\$4,863.88
6270260	10.000	SQFT	PERMANENT SIGNS, RESET	\$80.00	\$800.00	\$50.00	\$500.00	\$40.00	\$400.00	\$100.00	\$1,000.00
6280120	1.000	LS	MOBILIZATION	\$1,388,020.97	\$1,388,020.97	\$2,165,431.25	\$2,165,431.25	\$2,062,572.58	\$2,062,572.58	\$1,280,009.71	\$1,280,009.71
6320800	600.000	SQFT	EPOXY PAVEMENT STRIPING (VARIES)	\$20.00	\$12,000.00	\$8.00	\$4,800.00	\$2.00	\$1,200.00	\$10.00	\$6,000.00
6320810	2,013.000	LINFT	EPOXY PAVEMENT STRIPING (DOTTED WHITE)	\$1.00	\$2,013.00	\$0.40	\$805.20	\$1.00	\$2,013.00	\$0.50	\$1,006.50
6320870	3.651	MILE	EPOXY PAVEMENT STRIPING (BROKEN WHITE)	\$1,500.00	\$5,476.50	\$770.00	\$2,811.27	\$1,400.00	\$5,111.40	\$825.00	\$3,012.08
6320910	50.228	MILE	EPOXY PAVEMENT STRIPING (SOLID WHITE)	\$2,000.00	\$100,456.00	\$1,650.00	\$82,876.20	\$3,000.00	\$150,684.00	\$1,650.00	\$82,876.20
6320930	1,541.000	LINFT	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$2.00	\$3,082.00	\$0.80	\$1,232.80	\$2.00	\$3,082.00	\$1.00	\$1,541.00
6320980	14.329	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW)	\$1,500.00	\$21,493.50	\$700.00	\$10,030.30	\$2,000.00	\$28,658.00	\$770.00	\$11,033.33
6321060	2.697	MILE	EPOXY PAVEMENT STRIPING (BROKEN YELLOW W/SOLID YELLOW)	\$2,000.00	\$5,394.00	\$1,750.00	\$4,719.75	\$3,000.00	\$8,091.00	\$2,000.00	\$5,394.00
6321080	8.679	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$3,500.00	\$30,376.50	\$2,800.00	\$24,301.20	\$3,500.00	\$30,376.50	\$2,850.00	\$24,735.15
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$40,000.00	\$40,000.00	\$75,000.00	\$75,000.00	\$100,000.00	\$100,000.00	\$40,000.00	\$40,000.00
6370190	1.000	LS	DUST CONTROL	\$34,700.53	\$34,700.53	\$50,000.00	\$50,000.00	\$100,000.00	\$100,000.00	\$80,000.00	\$80,000.00
Totals:					\$24,557,204.38		\$21,800,000.00		\$21,888,888.00		\$24,693,248.00

Price Sensitivity

April 8, 2016

Contract No.: 3628
Project No.: NHP-006-1(035), SI-006-1(034)
Project Id: 60671, 60726
County: Esmeralda
Range: R34 \$23,500,000.01 to \$28,500,000
Working: 250

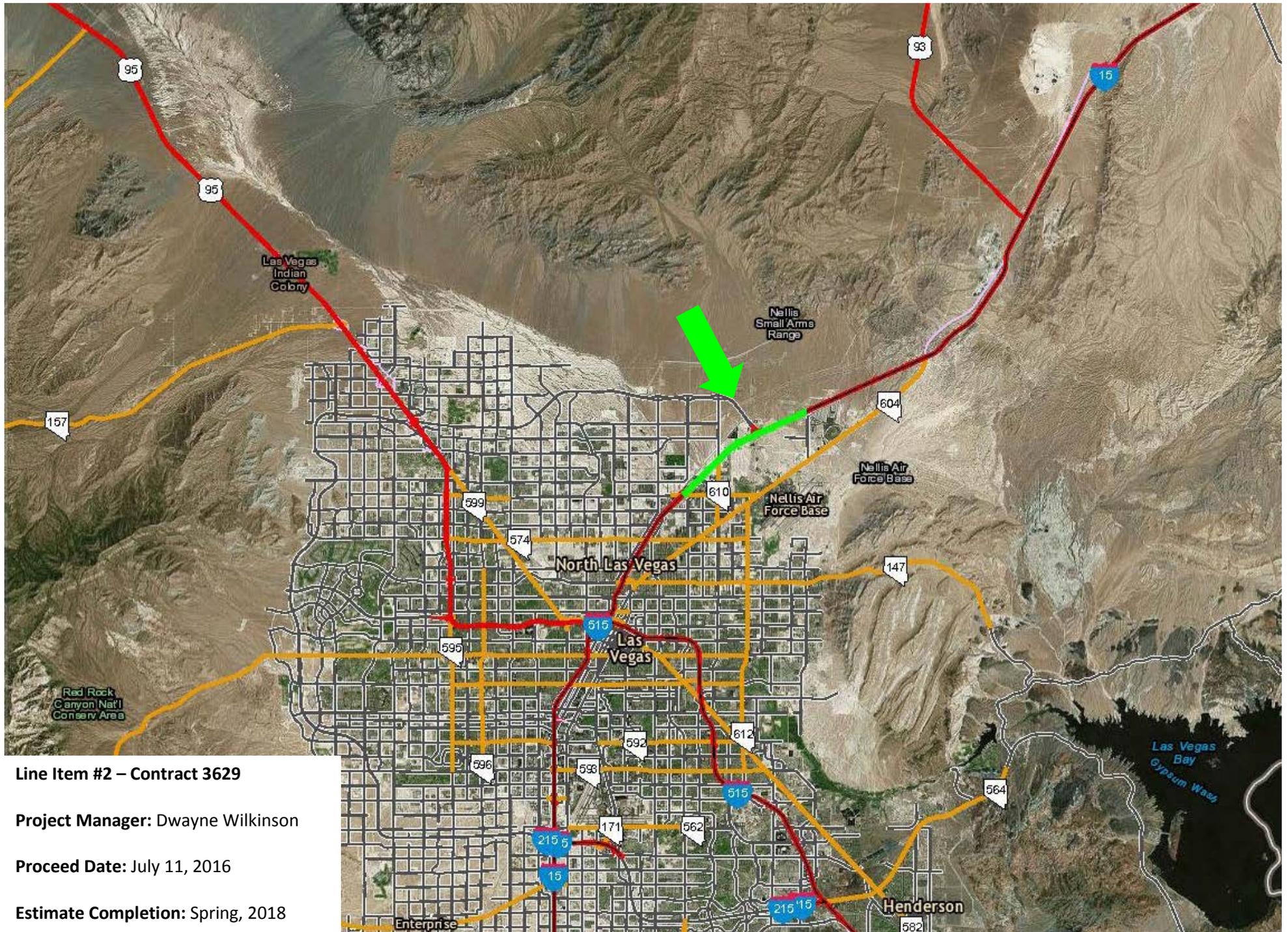
RE: Sami Yousuf
Designer: Victoria Jeffery

Engineer's Estimate	Fisher Sand and Gravel	Road and Highway Builders	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$24,557,204.38	\$21,800,000.00	\$21,888,888.00	\$88,888.00	-\$2,757,204.38	88.77%

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
2010100	1.000	CLEARING AND GRUBBING	LS	\$150,000.00	\$100,000.00	\$300,000.00	N/A	N/A	66.67%	Yes	Verified Qty. EE Price OK
2020450	162.000	REMOVE END SECTION	EACH	\$270.00	\$400.00	\$50.00	253.97	156.77%	148.15%	No	Verified Qty. EE Price OK
2020990	352,551.000	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$2.50	\$1.00	\$5.00	-22,222.00	-6.30%	40.00%	Yes	Verified Qty. EE Price OK
2030140	320,521.000	ROADWAY EXCAVATION	CUYD	\$7.50	\$4.00	\$2.00	44,444.00	13.87%	53.33%	Yes	Verified Qty. EE Price OK
2030700	156,780.000	GEOTEXTILE (CLASS 2)	SQYD	\$1.00	\$1.20	\$2.50	-68,375.38	-43.61%	120.00%	No	Verified Qty. EE Price OK
2060110	6,511.000	STRUCTURE EXCAVATION	CUYD	\$35.00	\$30.00	\$50.00	-4,444.40	-68.26%	85.71%	No	Verified Qty. EE Price OK
2070110	4,706.000	GRANULAR BACKFILL	CUYD	\$50.00	\$40.00	\$50.00	-8,888.80	-188.88%	80.00%	No	Verified Qty. EE Price OK
2110150	65.000	SEEDING	ACRE	\$3,500.00	\$1,500.00	\$4,000.00	-35.56	-54.70%	42.86%	Yes	Verified Qty. EE Price OK
3020130	192,387.000	TYPE 1 CLASS B AGGREGATE BASE	TON	\$9.00	\$12.50	\$12.00	177,776.00	92.41%	138.89%	No	Verified Qty. EE Price OK
4020100	5,864.000	PLANTMIXING MISCELLANEOUS AREAS	SQYD	\$12.00	\$5.00	\$20.00	-5,925.87	-101.06%	41.67%	Yes	Verified Qty. EE Price OK
4020180	86,735.000	PLANTMIX SURFACING (TYPE 2)(WET)	TON	\$85.00	\$72.00	\$57.00	5,925.87	6.83%	84.71%	No	Verified Qty. EE Price OK
4020200	27,730.000	PLANTMIX SURFACING (TYPE 3) (WET)	TON	\$85.00	\$87.00	\$62.00	3,555.52	12.82%	102.35%	No	Verified Qty. EE Price OK
4030110	19,803.000	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH)(WET)	TON	\$110.00	\$92.00	\$135.00	-2,067.16	-10.44%	83.64%	No	Verified Qty. EE Price OK
4060100	177.000	CUTBACK ASPHALT, TYPE MC-70NV	TON	\$500.00	\$350.00	\$69.00	316.33	178.72%	70.00%	Yes	Verified Qty. EE Price OK
5020740	139.000	CLASS AA CONCRETE (MAJOR)	CUYD	\$700.00	\$1,400.00	\$1,900.00	-177.78	-127.90%	200.00%	Yes	Verified Qty. EE Price OK
5021210	214.000	6-FOOT X 4-FOOT PRECAST CONCRETE BOX CULVERT	LINFT	\$350.00	\$550.00	\$900.00	-253.97	-118.68%	157.14%	Yes	Verified Qty. EE Price OK
6030770	360.000	38-INCH X 24-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	LINFT	\$150.00	\$165.00	\$150.00	5,925.87	1646.07%	110.00%	No	Verified Qty. EE Price OK
6030820	708.000	45-INCH X 29-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	LINFT	\$200.00	\$175.00	\$170.00	17,777.60	2510.96%	87.50%	No	Verified Qty. EE Price OK
6030860	1,244.000	53-INCH X 34-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	LINFT	\$220.00	\$185.00	\$190.00	-17,777.60	-1429.07%	84.09%	No	Verified Qty. EE Price OK
6030880	501.000	60-INCH X 38-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	LINFT	\$250.00	\$190.00	\$200.00	-8,888.80	-1774.21%	76.00%	No	Verified Qty. EE Price OK
6030995	16.000	45-INCH X 29-INCH OVAL PRECAST END SECTION	EACH	\$4,000.00	\$3,000.00	\$900.00	42.33	264.55%	75.00%	No	Verified Qty. EE Price OK
6031000	28.000	53-INCH X 34-INCH OVAL PRECAST END SECTION	EACH	\$4,250.00	\$3,100.00	\$1,000.00	42.33	151.17%	72.94%	Yes	Verified Qty. EE Price OK
6031005	12.000	60-INCH X 38-INCH OVAL PRECAST END SECTION	EACH	\$4,500.00	\$4,000.00	\$1,500.00	35.56	296.29%	88.89%	No	Verified Qty. EE Price OK
6040360	196.000	24-INCH CORR. METAL PIPE (12 GAGE)	LINFT	\$300.00	\$60.00	\$300.00	-370.37	-188.96%	20.00%	Yes	Verified Qty. EE Price OK
6042440	122.000	24-INCH METAL END SECTION	EACH	\$450.00	\$1,650.00	\$100.00	57.35	47.01%	366.67%	Yes	Verified Qty. EE Price OK
6042460	58.000	30-INCH METAL END SECTION	EACH	\$650.00	\$2,200.00	\$150.00	43.36	74.76%	338.46%	Yes	Verified Qty. EE Price OK
6091730	781.000	18-INCH PIPE LINER	LINFT	\$120.00	\$130.00	\$60.00	1,269.83	162.59%	108.33%	No	Verified Qty. EE Price OK
6091742	5,064.000	24-INCH PIPE LINER	LINFT	\$180.00	\$145.00	\$70.00	1,185.17	23.40%	80.56%	No	Verified Qty. EE Price OK
6091755	2,523.000	30-INCH PIPE LINER	LINFT	\$280.00	\$185.00	\$80.00	846.55	33.55%	66.07%	Yes	Verified Qty. EE Price OK
6091764	1,014.000	36-INCH PIPE LINER	LINFT	\$285.00	\$220.00	\$90.00	683.75	67.43%	77.19%	No	Verified Qty. EE Price OK
6240140	250.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$750.00	\$750.00	\$1,500.00	-118.52	-47.41%	100.00%	No	Verified Qty. EE Price OK
6250490	1.000	RENT TRAFFIC CONTROL DEVICES	LS	\$800,000.00	\$125,000.00	\$600,000.00	N/A	N/A	15.63%	Yes	
6270190	1,004.760	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	\$80.00	\$70.00	\$100.00	-2,962.93	-294.89%	87.50%	No	Verified Qty. EE Price OK
6280120	1.000	MOBILIZATION	LS	\$1,388,020.97	\$2,165,431.25	\$2,062,572.58	N/A	N/A	156.01%	Yes	
6320910	50.228	EPOXY PAVEMENT STRIPING (SOLID WHITE)	MILE	\$2,000.00	\$1,650.00	\$3,000.00	-65.84	-131.09%	82.50%	No	Verified Qty. EE Price OK
6370110	1.000	TEMPORARY POLLUTION CONTROL	LS	\$40,000.00	\$75,000.00	\$100,000.00	N/A	N/A	187.50%	Yes	

Additional Comments:

Line Item 2



Line Item #2 – Contract 3629

Project Manager: Dwayne Wilkinson

Proceed Date: July 11, 2016

Estimate Completion: Spring, 2018



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

MEMORANDUM
Administrative Services

May 18, 2016

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

From: Teresa Schlaffer, Business Process Analyst III

DS

Subject: Concurrence in Award for Contract No. 3629, Project No. NHP-015-1(156), I 15, North Las Vegas, Craig Rd to Speedway Blvd PKG 2A, Clark County, described as remove/replace PCCP with ACP (Craig to Lamb); ACP (Lamb to Speedway); ROW fence replacement; Seismic Retrofit G-958 northsouth and G-961 northsouth, widening from 4 to 6 lanes and auxiliary lane additions, Engineer's Estimate \$34,519,460.73.

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

Bid proposals were opened on May 5, 2016. Las Vegas Paving Corporation is the apparent low bidder at \$33,800,000.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Fisher Sand & Gravel Co. with a bid of \$36,169,000.00.

The project is Federally funded, required 5.80% DBE participation and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Las Vegas Paving Corporation have been reviewed and confirmed by Contract Services. The DBE information submitted by the Las Vegas Paving Corporation has been reviewed and certified by the External Civil Rights office. Las Vegas Paving Corporation has met the required DBE participation with a 7.36% commitment. 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 Co-Chairs have provided their recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:

F8663DD9AE67413...
John Terry, Assistant Director

DocuSigned by:

22B67BD707CB4CD...
Reid Kaiser, Assistant Director

DocuSigned by:

C4C7CE50B584445...
Rudy Malfabon, Director

Enclosures:
Unofficial Bid Results Report
DBE Certification
BRAT Report



Nevada Department of Transportation
Unofficial Bid Results
 May 05, 2016

Contract Number: 3629 Designer: Senior Designer: VICTOR PETERS Estimate Range: R36 \$34,000,000.01 to \$41,000,000 Project Number: NHP-015-1(156)	Bid Opening Date and Time: 5/5/2016 1:30 PM Liquidated Damages: \$5,100.00 Working Days: 370 District: DISTRICT 1
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County: CLARK
Location: I 15 NORTH, LAS VEGAS, CRAIG RD TO SPEEDWAY BLVD PKG 2A. MP CL 48.43 TO 53.62
Description: REMOVE/REPLACE PCCP WITH ACP (CRAIG TO LAMB); ACP (LAMB TO SPEEDWAY); ROW FENCE REPLACEMENT; SEISMIC RETROFIT G-958 N/S AND G-961 N/S, WIDENING FROM 4 TO 6 LANES AND AUXILARY LANE ADDITIONS.

	Actual Bid
Apparent Low Bidder: <u>Las Vegas Paving Corporation</u>	<u>\$33,800,000.00</u>
Apparent 2nd: <u>Fisher Sand & Gravel Co.</u>	<u>\$36,169,000.00</u>
Apparent 3rd: <u>Road and Highway Builders LLC</u>	<u>\$36,737,737.00</u>

Bidders:	Actual Bid Amount
1 Las Vegas Paving Corporation 4420 South Decatur Boulevard Las Vegas, NV 89103 (702) 251-5800	\$33,800,000.00
2 Fisher Sand & Gravel Co. 1302 W Drivers Way Tempe, AZ 85284 (701) 456-9184	\$36,169,000.00
3 Road and Highway Builders LLC PO Box 70846 Reno, NV 89570 (775) 852-7283	\$36,737,737.00



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

MEMORANDUM
External Civil Rights Division
Contract Compliance Section

May 18, 2016

To: Jenni Eyerly, Administrative Services – Division Chief
From: Sonnie Braih, External Civil Rights Officer *SJB*
Subject: NDOT Bidder Subcontractor and Supplier Information – Contract No. 3629

I 15 North, Las Vegas, Craig Rd to Speedway Blvd Pkg. 2a. MP CI 48.43 To 53.62

The DBE subcontractors Black Diamond Asphalt, Inc. and LAM Contracting, LLC, submitted by the Apparent Low Bidder, Las Vegas Paving Corporation, have been received by Contract Compliance and we have concluded:

Black Diamond Asphalt, Inc. holds an active State of Nevada Business License. The subcontractor was cleared through SAM.

LAM Contracting, LLC holds an active State of Nevada Business License. The subcontractor was cleared through SAM.

The DBE goal of 5.80% is exceeded with a 7.37% (\$2,489,451) DBE committed participation by the apparent low bidder by Nevada certified DBE firms.

Therefore, the DBE subcontractors are approved on this contract.

cc: Teri Lewis
Contract Services



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

MEMORANDUM
Administrative Services

May 17th 2016

To: Jenni Eyerly, Chief - Administrative Services

From: Bid Review and Analysis Team

Subject: BRAT Summary Report for Contract # 3629

The Bid Review and Analysis Team met on May 17, 2016, 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
Jeff Freeman, Assistant Chief Construction Engineer
Shawn Howerton, Principal Roadway Design Engineer
Stephen Lani, Engineer, Construction Administration
Shawn Paterson, Principal Roadway Design Engineer
Jeffery Cobb, Constructability
Mark Caffaratti, Constructability
Casey Connor, Assistant Chief Roadway Design Engineer
Scott Hein, Principal Roadway Design Engineer
Robert Bratzler, Senior Designer
Harold McCoy, Roadway Design Engineer
Victor Peters, Roadway Design Engineer
Teresa Schlaffer, BPA III, Administrative Services
Tianne Simpson, PO II, Administrative Services

Via Teleconference:
Steven Conner, Construction Engineer

The overall bid proposal was evaluated and determined to be acceptable. The BRAT report, with comment, is attached.

The apparent low bidder, Las Vegas Paving, submitted a bid which is 98% 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

BRAT Report

May 6, 2016

Contract No.: 3629
Description: Remove/replace PCCP with ACP (CRAIG to LAMB); ACP (LAMB to SPEEDWAY); ROW fence replacement; Seismic Retrofit G-958 northsouth and G-961 northsouth, widening from 4 to 6 lanes and auxiliary lane additions
Location: I 15 North, Las Vegas, Craig Rd To Speedway Blvd Pkg 2A
Bid Opening: May 05, 2016, 1:30 PM

Project No.: NHP-015-1(156)
Project Id: 60725
County: Clark
Range: R36 \$34,000,000.01 to \$41,000,000
Working: 370

Item No.	Quantity	Unit	Description	Engineer's Estimate		Las Vegas Paving		Fisher Sand & Gravel		Road and Highway Builders	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	2,500.000	HOUR	TRAINING	\$0.80	\$2,000.00	\$0.80	\$2,000.00	\$0.80	\$2,000.00	\$0.80	\$2,000.00
2000100	500.000	HOUR	SURVEY CREW	\$200.00	\$100,000.00	\$220.00	\$110,000.00	\$175.00	\$87,500.00	\$150.00	\$75,000.00
2010100	1.000	LS	CLEARING AND GRUBBING	\$50,000.00	\$50,000.00	\$132,000.00	\$132,000.00	\$50,000.00	\$50,000.00	\$100,000.00	\$100,000.00
2010250	11.000	EACH	REMOVE TREES	\$300.00	\$3,300.00	\$320.00	\$3,520.00	\$300.00	\$3,300.00	\$200.00	\$2,200.00
2020125	1.000	LS	REMOVAL OF PORTION OF BRIDGE	\$70,800.00	\$70,800.00	\$400,000.00	\$400,000.00	\$130,000.00	\$130,000.00	\$200,000.00	\$200,000.00
2020285	73.000	LINFT	REMOVAL OF CULVERT PIPE	\$70.00	\$5,110.00	\$60.00	\$4,380.00	\$80.00	\$5,840.00	\$70.00	\$5,110.00
2020315	531.300	SQYD	REMOVAL OF CONCRETE DITCH	\$40.00	\$21,252.00	\$17.00	\$9,032.10	\$20.00	\$10,626.00	\$8.00	\$4,250.40
2020340	50,390.000	SQYD	REMOVAL OF CONCRETE PAVEMENT	\$18.00	\$907,020.00	\$7.50	\$377,925.00	\$3.50	\$176,365.00	\$12.00	\$604,680.00
2020400	1,427.000	LINFT	REMOVAL OF CONCRETE BARRIER RAIL	\$15.00	\$21,405.00	\$16.00	\$22,832.00	\$15.00	\$21,405.00	\$12.00	\$17,124.00
2020450	7.000	EACH	REMOVE END SECTION	\$300.00	\$2,100.00	\$440.00	\$3,080.00	\$250.00	\$1,750.00	\$500.00	\$3,500.00
2020475	6,632.000	LINFT	REMOVAL OF GUARDRAIL	\$3.50	\$23,212.00	\$3.30	\$21,885.60	\$3.00	\$19,896.00	\$4.00	\$26,528.00
2020476	13,856.000	LINFT	REMOVE AND RESET GUARDRAIL	\$4.00	\$55,424.00	\$4.40	\$60,966.40	\$4.00	\$55,424.00	\$5.00	\$69,280.00
2020530	14.000	EACH	REMOVAL OF HEADWALL	\$1,400.00	\$19,600.00	\$5,000.00	\$70,000.00	\$1,500.00	\$21,000.00	\$1,000.00	\$14,000.00
2020585	52,350.000	LINFT	REMOVAL OF FENCE	\$2.00	\$104,700.00	\$1.65	\$86,377.50	\$1.25	\$65,437.50	\$2.00	\$104,700.00
2020600	32.000	LINFT	REMOVAL OF GATE	\$25.00	\$800.00	\$5.30	\$169.60	\$50.00	\$1,600.00	\$20.00	\$640.00
2020925	18.000	EACH	REMOVAL OF PULL BOX	\$250.00	\$4,500.00	\$234.00	\$4,212.00	\$150.00	\$2,700.00	\$200.00	\$3,600.00
2020935	4.000	CUYD	REMOVAL OF COMPOSITE SURFACE	\$200.00	\$800.00	\$266.00	\$1,064.00	\$250.00	\$1,000.00	\$100.00	\$400.00
2020965	110.000	SQYD	REMOVAL OF BITUMINOUS SURFACE	\$3.00	\$330.00	\$10.00	\$1,100.00	\$15.00	\$1,650.00	\$10.00	\$1,100.00
2020990	201,876.000	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$1.50	\$302,814.00	\$1.55	\$312,907.80	\$1.50	\$302,814.00	\$4.00	\$807,504.00
2020995	20,188.000	SQYD	REMOVAL OF BITUMINOUS SURFACE (MISCELLANEOUS COLD MILLING)	\$2.00	\$40,376.00	\$1.00	\$20,188.00	\$4.00	\$80,752.00	\$1.00	\$20,188.00
2021035	1.000	EACH	REMOVAL OF MANHOLE	\$1,200.00	\$1,200.00	\$1,400.00	\$1,400.00	\$4,000.00	\$4,000.00	\$2,000.00	\$2,000.00
2021040	10.000	EACH	REMOVAL OF DROP INLET	\$1,200.00	\$12,000.00	\$1,500.00	\$15,000.00	\$1,000.00	\$10,000.00	\$1,000.00	\$10,000.00
2021111	1.000	EACH	RESET IMPACT ATTENUATOR	\$4,000.00	\$4,000.00	\$2,500.00	\$2,500.00	\$3,500.00	\$3,500.00	\$3,000.00	\$3,000.00
2021156	1.000	LS	RESET SIGN	\$7,750.00	\$7,750.00	\$8,200.00	\$8,200.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
2021231	10.000	LINFT	REMOVAL OF SLOTTED DRAIN	\$40.00	\$400.00	\$50.00	\$500.00	\$100.00	\$1,000.00	\$100.00	\$1,000.00
2021240	274.000	LINFT	REMOVAL OF CORRUGATED METAL PIPE DOWNDRAIN	\$25.00	\$6,850.00	\$40.00	\$10,960.00	\$40.00	\$10,960.00	\$30.00	\$8,220.00
2021255	1,410.000	LINFT	REMOVAL OF TEMPORARY PORTABLE PRECAST CONCRETE BARRIER RAIL	\$7.00	\$9,870.00	\$6.50	\$9,165.00	\$11.00	\$15,510.00	\$10.00	\$14,100.00
2021290	230,995.000	LINFT	REMOVE PAVEMENT MARKINGS	\$0.40	\$92,398.00	\$0.65	\$150,146.75	\$0.40	\$92,398.00	\$0.20	\$46,199.00
2030140	237,550.000	CUYD	ROADWAY EXCAVATION	\$9.00	\$2,137,950.00	\$14.00	\$3,325,700.00	\$7.00	\$1,662,850.00	\$12.00	\$2,850,600.00
2030160	3,133.000	CUYD	DRAINAGE EXCAVATION	\$15.00	\$46,995.00	\$7.65	\$23,967.45	\$35.00	\$109,655.00	\$30.00	\$93,990.00
2030230	147,090.000	CUYD	BORROW EMBANKMENT	\$12.00	\$1,765,080.00	\$0.10	\$14,709.00	\$7.00	\$1,029,630.00	\$12.00	\$1,765,080.00
2030700	90,714.000	SQYD	GEOTEXTILE (CLASS 2)	\$1.25	\$113,392.50	\$1.25	\$113,392.50	\$1.50	\$136,071.00	\$1.00	\$90,714.00
2060110	1,295.000	CUYD	STRUCTURE EXCAVATION	\$30.00	\$38,850.00	\$16.00	\$20,720.00	\$50.00	\$64,750.00	\$50.00	\$64,750.00
2070110	3,093.000	CUYD	GRANULAR BACKFILL	\$50.00	\$154,650.00	\$23.50	\$72,685.50	\$75.00	\$231,975.00	\$30.00	\$92,790.00
2070130	187.000	CUYD	BACKFILL	\$25.00	\$4,675.00	\$50.00	\$9,350.00	\$100.00	\$18,700.00	\$30.00	\$5,610.00
2090120	92.000	CUYD	TYPE 1 DRAIN BACKFILL	\$80.00	\$7,360.00	\$61.00	\$5,612.00	\$100.00	\$9,200.00	\$50.00	\$4,600.00
2110100	4,167.000	CUYD	TOPSOIL	\$15.00	\$62,505.00	\$10.50	\$43,753.50	\$30.00	\$125,010.00	\$20.00	\$83,340.00
2110530	15,765.000	CUYD	ROCK MULCH	\$10.00	\$157,650.00	\$31.50	\$496,597.50	\$45.00	\$709,425.00	\$40.00	\$630,600.00
2120045	23,889.000	SQYD	PAINTING	\$10.00	\$238,890.00	\$6.00	\$143,334.00	\$6.00	\$143,334.00	\$5.00	\$119,445.00
2120390	1.000	LS	PLANT ESTABLISHMENT WORK	\$100,000.00	\$100,000.00	\$11,000.00	\$11,000.00	\$23,800.00	\$23,800.00	\$20,000.00	\$20,000.00
2120400	15.000	EACH	PLANTS (GROUP A)	\$650.00	\$9,750.00	\$390.00	\$5,850.00	\$900.00	\$13,500.00	\$200.00	\$3,000.00

BRAT Report

May 6, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Las Vegas Paving		Fisher Sand & Gravel		Road and Highway Builders	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2120570	183.000	EACH	TRANSPLANT FLORA	\$125.00	\$22,875.00	\$106.00	\$19,398.00	\$150.00	\$27,450.00	\$50.00	\$9,150.00
2120740	1,460.000	LINFT	HEADER BOARDS	\$5.00	\$7,300.00	\$5.30	\$7,738.00	\$10.00	\$14,600.00	\$5.00	\$7,300.00
2120820	12.000	EACH	DECORATIVE BOULDER (TYPE A)	\$400.00	\$4,800.00	\$540.00	\$6,480.00	\$400.00	\$4,800.00	\$300.00	\$3,600.00
2120830	5.000	EACH	DECORATIVE BOULDER (TYPE B)	\$300.00	\$1,500.00	\$335.00	\$1,675.00	\$300.00	\$1,500.00	\$400.00	\$2,000.00
2120840	14.000	EACH	DECORATIVE BOULDER (TYPE C)	\$200.00	\$2,800.00	\$233.00	\$3,262.00	\$120.00	\$1,680.00	\$500.00	\$7,000.00
2120870	4,056.000	TON	DECORATIVE ROCK (TYPE A)	\$45.00	\$182,520.00	\$38.00	\$154,128.00	\$45.00	\$182,520.00	\$30.00	\$121,680.00
2120880	319.000	TON	DECORATIVE ROCK (TYPE B)	\$50.00	\$15,950.00	\$51.00	\$16,269.00	\$55.00	\$17,545.00	\$50.00	\$15,950.00
2120890	1,503.000	TON	DECORATIVE ROCK (TYPE C)	\$50.00	\$75,150.00	\$38.00	\$57,114.00	\$41.00	\$61,623.00	\$40.00	\$60,120.00
2120942	40.000	EACH	DECORATIVE FIGURE (TYPE A)	\$500.00	\$20,000.00	\$475.00	\$19,000.00	\$1,000.00	\$40,000.00	\$1,500.00	\$60,000.00
2121950	4.000	EACH	DECORATIVE STRUCTURE	\$55,000.00	\$220,000.00	\$8,700.00	\$34,800.00	\$25,000.00	\$100,000.00	\$40,000.00	\$160,000.00
2130640	1.000	LS	ADJUST IRRIGATION SYSTEM	\$11,000.00	\$11,000.00	\$9,000.00	\$9,000.00	\$4,500.00	\$4,500.00	\$5,000.00	\$5,000.00
3020130	210,569.000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$10.00	\$2,105,690.00	\$12.60	\$2,653,169.40	\$15.00	\$3,158,535.00	\$8.00	\$1,684,552.00
4020100	1,155.300	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$12.00	\$13,863.60	\$18.00	\$20,795.40	\$20.00	\$23,106.00	\$20.00	\$23,106.00
4020190	148,994.000	TON	PLANTMIX SURFACING (TYPE 2C) (WET)	\$74.00	\$11,025,556.00	\$57.35	\$8,544,805.90	\$69.00	\$10,280,586.00	\$60.00	\$8,939,640.00
4030120	16,358.000	TON	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	\$100.00	\$1,635,800.00	\$79.60	\$1,302,096.80	\$90.00	\$1,472,220.00	\$90.00	\$1,472,220.00
4060100	247.360	TON	CUTBACK ASPHALT, TYPE MC-70NV	\$450.00	\$111,312.00	\$1.00	\$247.36	\$300.00	\$74,208.00	\$100.00	\$24,736.00
4090240	17,249.000	SQYD	PORTLAND CEMENT CONCRETE PAVEMENT (12-INCH)	\$50.00	\$862,450.00	\$65.00	\$1,121,185.00	\$60.00	\$1,034,940.00	\$80.00	\$1,379,920.00
4090360	10,318.000	LINFT	SAW AND SEAL TRANSVERSE WEAKENED PLANE JOINTS	\$1.50	\$15,477.00	\$2.25	\$23,215.50	\$3.00	\$30,954.00	\$5.00	\$51,590.00
4090370	14,004.000	LINFT	SAW AND SEAL LONGITUDINAL WEAKENED PLANE JOINTS	\$1.50	\$21,006.00	\$2.05	\$28,708.20	\$3.00	\$42,012.00	\$5.00	\$70,020.00
4090700	1,898.000	GAL	PCCP CURING COMPOUND,WAX BASE	\$5.00	\$9,490.00	\$8.00	\$15,184.00	\$10.00	\$18,980.00	\$5.00	\$9,490.00
4960130	2,424.000	SQYD	BRIDGE DECK PREPARATION AND CONCRETE PLACEMENT	\$40.00	\$96,960.00	\$82.00	\$198,768.00	\$50.00	\$121,200.00	\$50.00	\$121,200.00
4960160	228,839.000	POUND	POLYMER CONCRETE AGGREGATE	\$0.40	\$91,535.60	\$0.25	\$57,209.75	\$0.50	\$114,419.50	\$0.20	\$45,767.80
4960170	27,457.000	POUND	POLYMER CONCRETE RESIN	\$3.00	\$82,371.00	\$3.25	\$89,235.25	\$4.50	\$123,556.50	\$4.00	\$109,828.00
5020150	16,245.000	LINFT	PORTABLE PRECAST CONCRETE BARRIER RAIL (STATE-FURNISHED)	\$15.00	\$243,675.00	\$36.75	\$597,003.75	\$25.00	\$406,125.00	\$30.00	\$487,350.00
5020170	1,455.000	LINFT	CONCRETE BARRIER RAIL (TYPE FA)	\$55.00	\$80,025.00	\$35.00	\$50,925.00	\$60.00	\$87,300.00	\$50.00	\$72,750.00
5020200	304.000	LINFT	CONCRETE BARRIER RAIL (TYPE FB)	\$80.00	\$24,320.00	\$63.00	\$19,152.00	\$90.00	\$27,360.00	\$60.00	\$18,240.00
5020250	384.000	LINFT	CONCRETE BARRIER RAIL (TYPE FD)	\$80.00	\$30,720.00	\$68.00	\$26,112.00	\$130.00	\$49,920.00	\$80.00	\$30,720.00
5020320	1.000	LS	INSTALL STATE FURNISHED MATERIAL	\$120,000.00	\$120,000.00	\$58,000.00	\$58,000.00	\$30,000.00	\$30,000.00	\$100,000.00	\$100,000.00
5020390	1.000	FA	REPAIR CONCRETE STRUCTURE	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00	\$60,000.00
5020530	12.000	EACH	LAMINATED ELASTOMERIC BEARING PAD	\$2,000.00	\$24,000.00	\$850.00	\$10,200.00	\$165.00	\$1,980.00	\$15,000.00	\$180,000.00
5020560	2.000	EACH	RETROFIT BEARING	\$7,500.00	\$15,000.00	\$42,000.00	\$84,000.00	\$400.00	\$800.00	\$25,000.00	\$50,000.00
5020710	766.000	CUYD	CLASS A CONCRETE (MAJOR)	\$500.00	\$383,000.00	\$622.00	\$476,452.00	\$450.00	\$344,700.00	\$600.00	\$459,600.00
5020720	37.000	CUYD	CLASS A CONCRETE (MINOR)	\$1,500.00	\$55,500.00	\$1,650.00	\$61,050.00	\$1,750.00	\$64,750.00	\$1,800.00	\$66,600.00
5020920	292.000	CUYD	CLASS A CONCRETE, MODIFIED (MAJOR)	\$500.00	\$146,000.00	\$660.00	\$192,720.00	\$850.00	\$248,200.00	\$700.00	\$204,400.00
5020970	513.000	CUYD	CLASS D CONCRETE, MODIFIED (MAJOR)	\$500.00	\$256,500.00	\$1,810.00	\$928,530.00	\$750.00	\$384,750.00	\$800.00	\$410,400.00
5021000	944.000	CUYD	CLASS E CONCRETE, MODIFIED (MAJOR)	\$500.00	\$472,000.00	\$351.00	\$331,344.00	\$800.00	\$755,200.00	\$1,200.00	\$1,132,800.00
5021600	1,197.000	SQFT	CONCRETE DECK REPAIR	\$15.00	\$17,955.00	\$75.00	\$89,775.00	\$5.50	\$6,583.50	\$40.00	\$47,880.00
5021950	141.000	GAL	BRIDGE DECK CURING COMPOUND	\$15.00	\$2,115.00	\$52.00	\$7,332.00	\$35.00	\$4,935.00	\$5.00	\$705.00
5021990	285.000	LINFT	PREFORMED JOINT FILLER, (1 1/2-INCH)	\$30.00	\$8,550.00	\$15.50	\$4,417.50	\$90.00	\$25,650.00	\$70.00	\$19,950.00
5022020	303.000	LINFT	PREFORMED JOINT FILLER, (3-INCH)	\$50.00	\$15,150.00	\$30.50	\$9,241.50	\$125.00	\$37,875.00	\$120.00	\$36,360.00
5030130	1.000	LS	PRESTRESSING CAST-IN-PLACE CONCRETE	\$121,600.00	\$121,600.00	\$71,000.00	\$71,000.00	\$90,000.00	\$90,000.00	\$250,000.00	\$250,000.00
5050100	641,113.000	POUND	REINFORCING STEEL	\$0.90	\$577,001.70	\$0.88	\$564,179.44	\$0.90	\$577,001.70	\$0.40	\$256,445.20
5050110	8,222.000	POUND	REINFORCING STEEL (DOWELED)	\$10.00	\$82,220.00	\$6.50	\$53,443.00	\$7.00	\$57,554.00	\$18.00	\$147,996.00
5050120	260.000	POUND	REINFORCING STEEL (EPOXY COATED)	\$5.00	\$1,300.00	\$1.00	\$260.00	\$15.00	\$3,900.00	\$10.00	\$2,600.00
5060110	4,978.000	POUND	STRUCTURAL STEEL	\$5.00	\$24,890.00	\$3.60	\$17,920.80	\$6.00	\$29,868.00	\$5.00	\$24,890.00
5060800	933.000	LINFT	PEDESTRIAN RAIL, TYPE V	\$85.00	\$79,305.00	\$55.00	\$51,315.00	\$60.00	\$55,980.00	\$150.00	\$139,950.00
5090140	1,124.000	LINFT	DRILLED SHAFT FOUNDATION (36-INCH)	\$400.00	\$449,600.00	\$410.00	\$460,840.00	\$275.00	\$309,100.00	\$200.00	\$224,800.00

BRAT Report

May 6, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Las Vegas Paving		Fisher Sand & Gravel		Road and Highway Builders	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
5090170	350.000	LINFT	DRILLED SHAFT FOUNDATION (60-INCH)	\$870.00	\$304,500.00	\$1,670.00	\$584,500.00	\$1,330.00	\$465,500.00	\$300.00	\$105,000.00
5090190	220.000	LINFT	DRILLED SHAFT FOUNDATION (84-INCH)	\$1,650.00	\$363,000.00	\$2,113.00	\$464,860.00	\$1,600.00	\$352,000.00	\$350.00	\$77,000.00
6030110	39.000	LINFT	12-INCH REINFORCED CONCRETE PIPE, CLASS III	\$100.00	\$3,900.00	\$220.00	\$8,580.00	\$60.00	\$2,340.00	\$150.00	\$5,850.00
6030140	485.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS III	\$80.00	\$38,800.00	\$81.00	\$39,285.00	\$50.00	\$24,250.00	\$180.00	\$87,300.00
6030170	14.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$125.00	\$1,750.00	\$770.00	\$10,780.00	\$80.00	\$1,120.00	\$200.00	\$2,800.00
6030230	41.000	LINFT	24-INCH REINFORCED CONCRETE PIPE, CLASS III	\$175.00	\$7,175.00	\$335.00	\$13,735.00	\$70.00	\$2,870.00	\$300.00	\$12,300.00
6030290	13.000	LINFT	30-INCH REINFORCED CONCRETE PIPE, CLASS III	\$200.00	\$2,600.00	\$520.00	\$6,760.00	\$80.00	\$1,040.00	\$300.00	\$3,900.00
6030350	111.000	LINFT	36-INCH REINFORCED CONCRETE PIPE, CLASS III	\$175.00	\$19,425.00	\$520.00	\$57,720.00	\$85.00	\$9,435.00	\$300.00	\$33,300.00
6030530	60.000	LINFT	60-INCH REINFORCED CONCRETE PIPE, CLASS V	\$300.00	\$18,000.00	\$640.00	\$38,400.00	\$190.00	\$11,400.00	\$350.00	\$21,000.00
6030770	13.000	LINFT	38-INCH X 24-INCH OVAL REINFORCED CONCRETE PIPE, CLASS HE III	\$200.00	\$2,600.00	\$720.00	\$9,360.00	\$195.00	\$2,535.00	\$400.00	\$5,200.00
6030990	1.000	EACH	38-INCH X 24-INCH OVAL PRECAST END SECTION	\$1,200.00	\$1,200.00	\$5,100.00	\$5,100.00	\$3,500.00	\$3,500.00	\$2,500.00	\$2,500.00
6031010	3.000	EACH	12-INCH PRECAST END SECTION	\$800.00	\$2,400.00	\$1,400.00	\$4,200.00	\$1,400.00	\$4,200.00	\$500.00	\$1,500.00
6031050	1.000	EACH	24-INCH PRECAST END SECTION	\$1,500.00	\$1,500.00	\$1,600.00	\$1,600.00	\$1,400.00	\$1,400.00	\$1,200.00	\$1,200.00
6031090	2.000	EACH	36-INCH PRECAST END SECTION	\$1,800.00	\$3,600.00	\$2,100.00	\$4,200.00	\$1,900.00	\$3,800.00	\$1,400.00	\$2,800.00
6042420	1.000	EACH	18-INCH METAL END SECTION (SAFETY TYPE)	\$1,200.00	\$1,200.00	\$1,180.00	\$1,180.00	\$1,100.00	\$1,100.00	\$1,800.00	\$1,800.00
6042445	1.000	EACH	24-INCH METAL END SECTION (SAFETY TYPE)	\$1,500.00	\$1,500.00	\$1,640.00	\$1,640.00	\$1,600.00	\$1,600.00	\$2,000.00	\$2,000.00
6042480	4.000	EACH	36-INCH METAL END SECTION (SAFETY TYPE)	\$2,200.00	\$8,800.00	\$3,550.00	\$14,200.00	\$4,000.00	\$16,000.00	\$2,500.00	\$10,000.00
6080170	1.000	EACH	EMBANKMENT PROTECTOR, TYPE 5-2G	\$3,500.00	\$3,500.00	\$6,240.00	\$6,240.00	\$3,000.00	\$3,000.00	\$6,000.00	\$6,000.00
6080230	4.000	EACH	ANCHOR ASSEMBLY (12-INCH)	\$600.00	\$2,400.00	\$400.00	\$1,600.00	\$250.00	\$1,000.00	\$300.00	\$1,200.00
6080250	5.000	EACH	ANCHOR ASSEMBLY (18-INCH)	\$400.00	\$2,000.00	\$430.00	\$2,150.00	\$300.00	\$1,500.00	\$400.00	\$2,000.00
6080350	51.000	LINFT	12-INCH DOWNDRAIN PIPE	\$60.00	\$3,060.00	\$75.00	\$3,825.00	\$80.00	\$4,080.00	\$300.00	\$15,300.00
6080370	82.000	LINFT	18-INCH DOWNDRAIN PIPE	\$80.00	\$6,560.00	\$78.00	\$6,396.00	\$90.00	\$7,380.00	\$350.00	\$28,700.00
6080460	2.000	EACH	12-INCH METAL END SECTION (DOWNDRAIN)	\$400.00	\$800.00	\$285.00	\$570.00	\$400.00	\$800.00	\$500.00	\$1,000.00
6080470	1.000	EACH	18-INCH METAL END SECTION (DOWNDRAIN)	\$450.00	\$450.00	\$330.00	\$330.00	\$600.00	\$600.00	\$700.00	\$700.00
6090260	1.000	EACH	ADJUSTING MANHOLE COVERS (METHOD B)	\$1,523.33	\$1,523.33	\$1,680.00	\$1,680.00	\$1,100.00	\$1,100.00	\$3,000.00	\$3,000.00
6091410	246.000	LINFT	ABANDON PIPE	\$50.00	\$12,300.00	\$55.00	\$13,530.00	\$90.00	\$22,140.00	\$90.00	\$22,140.00
6100050	3,338.000	SQYD	GEOTEXTILE (CLASS 1)	\$3.00	\$10,014.00	\$2.50	\$8,345.00	\$2.50	\$8,345.00	\$4.00	\$13,352.00
6100170	416.000	CUYD	RIPRAP (CLASS 150)	\$65.00	\$27,040.00	\$65.00	\$27,040.00	\$90.00	\$37,440.00	\$150.00	\$62,400.00
6100190	1,072.000	CUYD	RIPRAP (CLASS 300)	\$70.00	\$75,040.00	\$62.00	\$66,464.00	\$90.00	\$96,480.00	\$170.00	\$182,240.00
6100200	283.000	CUYD	RIPRAP (CLASS 400)	\$65.00	\$18,395.00	\$70.00	\$19,810.00	\$90.00	\$25,470.00	\$180.00	\$50,940.00
6100210	369.000	CUYD	RIPRAP (CLASS 550)	\$65.00	\$23,985.00	\$67.00	\$24,723.00	\$90.00	\$33,210.00	\$180.00	\$66,420.00
6100460	48.000	CUYD	RIPRAP BEDDING (CLASS 150)	\$80.00	\$3,840.00	\$150.00	\$7,200.00	\$90.00	\$4,320.00	\$120.00	\$5,760.00
6100470	357.000	CUYD	RIPRAP BEDDING (CLASS 300)	\$60.00	\$21,420.00	\$70.00	\$24,990.00	\$90.00	\$32,130.00	\$130.00	\$46,410.00
6100480	79.000	CUYD	RIPRAP BEDDING (CLASS 400)	\$80.00	\$6,320.00	\$97.00	\$7,663.00	\$90.00	\$7,110.00	\$150.00	\$11,850.00
6100490	92.000	CUYD	RIPRAP BEDDING (CLASS 550)	\$70.00	\$6,440.00	\$90.00	\$8,280.00	\$90.00	\$8,280.00	\$170.00	\$15,640.00
6110110	144.000	CUYD	CLASS A CONCRETE SLOPE PAVEMENT	\$475.00	\$68,400.00	\$460.00	\$66,240.00	\$650.00	\$93,600.00	\$1,600.00	\$230,400.00
6160560	2.000	EACH	16-FOOT SWING GATE-3B (DOUBLE)	\$1,500.00	\$3,000.00	\$1,060.00	\$2,120.00	\$1,000.00	\$2,000.00	\$5,000.00	\$10,000.00
6161080	18,741.000	LINFT	TORTOISE FENCE	\$3.00	\$56,223.00	\$4.40	\$82,460.40	\$3.00	\$56,223.00	\$4.00	\$74,964.00
6161200	52,350.000	LINFT	72-INCH CHAIN-LINK FENCE	\$10.00	\$523,500.00	\$10.20	\$533,970.00	\$10.00	\$523,500.00	\$8.00	\$418,800.00
6161490	220.000	LINFT	TEMPORARY TORTOISE FENCE	\$2.50	\$550.00	\$8.25	\$1,815.00	\$10.00	\$2,200.00	\$8.00	\$1,760.00
6180230	25,201.000	LINFT	CABLE BARRIER	\$12.00	\$302,412.00	\$15.10	\$380,535.10	\$15.00	\$378,015.00	\$15.00	\$378,015.00
6180240	8.000	EACH	CABLE BARRIER TERMINAL	\$4,000.00	\$32,000.00	\$3,725.00	\$29,800.00	\$3,850.00	\$30,800.00	\$7,000.00	\$56,000.00
6180270	21.000	EACH	TRAILING END ANCHOR	\$1,000.00	\$21,000.00	\$1,300.00	\$27,300.00	\$1,100.00	\$23,100.00	\$2,500.00	\$52,500.00
6180350	27.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$2,500.00	\$67,500.00	\$2,500.00	\$67,500.00	\$2,500.00	\$67,500.00	\$3,500.00	\$94,500.00
6180400	1.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	\$2,500.00	\$2,500.00	\$2,663.00	\$2,663.00	\$3,750.00	\$3,750.00	\$6,000.00	\$6,000.00
6180430	11.000	EACH	GUARDRAIL-BRIDGE RAIL CONNECTION (TRIPLE CORRUGATION)	\$2,500.00	\$27,500.00	\$2,663.00	\$29,293.00	\$3,750.00	\$41,250.00	\$3,000.00	\$33,000.00
6180550	8,094.000	LINFT	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	\$30.00	\$242,820.00	\$28.00	\$226,632.00	\$32.50	\$263,055.00	\$25.00	\$202,350.00
6190210	629.000	EACH	GUIDE POSTS (FLEXIBLE)	\$42.00	\$26,418.00	\$26.00	\$16,354.00	\$50.00	\$31,450.00	\$25.00	\$15,725.00
6190280	8.000	EACH	OBJECT MARKERS, TYPE 3	\$110.00	\$880.00	\$100.00	\$800.00	\$100.00	\$800.00	\$150.00	\$1,200.00
6210100	1.000	EACH	PERPETUATE SURVEY MONUMENTS	\$2,000.00	\$2,000.00	\$505.00	\$505.00	\$1,250.00	\$1,250.00	\$3,000.00	\$3,000.00

BRAT Report

May 6, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Las Vegas Paving		Fisher Sand & Gravel		Road and Highway Builders	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6230225	34.000	EACH	NO. 3-1/2 PULL BOX	\$550.00	\$18,700.00	\$725.00	\$24,650.00	\$700.00	\$23,800.00	\$500.00	\$17,000.00
6230230	18.000	EACH	NO. 5 PULL BOX	\$650.00	\$11,700.00	\$820.00	\$14,760.00	\$900.00	\$16,200.00	\$600.00	\$10,800.00
6230236	5.000	EACH	NO. 7 PULL BOX, MODIFIED	\$1,200.00	\$6,000.00	\$1,225.00	\$6,125.00	\$1,650.00	\$8,250.00	\$800.00	\$4,000.00
6230241	4.000	EACH	NO. 9 PULL BOX, MODIFIED	\$3,200.00	\$12,800.00	\$3,621.00	\$14,484.00	\$5,000.00	\$20,000.00	\$1,000.00	\$4,000.00
6230268	82.000	EACH	LUMINAIRE, TYPE B	\$750.00	\$61,500.00	\$788.00	\$64,616.00	\$700.00	\$57,400.00	\$600.00	\$49,200.00
6230345	6.000	EACH	UNDERPASS LUMINAIRE, (TYPE A)	\$1,000.00	\$6,000.00	\$1,225.00	\$7,350.00	\$1,350.00	\$8,100.00	\$600.00	\$3,600.00
6230350	8.000	EACH	UNDERPASS LUMINAIRE, (TYPE B)	\$1,000.00	\$8,000.00	\$1,225.00	\$9,800.00	\$1,350.00	\$10,800.00	\$600.00	\$4,800.00
6230570	3.000	EACH	STEEL POLE, TYPE 7	\$3,000.00	\$9,000.00	\$3,621.00	\$10,863.00	\$3,850.00	\$11,550.00	\$5,000.00	\$15,000.00
6230575	19.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$3,500.00	\$66,500.00	\$3,940.00	\$74,860.00	\$4,000.00	\$76,000.00	\$6,000.00	\$114,000.00
6230856	32.000	EACH	MODIFY DETECTOR	\$350.00	\$11,200.00	\$1,810.00	\$57,920.00	\$1,800.00	\$57,600.00	\$1,000.00	\$32,000.00
6231435	4.000	EACH	REMOVE AND RESET CABINET	\$3,000.00	\$12,000.00	\$7,455.00	\$29,820.00	\$7,500.00	\$30,000.00	\$2,000.00	\$8,000.00
6231441	14.000	EACH	REMOVE AND RESET STEEL POLE	\$1,500.00	\$21,000.00	\$2,025.00	\$28,350.00	\$2,000.00	\$28,000.00	\$2,000.00	\$28,000.00
6231450	3.000	EACH	REMOVE AND RESET VARIABLE MESSAGE SIGN	\$15,000.00	\$45,000.00	\$11,200.00	\$33,600.00	\$11,500.00	\$34,500.00	\$20,000.00	\$60,000.00
6231470	7.000	EACH	REMOVE AND RESET PULL BOX	\$550.00	\$3,850.00	\$767.00	\$5,369.00	\$800.00	\$5,600.00	\$300.00	\$2,100.00
6231780	6,104.000	LINFT	1-INCH CONDUIT	\$3.50	\$21,364.00	\$8.65	\$52,799.60	\$8.50	\$51,884.00	\$2.00	\$12,208.00
6231790	2,580.000	LINFT	1 1/4-INCH CONDUIT	\$4.73	\$12,203.40	\$2.65	\$6,837.00	\$9.00	\$23,220.00	\$2.50	\$6,450.00
6231820	14,130.000	LINFT	3-INCH CONDUIT	\$16.00	\$226,080.00	\$9.00	\$127,170.00	\$9.50	\$134,235.00	\$5.00	\$70,650.00
6231970	876.000	LINFT	NO. 4 CONDUCTOR	\$1.62	\$1,419.12	\$1.70	\$1,489.20	\$1.60	\$1,401.60	\$3.00	\$2,628.00
6231975	39,776.000	LINFT	NO. 6 CONDUCTOR	\$1.25	\$49,720.00	\$1.40	\$55,686.40	\$1.30	\$51,708.80	\$1.00	\$39,776.00
6232095	421.000	LINFT	2 PAIR CONDUCTOR NO. 22 CABLE	\$1.26	\$530.46	\$1.70	\$715.70	\$1.60	\$673.60	\$3.00	\$1,263.00
6232176	3,696.000	LINFT	SINGLE MODE FIBER OPTIC CABLE (72 FIBER)	\$2.50	\$9,240.00	\$3.20	\$11,827.20	\$3.10	\$11,457.60	\$5.00	\$18,480.00
6232179	926.000	LINFT	FIBER OPTIC BRANCH CABLE	\$5.50	\$5,093.00	\$3.20	\$2,963.20	\$5.00	\$4,630.00	\$9.00	\$8,334.00
6232630	88.000	EACH	LOOP DETECTOR (6-FOOT X 6-FOOT)	\$450.00	\$39,600.00	\$725.00	\$63,800.00	\$700.00	\$61,600.00	\$500.00	\$44,000.00
6232915	1.000	EACH	INTEGRATED FIBER OPTIC SPLICE/TERMINATION UNIT (UNDERGROUND)	\$4,094.64	\$4,094.64	\$1,810.00	\$1,810.00	\$2,000.00	\$2,000.00	\$8,000.00	\$8,000.00
6233121	984.000	LINFT	NO. 1/0 CONDUCTOR (ALUMINUM)	\$1.83	\$1,800.72	\$2.00	\$1,968.00	\$2.00	\$1,968.00	\$5.00	\$4,920.00
6233135	24.000	LINFT	NO. 6 CONDUCTOR (ALUMINUM)	\$1.27	\$30.48	\$2.00	\$48.00	\$2.00	\$48.00	\$25.00	\$600.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$414,400.00	\$414,400.00	\$414,400.00	\$414,400.00	\$414,400.00	\$414,400.00	\$414,400.00	\$414,400.00
6240140	370.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$400.00	\$148,000.00	\$1,350.00	\$499,500.00	\$1,100.00	\$407,000.00	\$2,000.00	\$740,000.00
6240530	20.000	MONTH	RENT EQUIPMENT (OFFICE SPACE)	\$12,500.00	\$250,000.00	\$3,515.00	\$70,300.00	\$3,750.00	\$75,000.00	\$9,000.00	\$180,000.00
6250130	12.000	EACH	RENT CONSTRUCTION BARRICADES (TYPE IIIB)	\$100.00	\$1,200.00	\$264.00	\$3,168.00	\$200.00	\$2,400.00	\$2,000.00	\$24,000.00
6250140	120.000	EACH	RENT TRAFFIC CONES	\$40.00	\$4,800.00	\$13.00	\$1,560.00	\$40.00	\$4,800.00	\$60.00	\$7,200.00
6250230	10.000	EACH	RENT CHANGEABLE MESSAGE SIGN	\$5,500.00	\$55,000.00	\$10,000.00	\$100,000.00	\$14,500.00	\$145,000.00	\$10,000.00	\$100,000.00
6250270	4.000	EACH	RENT ARROW BOARD (TYPE C)	\$3,500.00	\$14,000.00	\$2,115.00	\$8,460.00	\$4,000.00	\$16,000.00	\$10,000.00	\$40,000.00
6250310	695.000	EACH	RENT TRAFFIC DRUMS	\$50.00	\$34,750.00	\$35.00	\$24,325.00	\$80.00	\$55,600.00	\$60.00	\$41,700.00
6250360	5.000	EACH	RENT TEMPORARY IMPACT ATTENUATOR	\$5,500.00	\$27,500.00	\$425.00	\$2,125.00	\$12,000.00	\$60,000.00	\$6,000.00	\$30,000.00
6250500	3,737.000	SQFT	RENT CONSTRUCTION SIGNS	\$15.00	\$56,055.00	\$7.00	\$26,159.00	\$16.00	\$59,792.00	\$20.00	\$74,740.00
6270110	1.000	LS	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	\$920,000.00	\$920,000.00	\$602,000.00	\$602,000.00	\$750,000.00	\$750,000.00	\$600,000.00	\$600,000.00
6270130	4.000	EACH	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, REMOVE	\$15,000.00	\$60,000.00	\$4,800.00	\$19,200.00	\$5,000.00	\$20,000.00	\$10,000.00	\$40,000.00
6270131	3.000	EACH	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, RESET	\$15,000.00	\$45,000.00	\$17,215.00	\$51,645.00	\$25,000.00	\$75,000.00	\$30,000.00	\$90,000.00
6270150	2,828.330	SQFT	PERMANENT SIGN PANELS (OVERHEAD)	\$20.00	\$56,566.60	\$19.00	\$53,738.27	\$25.00	\$70,708.25	\$30.00	\$84,849.90
6270160	320.830	SQFT	PERMANENT SIGN PANELS (OVERHEAD) (REMOVE)	\$42.50	\$13,635.28	\$3.50	\$1,122.91	\$7.00	\$2,245.81	\$20.00	\$6,416.60
6270190	951.950	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$70.00	\$66,636.50	\$38.00	\$36,174.10	\$65.00	\$61,876.75	\$60.00	\$57,117.00
6270210	195.000	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (TIMBER SUPPORTS)	\$80.00	\$15,600.00	\$46.00	\$8,970.00	\$75.00	\$14,625.00	\$80.00	\$15,600.00
6270240	4,564.730	SQFT	PERMANENT SIGNS, REMOVE	\$4.00	\$18,258.92	\$3.00	\$13,694.19	\$4.00	\$18,258.92	\$5.00	\$22,823.65
6270260	1,160.600	SQFT	PERMANENT SIGNS, RESET	\$30.00	\$34,818.00	\$26.00	\$30,175.60	\$50.00	\$58,030.00	\$15.00	\$17,409.00
6280120	1.000	LS	MOBILIZATION	\$1,951,351.83	\$1,951,351.83	\$2,473,022.88	\$2,473,022.88	\$3,740,044.97	\$3,740,044.97	\$3,475,842.45	\$3,475,842.45

BRAT Report

May 6, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Las Vegas Paving		Fisher Sand & Gravel		Road and Highway Builders	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6321200	14.410	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$6,000.00	\$86,460.00	\$6,200.00	\$89,342.00	\$5,500.00	\$79,255.00	\$5,500.00	\$79,255.00
6321220	2.620	MILE	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$8,000.00	\$20,960.00	\$6,200.00	\$16,244.00	\$9,000.00	\$23,580.00	\$7,000.00	\$18,340.00
6321262	468.000	SQFT	POLYUREA PAVEMENT STRIPING (VARIES)	\$6.42	\$3,004.56	\$7.00	\$3,276.00	\$11.00	\$5,148.00	\$20.00	\$9,360.00
6321270	13.200	MILE	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	\$6,000.00	\$79,200.00	\$6,200.00	\$81,840.00	\$5,500.00	\$72,600.00	\$4,000.00	\$52,800.00
6330100	18,488.000	EACH	NON-REFLECTIVE PAVEMENT MARKERS	\$2.25	\$41,598.00	\$2.50	\$46,220.00	\$2.00	\$36,976.00	\$4.00	\$73,952.00
6330110	9,818.000	EACH	REFLECTIVE PAVEMENT MARKERS	\$2.50	\$24,545.00	\$3.00	\$29,454.00	\$2.50	\$24,545.00	\$6.00	\$58,908.00
6360170	18.660	MILE	TEMPORARY PAINTED STRIPING (BROKEN WHITE)	\$300.00	\$5,598.00	\$800.00	\$14,928.00	\$600.00	\$11,196.00	\$2,500.00	\$46,650.00
6360190	29.670	MILE	TEMPORARY PAINTED STRIPING (SOLID WHITE)	\$700.00	\$20,769.00	\$2,400.00	\$71,208.00	\$800.00	\$23,736.00	\$2,500.00	\$74,175.00
6360260	20.210	MILE	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	\$700.00	\$14,147.00	\$2,550.00	\$51,535.50	\$800.00	\$16,168.00	\$2,500.00	\$50,525.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$172,446.00	\$172,446.00	\$48,500.00	\$48,500.00	\$150,000.00	\$150,000.00	\$100,000.00	\$100,000.00
6370190	1.000	LS	DUST CONTROL	\$43,578.49	\$43,578.49	\$385,000.00	\$385,000.00	\$20,000.00	\$20,000.00	\$100,000.00	\$100,000.00
6400120	1,025.000	SQFT	MASONRY RETAINING WALL	\$50.00	\$51,250.00	\$31.00	\$31,775.00	\$35.00	\$35,875.00	\$50.00	\$51,250.00
6410100	2.000	EACH	IMPACT ATTENUATOR	\$25,000.00	\$50,000.00	\$24,000.00	\$48,000.00	\$30,000.00	\$60,000.00	\$40,000.00	\$80,000.00
6460110	2,350.000	SQYD	BRIDGE DECK PREPARATION	\$4.50	\$10,575.00	\$2.32	\$5,452.00	\$5.00	\$11,750.00	\$5.00	\$11,750.00
6850100	1.000	FA	PARTNERING	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00
Totals:					\$34,519,460.73		\$33,800,000.00		\$36,169,000.00		\$36,737,737.00

Price Sensitivity

May 6, 2016

Contract No.: 3629
Project No.: NHP-015-1(156)
Project Id: 60725
County: Clark
Range: R36 \$34,000,000.01 to \$41,000,000
Working: 370

RE: Steven Conner
Designer: Austin McCoy

Engineer's Estimate	Las Vegas Paving	Fisher Sand & Gravel	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$34,519,460.73	\$33,800,000.00	\$36,169,000.00	\$2,369,000.00	-\$719,460.73	97.92%

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	500.000	SURVEY CREW	HOURL	\$200.00	\$220.00	\$175.00	52,644.44	10528.89%	110.00%	No	Quantity ok, EE ok
2010100	1.000	CLEARING AND GRUBBING	LS	\$50,000.00	\$132,000.00	\$50,000.00	N/A	N/A	264.00%	Yes	Quantity ok, EE ok
2020125	1.000	REMOVAL OF PORTION OF BRIDGE	LS	\$70,800.00	\$400,000.00	\$130,000.00	N/A	N/A	564.97%	Yes	EE Low
2020340	50,390.000	REMOVAL OF CONCRETE PAVEMENT	SQYD	\$18.00	\$7.50	\$3.50	592,250.00	1175.33%	41.67%	Yes	Quantity ok, no bid history with large quantity.
2020476	13,856.000	REMOVE AND RESET GUARDRAIL	LINFT	\$4.00	\$4.40	\$4.00	5,922,500.00	42743.22%	110.00%	No	Quantity ok, EE ok
2020530	14.000	REMOVAL OF HEADWALL	EACH	\$1,400.00	\$5,000.00	\$1,500.00	676.86	4834.69%	357.14%	Yes	Quantity ok, EE ok
2020585	52,350.000	REMOVAL OF FENCE	LINFT	\$2.00	\$1.65	\$1.25	5,922,500.00	11313.28%	82.50%	No	Quantity ok, EE ok
2020990	201,876.000	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$1.50	\$1.55	\$1.50	47,380,000.00	23469.85%	103.33%	No	Quantity ok, EE ok
2021290	230,995.000	REMOVE PAVEMENT MARKINGS	LINFT	\$0.40	\$0.65	\$0.40	9,476,000.00	4102.25%	162.50%	Yes	Quantity ok, EE ok
2030140	237,550.000	ROADWAY EXCAVATION	CUYD	\$9.00	\$14.00	\$7.00	338,428.57	142.47%	155.56%	Yes	Quantity ok, EE ok
2030230	147,090.000	BORROW EMBANKMENT	CUYD	\$12.00	\$0.10	\$7.00	-343,333.33	-233.42%	0.83%	Yes	Quantity ok, EE ok
2030700	90,714.000	GEOTEXTILE (CLASS 2)	SQYD	\$1.25	\$1.25	\$1.50	-9,476,000.00	-10446.02%	100.00%	No	Quantity ok, EE ok
2070110	3,093.000	GRANULAR BACKFILL	CUYD	\$50.00	\$23.50	\$75.00	-46,000.00	-1487.23%	47.00%	Yes	Quantity ok, EE ok
2110100	4,167.000	TOPSOIL	CUYD	\$15.00	\$10.50	\$30.00	-121,487.18	-2915.46%	70.00%	Yes	Quantity ok, EE ok
2110530	15,765.000	ROCK MULCH	CUYD	\$10.00	\$31.50	\$45.00	-175,481.48	-1113.11%	315.00%	Yes	Quantity ok, New bid item \$30-\$40 ok
2120045	23,889.000	PAINTING	SQYD	\$10.00	\$6.00	\$6.00	N/A	N/A	60.00%	Yes	Quantity ok, EE high, \$6 good
2120390	1.000	PLANT ESTABLISHMENT WORK	LS	\$100,000.00	\$11,000.00	\$23,800.00	N/A	N/A	11.00%	Yes	EE high
2120870	4,056.000	DECORATIVE ROCK (TYPE A)	TON	\$45.00	\$38.00	\$45.00	-338,428.57	-8343.90%	84.44%	No	Quantity ok, EE ok
2120890	1,503.000	DECORATIVE ROCK (TYPE C)	TON	\$50.00	\$38.00	\$41.00	-789,666.67	-52539.37%	76.00%	No	Quantity ok, EE high, \$40 good
2121950	4.000	DECORATIVE STRUCTURE	EACH	\$55,000.00	\$8,700.00	\$25,000.00	-145.34	-3633.44%	15.82%	Yes	Quantity ok, EE high
3020130	210,569.000	TYPE 1 CLASS B AGGREGATE BASE	TON	\$10.00	\$12.60	\$15.00	-987,083.33	-468.77%	126.00%	No	Quantity ok, EE ok
4020190	148,994.000	PLANTMIX SURFACING (TYPE 2C) (WET)	TON	\$74.00	\$57.35	\$69.00	-203,347.64	-136.48%	77.50%	No	Quantity ok, EE high, \$60 ok
4030120	16,358.000	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	TON	\$100.00	\$79.60	\$90.00	-227,788.46	-1392.52%	79.60%	No	Quantity ok, EE high, \$90 ok
4060100	247.360	CUTBACK ASPHALT, TYPE MC-70NV	TON	\$450.00	\$1.00	\$300.00	-7,923.08	-3203.06%	0.22%	Yes	Quantity ok, EE ok
4090240	17,249.000	PORTLAND CEMENT CONCRETE PAVEMENT (12-INCH)	SQYD	\$50.00	\$65.00	\$60.00	473,800.00	2746.83%	130.00%	No	Quantity ok, EE low, limited bid history \$65 ok
4960130	2,424.000	BRIDGE DECK PREPARATION AND CONCRETE PLACEMENT	SQYD	\$40.00	\$82.00	\$50.00	74,031.25	3054.09%	205.00%	Yes	Quantity ok, EE low, \$50 ok
4960160	228,839.000	POLYMER CONCRETE AGGREGATE	POUND	\$0.40	\$0.25	\$0.50	-9,476,000.00	-4140.90%	62.50%	Yes	Quantity ok, EE ok
4960170	27,457.000	POLYMER CONCRETE RESIN	POUND	\$3.00	\$3.25	\$4.50	-1,895,200.00	-6902.43%	108.33%	No	Quantity ok, EE ok
5020150	16,245.000	PORTABLE PRECAST CONCRETE BARRIER RAIL (STATE-FURNISHED)	LINFT	\$15.00	\$36.75	\$25.00	201,617.02	1241.10%	245.00%	Yes	Quantity ok, EE low
5020170	1,455.000	CONCRETE BARRIER RAIL (TYPE FA)	LINFT	\$55.00	\$35.00	\$60.00	-94,760.00	-6512.71%	63.64%	Yes	Quantity ok, EE ok
5020320	1.000	INSTALL STATE FURNISHED MATERIAL	LS	\$120,000.00	\$58,000.00	\$30,000.00	N/A	N/A	48.33%	Yes	Quantity ok, EE High
5020560	2.000	RETROFIT BEARING	EACH	\$7,500.00	\$42,000.00	\$400.00	56.95	2847.36%	560.00%	Yes	Quantity ok, EE ok
5020710	766.000	CLASS A CONCRETE (MAJOR)	CUYD	\$500.00	\$622.00	\$450.00	13,773.26	1798.08%	124.40%	No	Quantity ok, EE ok
5020720	37.000	CLASS A CONCRETE (MINOR)	CUYD	\$1,500.00	\$1,650.00	\$1,750.00	-23,690.00	-64027.03%	110.00%	No	Quantity ok, EE ok
5020920	292.000	CLASS A CONCRETE, MODIFIED (MAJOR)	CUYD	\$500.00	\$660.00	\$850.00	-12,468.42	-4270.01%	132.00%	No	Quantity ok, EE low for type of work \$650
5020970	513.000	CLASS D CONCRETE, MODIFIED (MAJOR)	CUYD	\$500.00	\$1,810.00	\$750.00	2,234.91	435.65%	362.00%	Yes	Quantity ok, EE low for type of work \$800
5021000	944.000	CLASS E CONCRETE, MODIFIED (MAJOR)	CUYD	\$500.00	\$351.00	\$800.00	-5,276.17	-558.92%	70.20%	Yes	Quantity ok, EE ok
5021600	1,197.000	CONCRETE DECK REPAIR	SQFT	\$15.00	\$75.00	\$5.50	34,086.33	2847.65%	500.00%	Yes	Quantity ok, EE ok
5030130	1.000	PRESTRESSING CAST-IN-PLACE CONCRETE	LS	\$121,600.00	\$71,000.00	\$90,000.00	N/A	N/A	58.39%	Yes	Quantity ok, EE ok
5050100	641,113.000	REINFORCING STEEL	POUND	\$0.90	\$0.88	\$0.90	-118,450,000.00	-18475.68%	97.78%	No	Quantity ok, EE ok
5050110	8,222.000	REINFORCING STEEL (DOWELED)	POUND	\$10.00	\$6.50	\$7.00	-4,738,000.00	-57625.88%	65.00%	Yes	Quantity ok, EE ok
5060800	933.000	PEDESTRIAN RAIL, TYPE V	LINFT	\$85.00	\$55.00	\$60.00	-473,800.00	-50782.42%	64.71%	Yes	Quantity ok, EE ok
5090140	1,124.000	DRILLED SHAFT FOUNDATION (36-INCH)	LINFT	\$400.00	\$410.00	\$275.00	17,548.15	1561.22%	102.50%	No	Quantity ok, EE ok

Price Sensitivity

May 6, 2016

5090170	350.000	DRILLED SHAFT FOUNDATION (60-INCH)	LINFT	\$870.00	\$1,670.00	\$1,330.00	6,967.65	1990.76%	191.95%	Yes	Quantity ok, EE low \$1200 ok
5090190	220.000	DRILLED SHAFT FOUNDATION (84-INCH)	LINFT	\$1,650.00	\$2,113.00	\$1,600.00	4,617.93	2099.06%	128.06%	No	Quantity ok, EE ok
6030350	111.000	36-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$175.00	\$520.00	\$85.00	5,445.98	4906.29%	297.14%	Yes	Quantity ok, EE ok
6100190	1,072.000	RIPRAP (CLASS 300)	CUYD	\$70.00	\$62.00	\$90.00	-84,607.14	-7892.46%	88.57%	No	Quantity ok, EE ok
6110110	144.000	CLASS A CONCRETE SLOPE PAVEMENT	CUYD	\$475.00	\$460.00	\$650.00	-12,468.42	-8658.63%	96.84%	No	Quantity ok, EE ok
6161080	18,741.000	TORTOISE FENCE	LINFT	\$3.00	\$4.40	\$3.00	1,692,142.86	9029.10%	146.67%	No	Quantity ok, EE ok
6161200	52,350.000	72-INCH CHAIN-LINK FENCE	LINFT	\$10.00	\$10.20	\$10.00	11,845,000.00	22626.55%	102.00%	No	Quantity ok, EE ok
6180230	25,201.000	CABLE BARRIER	LINFT	\$12.00	\$15.10	\$15.00	23,690,000.00	94004.21%	125.83%	No	Quantity ok, EE little low, \$15 good
6180350	27.000	GUARDRAIL TERMINAL (FLARED)	EACH	\$2,500.00	\$2,500.00	\$2,500.00	N/A	N/A	100.00%	No	Quantity ok, EE ok
6180550	8,094.000	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	LINFT	\$30.00	\$28.00	\$32.50	-526,444.44	-6504.13%	93.33%	No	Quantity ok, EE ok
6230268	82.000	LUMINAIRE, TYPE B	EACH	\$750.00	\$788.00	\$700.00	26,920.45	32829.82%	105.07%	No	Quantity ok, EE ok
6230575	19.000	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	EACH	\$3,500.00	\$3,940.00	\$4,000.00	-39,483.33	-207807.02%	112.57%	No	Quantity ok, EE little low, \$4000 good
6230856	32.000	MODIFY DETECTOR	EACH	\$350.00	\$1,810.00	\$1,800.00	236,900.00	740312.50%	517.14%	Yes	Quantity ok, EE low, \$1800 good
6231780	6,104.000	1-INCH CONDUIT	LINFT	\$3.50	\$8.65	\$8.50	15,793,333.33	258737.44%	247.14%	Yes	Quantity ok, EE ok
6231820	14,130.000	3-INCH CONDUIT	LINFT	\$16.00	\$9.00	\$9.50	-4,738,000.00	-33531.49%	56.25%	Yes	Quantity ok, EE ok
6231975	39,776.000	NO. 6 CONDUCTOR	LINFT	\$1.25	\$1.40	\$1.30	23,690,000.00	59558.53%	112.00%	No	Quantity ok, EE ok
6232630	88.000	LOOP DETECTOR (6-FOOT X 6-FOOT)	EACH	\$450.00	\$725.00	\$700.00	94,760.00	107681.82%	161.11%	Yes	Quantity ok, EE little low, \$500 ok
6240140	370.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$400.00	\$1,350.00	\$1,100.00	9,476.00	2561.08%	337.50%	Yes	Quantity ok, EE ok
6240530	20.000	RENT EQUIPMENT (OFFICE SPACE)	MONTH	\$12,500.00	\$3,515.00	\$3,750.00	-10,080.85	-50404.26%	28.12%	Yes	Quantity ok, EE high
6250230	10.000	RENT CHANGEABLE MESSAGE SIGN	EACH	\$5,500.00	\$10,000.00	\$14,500.00	-526.44	-5264.44%	181.82%	Yes	Quantity ok, EE low
6250500	3,737.000	RENT CONSTRUCTION SIGNS	SQFT	\$15.00	\$7.00	\$16.00	-263,222.22	-7043.68%	46.67%	Yes	Quantity ok, EE ok
6270110	1.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	LS	\$920,000.00	\$602,000.00	\$750,000.00	N/A	N/A	65.43%	Yes	Quantity ok, EE high
6270130	4.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, REMOVE	EACH	\$15,000.00	\$4,800.00	\$5,000.00	-11,845.00	-296125.00%	32.00%	Yes	Quantity ok, EE high, \$5000 ok
6270131	3.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, RESET	EACH	\$15,000.00	\$17,215.00	\$25,000.00	-304.30	-10143.44%	114.77%	No	Quantity ok, EE ok
6270150	2,828.330	PERMANENT SIGN PANELS (OVERHEAD)	SQFT	\$20.00	\$19.00	\$25.00	-394,833.33	-13959.95%	95.00%	No	Quantity ok, EE ok
6270190	951.950	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	\$70.00	\$38.00	\$65.00	-87,740.74	-9216.95%	54.29%	Yes	Quantity ok, EE ok
6280120	1.000	MOBILIZATION	LS	\$1,951,351.83	\$2,473,022.88	\$3,740,044.97	N/A	N/A	126.73%	No	Fixed percentage
6321200	14.410	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	MILE	\$6,000.00	\$6,200.00	\$5,500.00	3,384.29	23485.67%	103.33%	No	Quantity ok, EE ok
6321270	13.200	POLYUREA PAVEMENT STRIPING (8-INCH SOLID YELLOW)	MILE	\$6,000.00	\$6,200.00	\$5,500.00	3,384.29	25638.53%	103.33%	No	Quantity ok, EE ok
6360190	29.670	TEMPORARY PAINTED STRIPING (SOLID WHITE)	MILE	\$700.00	\$2,400.00	\$800.00	1,480.63	4990.31%	342.86%	Yes	Quantity ok, EE ok
6360260	20.210	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	MILE	\$700.00	\$2,550.00	\$800.00	1,353.71	6698.24%	364.29%	Yes	Quantity ok, EE ok
6370110	1.000	TEMPORARY POLLUTION CONTROL	LS	\$172,446.00	\$48,500.00	\$150,000.00	N/A	N/A	28.12%	Yes	Quantity ok, EE ok
6370190	1.000	DUST CONTROL	LS	\$43,578.49	\$385,000.00	\$20,000.00	N/A	N/A	883.46%	Yes	Quantity ok, EE ok
6400120	1,025.000	MASONRY RETAINING WALL	SQFT	\$50.00	\$31.00	\$35.00	-592,250.00	-57780.49%	62.00%	Yes	Quantity ok, limited bid history \$35 ok

Additional Comments: recommend award



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

MEMORANDUM

May 27, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: June 6, 2016, Transportation Board of Directors Meeting
Item #6: 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 15, 2016, through May 18, 2016.

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 new agreements and amendments which take the total agreement above \$300,000 during the period from April 15, 2016, through May 18, 2016.

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 15, 2016, through May 18, 2016.

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 15, 2016, through May 18, 2016**

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	77915	00	CA GROUP, INC.	DESIGN AND PROJECT MANAGEMENT SERVICES	Y	1,430,500.00	-	1,430,500.00	-	6/6/2016	12/31/2018	-	Service Provider	NICK JOHNSON	06-06-16: DESIGN, PROJECT MANAGEMENT, LANDSCAPE AND AESTHETIC CONCEPTS AND DESIGN, TRAFFIC ANALYSIS, ENVIRONMENTAL STUDIES, SUBSURFACE UTILITY EXPLORATION, AND PUBLIC RELATIONS AND OUTREACH SERVICES FOR THE I-515/CHARLESTON BLVD. INTERCHANGE PROJECT. CLARK COUNTY. NV B/L#: NVD20081407877-R SUBMITTED PROPOSALS: CA GROUP, INC., WOOD RODGERS, INC.
2	08316	00	DIVERSIFIED CONSULTING SERVICES	CONSTRUCTION ENGINEERING SERVICES FOR CREW AUGMENTATION	Y	1,932,409.04	-	1,932,409.04	-	6/6/2016	9/30/2017	-	Service Provider	LISA SCHELLER	06-06-16: CONSTRUCTION ENGINEERING SERVICES FOR AUGMENTATION OF CREW 908 THAT WILL BE SPLIT EQUALLY BETWEEN TWO PROJECTS: CONTRACT 3609, COLD MILL AND OVERLAY WITH LEVELING COURSE, PLANTMIX BITUMINOUS SURFACE AND OPEN GRADED WEARING COURSE FROM 0.05 MILES WEST OF THE WILLOW CREEK GRADE SEPARATION TO 0.82 MILES EAST OF THE EAST WELLS INTERCHANGE (ESTIMATED DURATION OF 180 WORKING DAYS) AND CONTRACT 3615, 2 SAFETY OVERCROSSINGS AND ATTENDANT FENCING LOCATED APPROXIMATELY AT MILE POST 90.96 AND 97.39 (ESTIMATED DURATION OF 210 WORKING DAYS) BOTH LOCATED ON INTERSTATE 80 IN ELKO COUNTY. NV B/L#: NVD19901019853-R SUBMITTED PROPOSALS: CA GROUP, INC., DIVERSIFIED CONSULTANT SERVICES, VTN NEVADA
3	45612	02	SCHINDLER ELEVATOR CORP	TROPICANA PEDESTRIAN BRIDGES MAINTENANCE	N	1,167,328.00	500,000.00	2,200,992.00	-	4/30/2013	5/31/2018	6/6/2016	Service Provider	JENNIFER MANUBAY	AMD 2 06-06-16: INCREASE AUTHORITY \$500,000.00 FROM \$1,700,992.00 TO \$2,200,992.00, AND EXTEND TERMINATION DATE FROM 05-31-16 TO 05-31-18 FOR CONTINUED PREVENTATIVE MAINTENANCE WHILE ELEVATOR UPGRADES TAKE PLACE. AMD 1 03-30-15: INCREASE AUTHORITY \$533,664.00 FROM \$1,167,328.00 TO \$1,700,992.00, AND EXTEND TERMINATION DATE FROM 05-31-15 TO 05-31-16 FOR CONTINUED PREVENTATIVE MAINTENANCE. 04-30-13: PERFORM PREVENTATIVE MAINTENANCE ON THE TROPICANA PEDESTRIAN BRIDGES, CLARK COUNTY. NV B/L#: NV19791002347-S

Line Item 1

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): PCEMS #: 4-03442

Type of Services: Environmental and Engineering Services

Originated by: Nick Johnson Division: Project Mgmt Date Originated: 12/16/2015

Division Head/District Engineer: Cole Mortensen

Budget Category #: 06-BLDGS/IMP Object #: 814D Organization #: B015-Project Management

Estimated Cost: 1,600,000 Type of Funding: Federal/State % of Fund: 95

Funding Notes: State Fiscal Year(s): 2016,2017

\$300,000 in FY 2016, \$1,300,000 in FY 2017

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

Purpose of, and Justification for, Budget Request:

Due to the need to meet the current schedule and augment the Department’s staff, the Project Management Division would like to request approval to contract for Environmental, Preliminary Design, Traffic Analysis, and Subsurface Utility Explorations for the subject project.



The project consists of reconstructing the existing interchange and widening Charleston Blvd. to accommodate additional turning lanes at the interchange. The project will require an Environmental Assessment document due to multiple right of way acquisitions.

Scope of Services:

The Service Provide will perform preliminary design of the interchange, conduct necessary environmental studies and develop the EA documentation, and perform subsurface utility explorations to determine impacts. In addition, the Service Provider will perform the public outreach for the project, traffic analysis and Change in Control of Access Report, and PM support services for the project.

Additional Information Attached X

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



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

May 13, 2016

TO: John Terry, Assistant Director

FROM: Nick Johnson, Project Manager

SUBJECT: Negotiation Summary for RFP 779-15-015 I-515/Charleston Boulevard Interchange and Auxiliary Lanes.

An initial meeting to discuss the project and scope of work was held on March 20, 2016 with Jim Caviola and Jack Sjostrom from CA Group, Ben Goldsworthy from CH2M, and Nick Johnson and Chris Young from the Nevada Department of Transportation (DEPARTMENT). The scope of work and fee was reviewed by DEPARTMENT staff. Two negotiation meetings were held via conference call in on May 3, 2016, and March 10, 2016 with Jim Caviola and Jack Sjostrom from CA Group and Nick Johnson from the DEPARTMENT in attendance.

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

1. The project limits and scope were confirmed to be the reconstruction of the I-515/ Charleston Boulevard Interchange from Honolulu St. to Sacramento Dr., and construct Auxiliary lanes on I-515 from the Eastern Ave. to the Charleston Boulevard Interchange.
2. Project Management documentation, coordination, workshops, and services
3. Preliminary (30%) design/engineering services that include the following:
 - a. Field reviews, investigations, additional scoping, and reports
 - b. Project design criteria and reports
 - c. Preliminary drainage analysis and report
 - d. Preliminary Geotechnical Investigations and report
 - e. Preliminary structural analysis and report
 - f. Development of project cost estimate
 - g. 30% design plans and preparation
4. Landscape and Aesthetic concepts and design.
5. Traffic Analysis, forecasting, and reporting.
6. Environmental studies and services to complete NEPA study and Environmental Assessment.
7. Subsurface Utility Exploration and utility coordination.
8. Public Relations, outreach, meetings, and hearings.

The term of services is 18 -24 months.

Key sub-consultants and a list of each's sub-consultants current NDOT project commitments are as follows:

NOVA Geotechnical
CH2M
VTN Nevada
Stantec Consulting Services
R2H Engineering Inc.
Horrocks Engineers

Geotechnical Services
Environmental Services
Drainage Design Services
Landscape and Aesthetic Services
Structural Design Services
SUE and Public Outreach

Sub-consultant	Project	Prime/Sub
NOVA	SR160 Phase 2	Sub
	Tropicana/Las Vegas Blvd Pedestrian Bridges	Sub
	ITS Infrastructure Contract. 3618	Sub
CH2M	SR160 Phase 2	Sub
	Project NEON Program Management	Prime
	SR28 Bikeway & Improvements, North Demonstration Project	Prime
	Nevada Statewide Freight Plan	Sub
VTN Nevada	I-15/215 interchange	Sub
	Garnet Interchange	Sub
	SR160 Phase 2	Sub
	Craig Road Safety Management Plan	Sub
Stantec	I-15 / Starr Avenue Interchange L&A	Prime
	US95 Northwest Package 2	Prime
	NDOT Statewide Bridge Inspections 2012-2016	Prime
	NDOT MS-4 SW Management Program	Prime
	I-580 to S. Meadows L&A	Prime
	NDOT I-580 Interchanges L&A	Prime
Horrocks	I-15 / Starr Avenue Interchange	Prime
	USA Parkway	Sub
	Tropicana Avenue SUE	Sub
	SR160 Nye County SUE	Sub
R2H	Project NEON DB	Sub
	I-15 North Phase 4	Sub

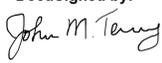
The DEPARTMENT's original estimate was \$1,600,000 including direct labor, overhead rate, and 9% fee (9461 total man-hours of work by the SERVICE PROVIDER), and direct expenses at \$252,102.

The SERVICE PROVIDER's original estimate was \$1,525,200 including direct labor (5298 man-hours of work by the SERVICE PROVIDER), overhead rate of 110.34%, a 10% fee, and direct expenses at \$785,995 (including sub-consultant expenses and 4610 total man-hours).

The negotiations yielded the following:

1. There will be 5420 total man-hours by the SERVICE PROVIDER, allotted throughout the course of this agreement at a direct labor cost of \$326,100.
2. Based upon the direct labor costs and an overhead rate of 110.34%, the overhead amount will be \$359,818.74.
3. A fee of 9% was agreed to by both parties, and will be \$61,732.69 for this agreement based upon direct labor costs and an overhead rate of 110.34%.
4. The direct expenses agreed to total \$682,809 for sub-consultants with 4269 total man-hours, reproduction, communication, travel and per diem.
5. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$1,430,500 a reduction of \$94,700 from the service provider's original estimate.

Reviewed and Approved:

DocuSigned by:

 F8663DD9AE07415...
 Assistant Director

Attachment A Scope of Services

1.0 GENERAL

1.1 PROJECT LOCATION

The project and study area is located on Interstate 515 at the Charleston Interchange in Clark County, Nevada, on Charleston Blvd. between Lamb Blvd. and Honolulu St., and along I-515 from the Charleston interchange to the Eastern Avenue east-side on-off ramps.

1.2 GENERAL SERVICES

The general scope of services includes developing a 30 percent (30%) level design for the Interchange reconstruction at the Charleston Blvd. and Interstate 515, and along I-515 from Charleston to Eastern Avenue, performing subsurface utilities explorations, and performing the necessary studies, documentation, and outreach required for an Environmental Assessment document that meets the National Environmental Policy Act (NEPA). Tasks include the following items:

- Project management documentation, coordination, workshops, and services
- Preliminary design/engineering services
- Environmental studies and services to support NEPA approval
- Subsurface utility explorations and utility coordination
- Public relations and outreach

2.0 STANDARD CRITERIA

The Service Provider will develop a Project Criteria Memo for DEPARTMENT's review and approval. The Criteria will be developed to utilize the applicable standards to the types of work performed. The Consultant will follow all Federal, State and Local adopted criteria for the Project.

3.0 PROJECT MANGEMENT

The SERVICE PROVIDER will provide a licensed professional engineer (P.E.) in the State of Nevada as a Project Manager to deliver the services described above. The DEPARTMENT's project manager will manage the project team (including SERVICE PROVIDER augmentation) and deliver the project. The SERVICE PROVIDER shall manage / coordinate PROJECT development activities with the DEPARTMENT, other agencies, property owners, local and federal agencies, and the major commercial interests within the footprint of the study area. This will be done in coordination with the DEPARTMENT's Project Manager.

The SERVICE PROVIDER will be responsible for coordinating, attending, and preparing exhibits and preparing meeting minutes for those meetings as required by the DEPARTMENT. Project Management tasks, activities, and deliverables include the following:

- Coordination and documentation
- Kick off Meeting

- Project Management Plan
 - Service Provider to coordinate with the DEPARTMENT PM to prepare and maintain a project specific Project Management Plan (PMP). The PMP will be drafted utilizing the DEPARTMENT's current PMP template and be crafted to the Study Process and project specific scope. It will include all necessary components as determined applicable by the DEPARTMENT PM.
- Monthly progress reporting
 - Service Provider shall provide regular invoices with a summary of the work performed.
 - Service Provider to prepare a detailed project schedule with DEPARTMENT's PM in Microsoft Project to track project progress and report during the Monthly meetings.
- Attend Monthly and Misc. Meetings and provide meeting minutes
- Risk Analysis, Cost Risk Assessment Workshops, and Risk Management Plan
 - Service Provider to host a Risk and Cost Assessment workshop and provide a summary report of the workshop
 - Service Provider to provide a Cost Risk Assessment based on the workshop results.
 - Service Provider to develop and maintain a Risk Management Plan in combination with its work on the PMP.
- Pre-construction and construction schedules
 - Service Provider to develop appropriate CMAR Design development and Construction related schedules and provide them to DEPARTMENT for review.
- QA/QC
- Additional PM Support services as directed by the DEPARTMENT's PM
 - Service Provider shall provide additional services as requested by the DEPARTMENT PM to a maximum of 80 hours. Additional services beyond 80 hours are not included in this scope of work.

4.0 ENVIRONMENTAL

The SERVICE PROVIDER shall be responsible for developing a one-build alternative to a 30-percent level of completion per DEPARTMENT requirements and completing the National Environmental Policy Act (NEPA) process through a decision document. The Environmental Assessment (EA) document will analyze and include a build and a no-build alternatives. Federal Highway Administration (FHWA) is the lead federal agency for preparation of the NEPA document. The Environmental tasks, activities, and deliverables may include, but are not limited to, the following:

- Data collection and field investigations.
- NEPA coordination with DEPARTMENT and resources agencies
 - Includes Scoping and NDOT/FHWA update meetings.
- Prepare the purpose and need, evaluate previously developed alternatives and information, and develop a build alternative.
- Prepare the EA document
- Perform NEPA studies and analysis and prepare technical reports for the following:
 - Air Quality TO BE COMPLETED BY DEPARTMENT
 - Biological Resources
 - Construction Impacts
 - Cultural Resources

- Cumulative and Indirect Effects
- Floodplains and Water Resources
- Hazardous Materials TO BE COMPLETED BY DEPARTMENT
- Land Use
- Section 4(F)
- Social and Economic Conditions (including Environmental Justice)
- Traffic Noise TO BE COMPLETED BY DEPARTMENT
- Visual Impacts
- Prepare Finding of No Significant Impact (FONSI) documents
- Conduct public hearing and meeting in support of the NEPA process

NEPA Analysis Task Item	Documentation	Field Analysis and Tech Rpts	Agency Coordination
Air Quality Analysis BY NDOT	x	x	x
Traffic Noise Analysis BY NDOT	x	x	x
Biological Resources (including vegetation, invasive/noxious species, wildlife, migratory birds)	x	x	x
Cultural Resources/Section 106	X	X	X
Cumulative and indirect impacts	x	x	x
Floodplains and Water Resources / Quality	x		x
Hazardous Materials BY NDOT	X	X	X
Land Use	x		x
Native American Religious Concerns	X	included in cultural resources	X
Safety	x	x	
Section 4(f)	x	documented in EA	x
Social and Economic Conditions	x		
T&E Species	x	included in biological resources	x
Environmental Justice	x	X	x
Visual Resources	x		x

4.1 Data Collection, Field Investigation, and Analysis

Data will be collected for the resources and specialty areas listed in the above table. Information will be gathered through field surveys, personal interviews, library and archival research, on-site modeling and sampling, and by contacting resource agencies and data repositories. The areas of social, economic, and environmental interests will be studied to identify issues of concern within the study area. The data collected and analysis will include:

- **Air Quality.** DEPARTMENT to provide the results in a technical report.
- **Traffic Noise Analysis.** DEPARTMENT to satisfy policy requirements, ascertain conditions, and calibrate and support the traffic noise model. Perform and complete

necessary traffic noise analysis according to current regulations and policies. Present the results in a technical report.

- **Biological Resources.**
 - Collect and analyze wildlife resource data. Document existing vegetation in the project area, including invasive species and noxious weeds. Obtain updated information from U.S. Fish and Wildlife Service (USFWS), NDOW, Natural Diversity Information Source (NDIS), and Natural Heritage Program (NHP) regarding threatened, endangered, sensitive, or rare species in the project area. In addition, the Consultant will inspect structures that may accommodate bats and swallows. Assess and describe impacts to vegetation including invasive species/noxious weeds and provide appropriate mitigation measures. Analysis of impacts to wildlife and their habitat. Develop and coordinate mitigation plan for impacts, if appropriate. This scope includes no fisheries impacts would occur. Analyze all potential impacts to Threatened or Endangered Species and Sensitive/Rare Species as identified by USFWS and NDOW. A biological assessment is not included in this scope of work
 - Determine if Wetlands and Waters of the US are present in the project limits. Conduct/Prepare a delineation if present. Submit findings to UCACE for jurisdictional determination.
- **Cultural Resources.**
 - Archaeology
 - Conduct Archaeological Class I Literature Search on NVCRIS to identify any previously recorded archaeological sites located within the project area.
 - Create basemap layer with all known archaeological sites.
 - Obtain fieldwork authorizations.
 - Coordinate and consult with state and federal agencies.
 - Conduct Class III Cultural Resources Inventory (the study area is developed and it is likely that no archaeological resources will be identified).
 - Prepare report consistent with DEPARTMENT and SHPO.
 - Historical Architecture
 - Conduct Archaeological Class I Literature Search on NVCRIS to identify any previously recorded archaeological sites located within the project area.
 - Create basemap layer with all known archaeological sites.
 - Obtain fieldwork authorizations.
 - Coordinate and consult with state and federal agencies.
 - Conduct Class III Cultural Resources Inventory (the study area is developed and it is likely that no archaeological resources will be identified).
 - Prepare report consistent with DEPARTMENT and SHPO.
- **Floodplains and Water Resources.** Identify surface waters or FEMA-regulated floodplains in the study area. Utilize the hydrology report to determine potential water quality and storm water issues. Evaluate the project's potential impacts on FEMA-regulated floodplains in the study area and water quality impacts.

- **Hazardous Materials.** DEPARTMENT will prepare the Hazardous Materials Technical Report.
- **Land Use.** Collect existing and future land use and zoning information from the City, County, and private landowners. Describe generalized existing land use from aerial photo interpretation for the study area and local plans. Prepare analysis of the project's potential impacts to existing land use, and evaluate the consistency of build alternatives with future land use plans.
- **Social and Economic Conditions, including Environmental Justice.** Data will be obtained from the US Census Bureau and American Community Survey. This will be supplemented with information from other local sources. Growth in population and employment growth will be assessed using Census and other available demographic information.
- **Visual Conditions.** The existing visual environment will be documented, including significant and/or protected view sheds. Analysis of impacts to views of and from the transportation improvements. Prepare visual assessment consistent with FHWA guidelines. Prepare visual renderings of proposed improvements as necessary.
- **Indirect Effects and Cumulative Impacts Analysis.** Data on resources as well as information on past, present, reasonably foreseeable future projects will be collected. The indirect effects and cumulative impacts analysis will follow recommended approaches in the CEQ and FHWA guidance documents and NCHRP Reports on these topics. The project team will prepare a technical memorandum documenting the indirect effects and cumulative impacts analysis that will be summarized in the EA. The level of analysis for each topic will be appropriate for an EA. No expert panel will be formed to provide input on indirect effects; however, the project team will obtain input from the public and agency scoping process on the resources that should be considered in each analysis. Agency input will also be sought on defining the indirect effects and cumulative impacts study area(s) and time horizons. Although regulation or policy does not currently require it, address climate change employing FHWA standard language and utilizing project specifics in this section.
- **Construction.** Identification of anticipated impacts and appropriate mitigation measures during construction. Identify potential construction staging areas.
- **Section 4(f).** The project area will be reviewed for the potential involvement of 4(f) properties. The scope assumes a 4(f) analysis will be included in the EA and the Final Section 4(f) analysis will be included in the FONSI. This task assumes the 4(f) resource will be a cultural site, and that DEPARTMENT will conduct the analysis and coordination of cultural resources. DEPARTMENT will conduct all coordination with SHPO and provide the appropriate documentation to the Consultant for the completion of the 4(f) discussion.

5.0 PUBLIC INVOLVEMENT AND OUTREACH

The SERVICE PROVIDER shall arrange for and conduct a maximum of two (2) public meetings. The first meeting will be held in conjunction with the NEPA Notice-of-Intent-to-Study and the second meeting when an approved NEPA document is ready for public review. The SERVICE PROVIDER is responsible for coordinating activities with the DEPARTMENT, the DEPARTMENT's Project Manager, Public Hearings Officer, and the Public Information Officer. Public involvement and outreach tasks, activities, and deliverables include the following:

- Establishing the meeting dates and times and securing meeting locations
- Designing and preparing mailers (for a minimum distance of ¼ mile from the project area) flyers, and newspaper ads
- Providing neighborhood notification (mail and/or door hangers), e-blasts (email) and newspaper advertisements in the Las Vegas Review Journal and one minority publication
- Developing verbiage for press releases, media advisories, and advertisements and coordinate with the DEPARTMENT's Public Hearings Officer and DEPARTMENT's Public Information Officer for release of this information to the public
- Preparing any necessary exhibits for the project for public display
- Preparing handouts for the public information meeting
- Preparing additional displays as appropriate
- Hiring of a court reporter from State of Nevada approved listing
- Providing a Spanish Translator to attend each public information meeting for translating services to the public, if needed.
- Documenting and responding to public comments as part of the record of the meeting
- Participating in the meeting to explain the project and answer questions
- Assisting in preparing PowerPoint presentations
- Assisting in the setting up and breaking down of each public information meeting.
- Provide additional audio and visual equipment if needed
- Preparing a public meeting summary report

The SERVICE PROVIDER shall provide qualified professional staff members who are knowledgeable of the PROJECT, of the overall public engagement and information practices and procedures for Federal and State requirements, and the DEPARTMENT's specific procedures, in order to provide comprehensive public engagement program for the project. All media will be provided in both English and Spanish versions.

6.0 PRELIMINARY DESIGN

The SERVICE PROVIDER will develop and prepare 30% level plans, cost estimates, and engineering reports. The SERVICE PROVIDER will be responsible to review the feasibility study conducted by the City of Las Vegas, scoping report developed by the DEPARTMENT, and conduct any additional alternative analysis and design scoping to support the alternative analysis required for the NEPA preferred alternative.

The SERVICE PROVIDER shall coordinate with DEPARTMENT's Project Manager and project team responsible for the I-515 Corridor Study regarding any identified improvements on the I-515 that fall within the project limits. Preliminary Design and scoping tasks, activities, and deliverables include the following:

- Field reviews & data collection
- Additional scoping efforts
 - This work includes determination of additional scope items not already included in the 30% alternative development. Items that may be included in this are:
 - Additional design on I-515, beyond the limits of existing pavement.
- Project Design Criteria Report/Memo
- Right of Way – Utilities Research and Investigation.

- The SERVICE PROVIDER will obtain existing utility information, conduct Subsurface Utility Engineering (SUE), perform utility analysis, and determine impacts within the project limits. Should potholing be required to accomplish these tasks, the SERVICE PROVIDER shall be required to contract with a DEPARTMENT-approved Subsurface Utility Engineering (SUE) SERVICE PROVIDER. The Right of Way utilities tasks, activities, and deliverables may include, but are not limited to, the following:
 - Field review, data collection, and obtaining existing utility information
 - Coordinate with local and national utility companies to obtain field data, verification of existing locations, and conceptual approval for potential utility relocations.
 - Perform quality level A,B,C, & D SUE of utilities as determined necessary. (Maximum of 20 potholes in this scope of work)
 - Conduct utility evaluation and prepare Utility Impact Memo and Matrix
 - Task management and utility coordination
 - Identify any Right-of-Way impacts due to the relocation of the utilities.
 - Prior Rights Exhibit- a report identifying the prior rights on all impacted utilities.
- Preliminary Drainage report
- Review of existing studies, reports, and CCRFCD MPU
- Develop off-site hydraulic model, 100% offsite hydrology analysis, and address Special Flood Hazard Areas (SFHA).
- Preliminary Geotechnical report (for retaining wall foundations, bridge widenings, and soundwall foundations). The report will contain:
 - A summary of project information.
 - A brief discussion of our field exploration and laboratory testing programs.
 - A discussion of the existing surface conditions at the time of our field exploration program.
 - A discussion of the subsurface conditions encountered within the depths explored.
 - A geologic discussion.
 - Preliminary recommendations for design of foundations, including allowable bearing capacity, passive pressure, spring coefficients, coefficient of friction and estimated settlements.
 - Seismic response spectra recommendations
 - Preliminary recommendations for use in design of retaining walls.
 - General earthwork/backfill requirements, including site preparations, fill placement, and suitability of existing soils for use as fill materials.
 - Data on excavatability of materials encountered.
 - Recommendations for type of cement in concrete in contact with on-site soils.
 - A plan indicating the approximate locations of our explorations.
 - Logs of the explorations and results of any laboratory tests.
- DEPARTMENT will provide the pavement section design.
- Prepare Monument research and design Survey for the project, including evaluation of impacted or new monumentation required.
- Provide preliminary Structural analysis of the I-515 Bridge widenings and soundwalls to supplement a Type Selection Memo for the structures. Provide structural recommendations and reviews of the preliminary design.

- Prepare presentation graphics (renderings) for the alternatives for public information use.
- Cost estimates with Basis of Estimate (prepared in accordance with the DEPARTMENT's Risk Management and Risk based Cost Estimation Guidelines)
- 30% plans to include the following:
 - Title Sheet
 - Location Sketch
 - Typical sections
 - Location control sheets
 - Plan and profile sheets
 - Layouts for drainage, signs, lighting, signals, striping, & ITS

7.0 LANDSCAPE AND AESTHETICS

The SERVICE PROVIDER will work with the DEPARTMENT's Landscape Architecture Staff to develop Landscape and Aesthetic features to a conceptual level necessary to upgrade the study area. The conceptual design must comply with "the Pattern and Palette of Place" Landscape and Aesthetics (L & A) Master Plan and the I-15 Landscape and Aesthetics Corridor Plan and documents for the production of conceptual design plans for the construction project. Landscape and Aesthetics conceptual design tasks, activities, and deliverables may include, but are not limited to, the following:

- Field review and data collection
- Coordination and meetings with DEPARTMENT staff and stakeholders
- Prepare three (3) design narratives explaining potential concepts. Narratives will be reviewed and approved by NDOT L&A prior to developing concept plans.
- Prepare three (3) conceptual plans with preliminary cost estimates for the project, the DEPARTMENT's review and selection, revise per review comments for presentation of the selected preferred alternative at stakeholder meetings
- Prepare construction/installation cost estimate to conform to the available restrictions, budget, and long-term maintenance requirements for the conceptual designs
- Prepare long-term maintenance cost estimates for each conceptual design
- Prepare necessary exhibits for project stakeholder meetings, and presenting the exhibits and concepts at the stakeholder meetings.
- Prepare the DEPARTMENT's selected preferred plan for Stakeholder meeting to include minor options
- Revise preferred plan to include Stakeholder selections
- Present the conceptual Landscape and Aesthetics plan at the Public Information Meeting
- Make minor revisions to the plan per public comments and the DEPARTMENT's direction
- Prepare and submit a Design report summarizing the development of the concepts, comments received, actions taken, and the anticipated costs of the improvements.

8.0 TRAFFIC

8.1 TRAFFIC ANALYSIS AND REPORTING

The DEPARTMENT will provide the forecasting and methodology memorandums from completed and ongoing studies to CA Group for review. The pertinent studies include the Southern Nevada HOV Plan Update and the ongoing I-515 Study. Other studies may be required to supplement the data.

The SERVICE PROVIDER will provide traffic engineering services to deliver a traffic analysis and a Change in Control of Access (CCAR) Report that complete traffic forecasting and traffic operational analysis tasks for the modified Charleston Interchange.

The limits of the traffic analysis are as follows:

On I-515:

- Northern Limit: Eastern Avenue Grade Separation
- Southern Limit: Boulder Highway Grade Separation

On Charleston Boulevard:

- Eastern Limit: Sacramento Drive intersection
- Western Limit: North Honolulu Street / South Sandhill Road intersection

Traffic forecasting will be completed following those methodologies in the DEPARTMENT's Traffic Forecasting Guidelines (August 2012). Traffic operational analysis will be completed using VISSIM, and Synchro, latest versions, following the methodologies in the DEPARTMENT's CORSIM Modeling Guidelines (September 2012).

8.2 DATA COLLECTION

In addition to the data provided by the DEPARTMENT in the aforementioned studies, the Service Provide shall collect data for use in forecasting and modeling of the existing and anticipated traffic and shall document all data collected in the traffic report. Data collected shall be for use in the development and calibration of the traffic model(s). Data for Charleston and the crossing streets will be collected, balanced and adjusted as necessary to provide a traffic model for the base year. Data will be used to develop and or validate traffic forecast volumes, and will consist of:

1. Freeway & Ramp Volumes
2. Ramp Volume at adjacent interchanges
3. Turning movement counts at all intersections
4. Pedestrian & Bike counts
5. Calibration MOEs (Travel time, speed, Queue)

8.3 TRAFFIC FORECASTING

The Service Provider shall prepare a Traffic Forecasting Methodology Memorandum for review and approval by DEPARTMENT. The Service Provider shall coordinate with DEPARTMENT on the ongoing I-515 Study and completed Southern Nevada HOV Plan Update project to obtain approved Traffic Forecasting volumes, and shall calibrate its own models using this data. The Methodology Memorandum shall document the data received and provide full methodology of its use in combination with any additional data obtained for Charleston Blvd. (if outside the limits of the I-515 Study). The traffic forecasts and associated documentation will be submitted to DEPARTMENT for approval prior to use in any operational analysis.

8.4 TRAFFIC ANALYSIS

The traffic model shall be developed to focus on the project limits specified in this contract, and will focus on the operations and interactions of the roadway network of Charleston Avenue. HCM and Synchro analysis shall be used to determine comparative analysis of concepts, while VISSIM shall be used for modeling a DDI and to develop the operational analysis of the preferred alternative.

8.5 CHANGE IN CONTROL OF ACCESS

The Service Provider shall prepare a Change in Control of Access Report (CCOAR) to be submitted for approval documenting any changes to or revisions of the existing access control for the project study limits. The report will address FHWA's eight points required for approval. A draft CCOAR will be submitted to DEPARTMENT and FHWA for review and comment. A final CCOAR will be provided to DEPARTMENT and FHWA, addressing all comments, for final approval.

8.6 TRAFFIC REPORT

The Service Provider shall provide a Traffic Report documenting the analysis and results of the existing (2016) and design year approved traffic model(s). A draft of the report will be submitted to DEPARTMENT for review and comment. A final report, addressing all comments will be submitted after, including all backup documentation and electronic model files.

TRAFFIC DELIVERABLES

The traffic analysis tasks, activities, and deliverables as follows:

- Traffic Forecasting Methodology and Assumptions (M&A) Memorandum (one pdf file),
- Traffic Forecasts (one pdf file of combined forecasts),
 - Existing volumes/counts
 - Projected volumes for 2035
- Traffic Modeling and Operational Analysis Methodology Memorandum (one pdf file),
- VISSIM Model Calibration Methodology Memorandum
- Electronic files of all Traffic models and Confidence and Calibration Report (Synchro/VISSIM/HCS files for all scenarios),
- Traffic Study Report and Recommendations (1 pdf file), and
- Change in Control of Access Report (CCAR) (1 pdf file).

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): 73606 & 73667

Type of Services: Engineering Services - Construction Management

Originated by: Lisa Schettler Division: Construction Date Originated: 2/3/2016

Division Head/District Engineer: Sharon Foerschler

Budget Category #: 06 Object #: 814B Organization #: C040

Estimated Cost: \$1,978,814.25 Type of Funding: Federal % of Fund: 95

Funding Notes: State Fiscal Year(s): FY16, FY17

\$413,789.25 in FY 16 and \$1,565,025.00 in FY 17

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

Purpose of, and Justification for, Budget Request:

As a result of the size and scope of these projects and the crew workload, the Construction Division is requesting approval to proceed with a solicitation to provide construction crew augmentation services



Scope of Services:

The scope of services include providing Construction Engineering Services for Augmentation of Crew 908 for the construction of Project IM-080-4(090) (estimated duration of 180 working days) and Project MG-080-5(039) (estimated duration of 210 working days) both located on Interstate 80 in Elko County.

Additional Information Attached

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

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

May 19, 2016

TO: Reid Kaiser, Assistant Director

FROM: Lisa Schettler, Project Manager

SUBJECT: Negotiation Summary for RFP 083-16-040 Construction Engineering Services for Augmentation of Crew 908 for the construction of Contract 3609, Project IM-080-4(090) and Contract 3615, Project MG-080-5(039), both on Interstate 80 in Elko County

We received a preliminary cost proposal from the highest ranked firm, Diversified Consulting Services (DCS), responding to the RFP 083-16-040 on May 6, 2016. After conferring with Boyd Ratliff, Assistant District 3 Engineer, a negotiation conference call was held on May 11, 2016, with Mike Murphy of DCS and Stephen Lani, Lisa Schettler and Maria Maness of the Nevada Department of Transportation (DEPARTMENT) in attendance.

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

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

The SERVICE PROVIDER shall provide a Resident Engineer, an Office Person, three (3) Inspectors level IV, two (2) Inspectors level III and one (1) Tester, one (1) nuclear gauge, trucks and cell phones.

All key personnel are employees of DCS. There are no subconsultants providing employees or services under this agreement.

The DEPARTMENT's original estimate was \$1,978,814.25 including direct labor, overhead rate of 150%, a 10% fee, and direct expenses.

The SERVICE PROVIDER's original estimate was \$3,074,683.94, including direct labor, overhead rate of 150%, a 11% fee, and direct expenses.

The negotiations yielded the following:

1. Adjusted the augmentation staffing durations and levels for 2017 based upon current project construction schedules and anticipated Crew 908 workload.
2. Reiterated that hours worked by the Service Provider are at the direction of the Resident Engineer.
3. Agreed to a reduction of the fixed fee from 11% to 10%.
4. Based upon recent audit performed by NDOT Internal Audit Division an overhead rate of 150% is acceptable.

5. Agreed estimated overtime for the Assistant Resident Engineer and Office Engineer at 10% and an estimated overtime for field staff at 20% was appropriate.
6. We agreed the augmentation staff would be compensated at the established DEPARTMENT long term Crew Per Diem Rates, as is Crew 908 DEPARTMENT staff, based upon a permanent work station in Elko, Nevada and the Crew 908 Office location in Wells, Nevada except during winter shut-down months.
7. The Service Provider provided quotes and a detailed Cost Analyses to support the monthly rate for vehicles in the cost proposal.
8. Adjustments to the number of Vehicles and Cell phones used needed to be modified in accordance to the staff being provided at different stages of the project.
9. Augmentation staff man hours were reduced and the vehicle monthly rate was reduced from \$2,700 per month to \$2,300 per month due to clarification that augmentation staff will be on long term crew per diem eliminating the need for mileage/fuel costs and man hours associated with commuting between Elko and Wells.
10. If out-of-state per diem is needed for DCS personnel to inspect and test MSE panels being constructed in Salt Lake City, DCS will invoice using applicable GSA per-diem rates and provided lodging receipts in accordance with DEPARTMENT TP 1-5-12.
11. Agreed that DCS would remove the Office Furniture Rental and Misc. Supplies items from their original estimate as the items included in these categories would be provided by the DEPARTMENT.
12. Agreed that DCS would remove the Testing Equipment Rental item as field testing equipment would be provided by the DEPARTMENT, with the exception of nuclear density gauges.
13. After discussing the DCS supplied Nuclear Gauge storage requirements and options, agreed that the \$300 monthly Nuclear Storage Rental item could be replaced with a one-time \$1,000 mobilization/demobilization fee to provide a lock box.
14. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$1,932,409.04.

Reviewed and Approved:

DocuSigned by:



Assistant Director

SECTION III - SCOPE OF SERVICES

The SERVICE PROVIDER will perform professional and technical engineering services to ensure that the construction of Contract 3609, Project IM-080-4(090), and Contract 3615, Project MG-080-5(039), both on Interstate 80 in Elko County, is accomplished in conformance with the plans, specifications, and all other contract documents.

The SERVICE PROVIDER will provide one (1) Resident Engineer, one (1) Office Person, three (3) Inspectors level IV, two (2) Inspectors level III, one (1) Tester, one (1) nuclear gauge, trucks, and cell phones. The SERVICE PROVIDER will be required to provide suitable storage for the nuclear gauge as required by the DEPARTMENT. The SERVICE PROVIDER also agrees to provide incidental equipment as may be required by the DEPARTMENT.

The SERVICE PROVIDER shall use its own, or lease, vehicles which shall be equipped with high intensity flashing yellow strobe lights.

The SERVICE PROVIDER shall provide a Principal Engineer (a.k.a. project manager) as required. The Principal Engineer shall be limited to billing no more than eight (8) hours per month, unless the SERVICE PROVIDER has obtained prior approval from the DEPARTMENT.

Both the Principal Engineer and Resident Engineer shall be certified by the Nevada State Board of Registered Professional Engineers and Land Surveyors, in accordance with Nevada Revised Statutes Chapter 625, as a licensed Civil Engineer.

The SERVICE PROVIDER shall provide personnel who possess the experience, knowledge and character to adequately perform the requirements of this Project, so as not to delay the progress of construction. The SERVICE PROVIDER shall provide all personnel assigned to these projects any specialized training or equipment necessary to perform the assigned duties, including but not limited to, preventing storm water pollution from construction activities, testing, and inspection. All testing personnel must meet and be certified under American Concrete Institute (ACI) as Concrete Field Testing Technician - Grade I; Nevada Alliance for Quality Transportation Construction (NAQTC) guidelines; certification under Western Alliance for Quality Transportation Construction (WAQTC) guidelines will be accepted in lieu of NAQTC. Personnel provided for testing and inspection must be approved by the DEPARTMENT prior to performance of work on this project.

The SERVICE PROVIDER shall provide all personnel assigned to this project the proper safety equipment, including but not limited to, soft caps, hard hats and vests meeting the current DEPARTMENT standards for Work Zone Apparel.

The SERVICE PROVIDER shall provide all personnel assigned to perform testing on these projects any specialized training or equipment necessary for the use of any hazardous materials required. The SERVICE PROVIDER shall have current licenses as required by the appropriate regulatory agencies. All SERVICE PROVIDER personnel who will operate or transport any nuclear density gauge shall have in their possession evidence of current certification pertaining to the nuclear density gauges under their control. Nuclear density gauges provided by the SERVICE PROVIDER are not to be stored in any DEPARTMENT facility, or transported by DEPARTMENT personnel. The SERVICE PROVIDER is responsible to provide their own storage facility and transportation for nuclear density gauges during the duration of the project.

The SERVICE PROVIDER shall be familiar with the standard practices of the DEPARTMENT and shall ensure all personnel provided to work on the project are familiar with the DEPARTMENT's contract documents, including the plans, specifications, special provisions, and any change orders thereto. The SERVICE PROVIDER shall perform the procedures for office management, field inspection, and field testing in accordance with the DEPARTMENT's specifications, documentation procedures, Construction Manual, and Documentation Manual.

Line Item 3

123 E. Washington Avenue
 Las Vegas, Nevada 89101
 Phone: (702) 385-6501
 Fax: (702) 385-6511



MEMORANDUM

March 21, 2016

To: Tracy Larkin-Thomason, P.E., Deputy Director, Southern Nevada

From: Mary Martini, P.E., District I Engineer DocuSigned by:
Mary A Martini
98910ED1F098476...

Subject: Request for Amendment No. 2 of Agreement No. P456-12-160, Full Preventative Maintenance Service of the Tropicana Pedestrian Bridge Facilities, in Clark County, Nevada

District I is requesting approval to amend Agreement No. P456-12-160, Full Preventative Maintenance Services for the Tropicana Pedestrian Bridges at the Intersection of Tropicana Avenue and Las Vegas Boulevard. This amendment request is to extend the term of the agreement to May 31, 2018. The current preventive maintenance services will expire on May 31, 2016 per Article II, Paragraph 1 of the service agreement.

The project replacing the existing sixteen (16) escalators with new ADA standard escalators and upgrading the other bridge facilities was delayed numerous times and is scheduled to be completed in two years. Consequently, a two-year extension is deemed necessary to have continuity of full preventative maintenance services of the existing facilities in the interest of public service and safety. The Notice to Proceed date for the escalator replacement project is June 13, 2016. The Department is best served retaining the Contractor, Schindler Elevator Corporation's (SEC) services under an amendment to Agreement P456-12-160.

SEC, with the attached letter, indicates a willingness to continue Agreement No. P456-12-160's specified full preventative maintenance for an additional two (2) years at the same monthly rate under Bid Item No. 2 with reduced amount as specified in the scope of work once the maintenance responsibility is reduced. The following is the agreed revised scope of services:

- a. SEC will reduce the labor to one mechanic on site, each working day, from 6:00 am to 12:00 pm when the new project has started and removed one bridge out of service. Hours will be extended to 2:30pm when timely preventative maintenance is deemed necessary.
- b. As units are removed from service, SEC will reduce the days of service by one day for each bridge that is removed from service.
- c. If additional help is needed to properly maintain or repair units, SEC will immediately provide a mechanic helper until the timely preventative maintenance is achieved.
- d. Damage by others and replacement of obsolete parts, will be evaluated by both parties on a case-by-case basis.
- e. SEC will determine and remove essential parts from the old escalators to be removed as planned and as determined by NDOT. If these parts are used for replacement of obsolete parts, any accident caused by others, or an "Act of God", NDOT will pay the

- labor for the repair plus the labor when the parts were salvaged. All parts to be salvaged will be included in the inventory list and will be retained by the Department.
- f. All of the other provisions of the agreement still remains in full force.

If you require additional information, please let me know.

Approved:

DocuSigned by:

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Tracy Larkin-Thomason, P.E.

3/24/2016

Date

MAM/jm

Cc: Mohamed S. Rouas, P.E., Asst. District Engineer
Sally J. Nicholson, Program Officer 1



Schindler

Schindler Elevator Company
Las Vegas District Office
6265 South Valley View Blvd.,
Suite H Las Vegas, NV 89118-6812
Ph. 702-222-1875 Fax. 702-222-1876

March 22, 2016
Jennifer Manubay, P.E.
District I Contract Project Manager
123 E. Washington Ave.
Las Vegas, NV 89101

Jennifer,

Please let this letter serve as notice that we agree to extend our current maintenance agreement for Vertical Transportation maintenance at the Tropicana Bridges.

- a. SEC will reduce the labor to one mechanic on site, each working day, from 6:00 am to 12:00 pm when the new project has started and removed one bridge out of service. Though hours will be extended to 2:30pm when timely preventative maintenance is needed.
- b. As units are removed from service, SEC will reduce the days of service by one day for each bridge that is removed from service.
- c. Additional help is needed to properly maintain or repair units, SEC will immediately provide a mechanic helper until the timely PM is achieved.
- d. Damage by others and replacement of obsolete parts, will be evaluated by both parties on a case-by-case basis.
- e. SEC will determine and remove essential parts from the old escalators to be removed as planned and as determined by NDOT. If these parts are used for replacement of obsolete parts, any accident caused by others, or an "Act of God", NDOT will pay the labor for the repair plus the labor when the parts were salvaged. All parts to be salvaged will be included in the inventory list.
- f. All of the other provisions of the agreement still remains in full force.

We look forward to extending our relationship. If you have any questions, please do not hesitate to contact me directly.

Sincerely,

Val Garfield
District Manager
Las Vegas,

ATTACHMENT A - EXAMPLE OF REDUCED MONTHLY DUES

Agreement No. P456-12-160 **Amendment No.:** 2
Project Description: Bridge Escalator Replacement and other Bridge Facilities Upgrade
Location: Tropicana Avenue and Las Vegas Boulevard Intersection in Las Vegas, Clark County, Nevada
NTP: 6/13/2016
Scheduled Each Bridge Downtime 6 Months
Example of Monthly Dues with Deduction per Agreement's Article IV, Paragraph 9

	No. of Months	Monthly Costs	Tower	No. of Down Unit	Deduction per Unit	Total Monthly Deduction	Reduced Monthly Due to SP	Reduced Total
June 1, 2016 to June 30, 2016	1	\$ 44,472.00	1	0	\$ 1,853.00	\$ -	\$ 44,472.00	\$ 44,472.00
July 1, 2016 to December 31, 2016	6	\$ 44,472.00	1	6	\$ 1,853.00	\$ 11,118.00	\$ 33,354.00	\$ 200,124.00
January 1, 2017 to June 30, 2017	6	\$ 44,472.00	2	12	\$ 1,853.00	\$ 22,236.00	\$ 22,236.00	\$ 133,416.00
July 1, 2017 to December 31, 2017	6	\$ 44,472.00	3	18	\$ 1,853.00	\$ 33,354.00	\$ 11,118.00	\$ 66,708.00
January 1, 2018 to June 30, 2018 *	6	\$ 44,472.00	2	24	\$ 1,853.00	\$ 44,472.00	\$ -	\$ -
* Possible End of Agreement (12/31/2017)								
Possible Amendment Total								\$ 444,720.00
Use Amendment Total								\$ 500,000.00



MEMORANDUM

May 27, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: June 6, 2016, Transportation Board of Directors Meeting
Item #7: 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 15, 2016, through May 18, 2016
- Agreements under \$300,000 executed April 15, 2016, through May 18, 2016
- Settlements entered into by the Department which were presented for approval to the Board of Examiners April 15, 2016, through May 18, 2016

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 15, 2016, through May 18, 2016, and agreements executed by the Department from April 15, 2016, through May 18, 2016. There were two (2) 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 15, 2016, through May 18, 2016
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, April 15, 2016, through May 18, 2016
- C) State of Nevada Department of Transportation Settlements - Informational, April 15, 2016, through May 18, 2016

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS AWARDED - INFORMATIONAL
April 15, 2016, to May 18, 2016**

1. April 21, 2016, at 1:30 PM the following bids were opened for Contract 3630, Project No. STP-0160(025), on SR 160, from Rainbow Ave to Calvada Blvd., in Nye County, to widen from 2 lanes to 4 lanes.

Las Vegas Paving Corporation	\$3,494,000.00
Aggregate Industries SWR, Inc.	\$3,776,965.00
Mesquite General Contracting, Inc.	\$3,999,517.35
Meadow Valley Contractors, Inc.	\$4,204,935.61
Road and Highway Builders LLC	\$5,292,292.00

Engineer's Estimate..... \$3,867,303.97

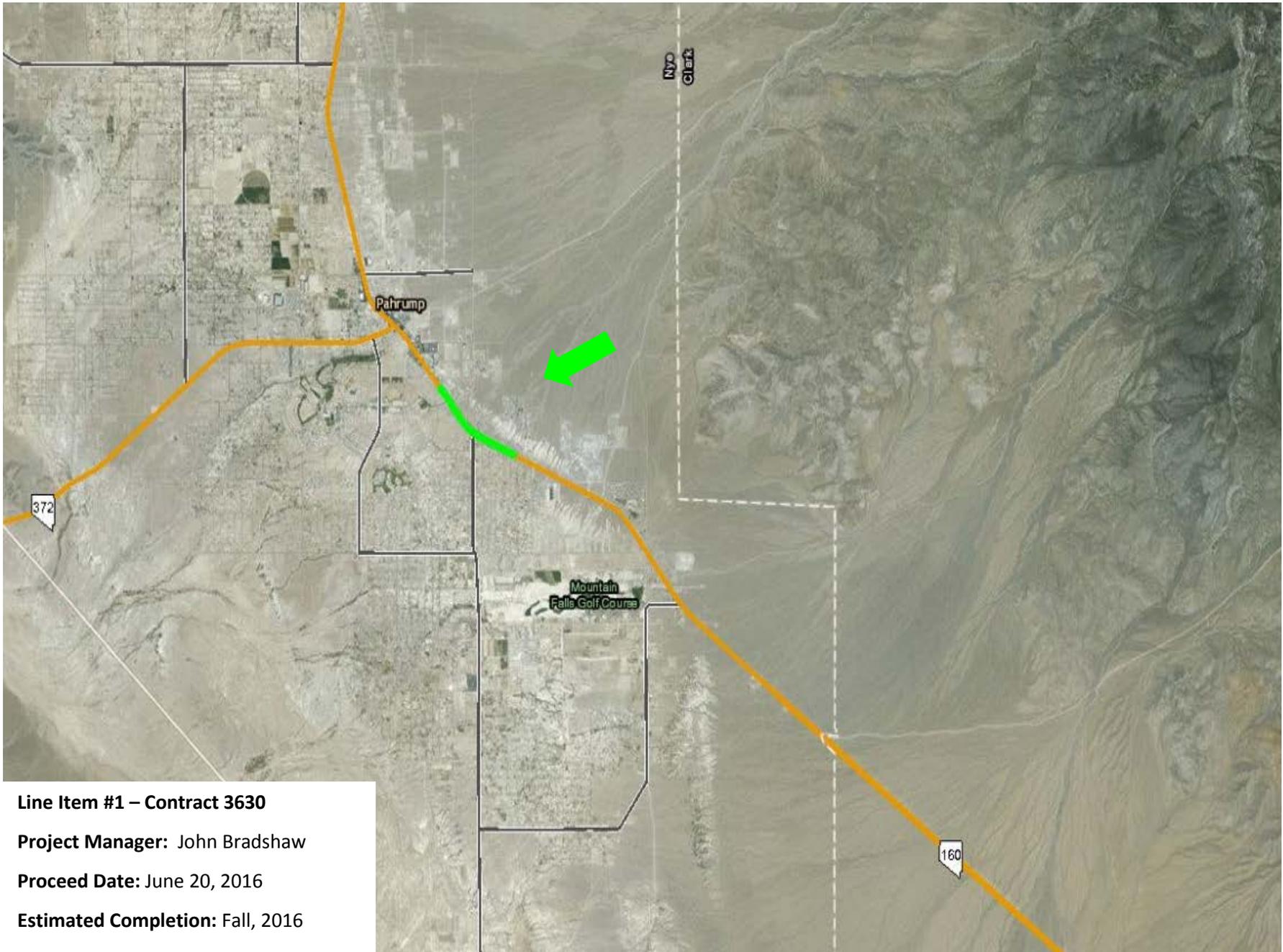
The Director awarded the contract, May 18, 2016, to Las Vegas Paving Corporation, Inc. for \$3,494,000.00.

2. April 28, 2016, at 1:30 PM the following bids were opened for Contract 3631, Project No. SP-MS-2327(4), North Fork Maintenance Yard, at SR 225, in Elko County, for drainage improvements and to repave the maintenance yard.

Remington Construction Company LLC	\$799,999.00
Canyon Construction Company	\$1,104,295.57
MKD Construction, Inc.....	\$1,196,000.00
Road and Highway Builders LLC	\$1,242,242.00

Engineer's Estimate..... \$774,825.72

The Director awarded the contract May 18, 2016, to Remington Construction Company LLC, for \$799,999.00.

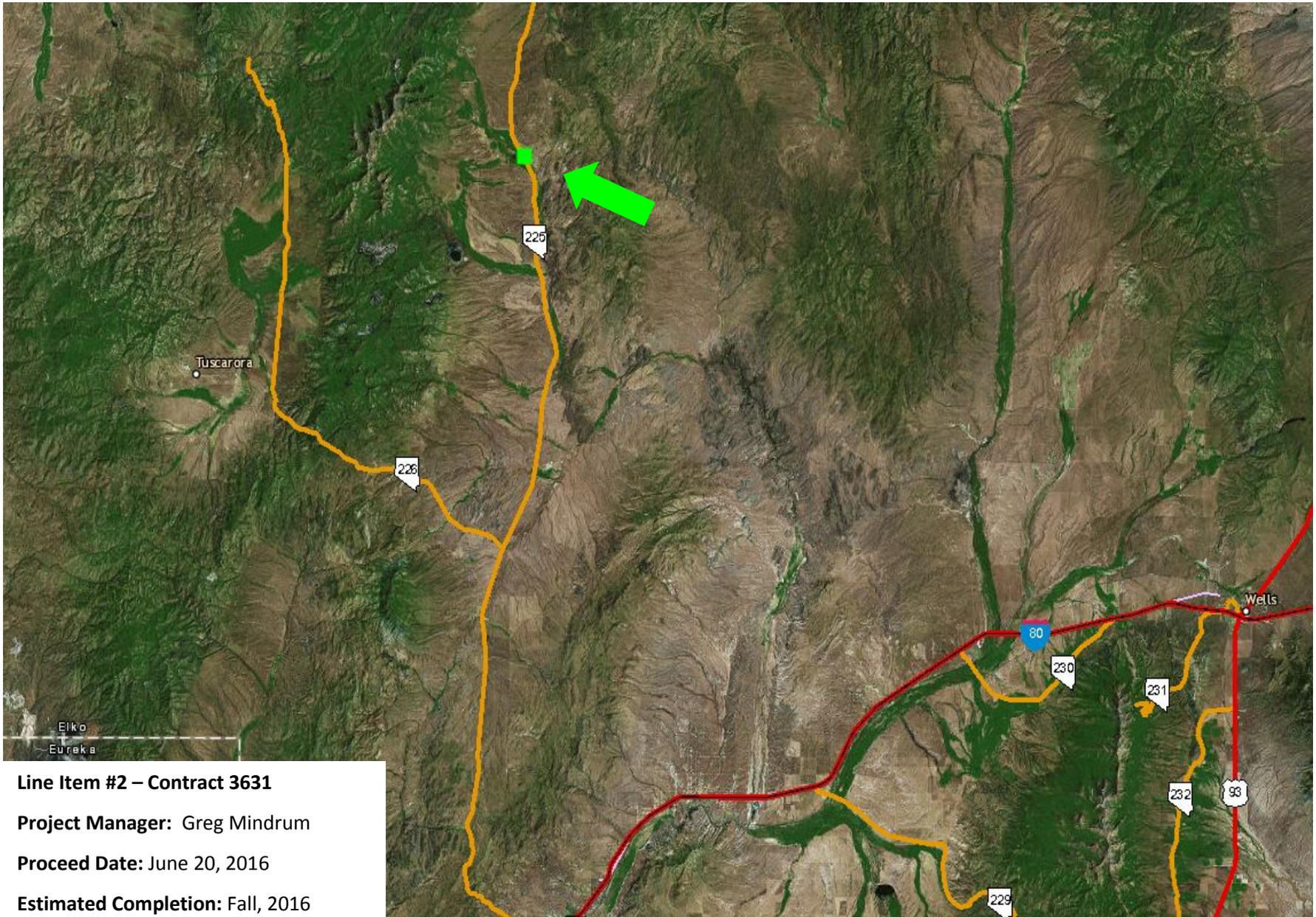


Line Item #1 – Contract 3630

Project Manager: John Bradshaw

Proceed Date: June 20, 2016

Estimated Completion: Fall, 2016



Line Item #2 – Contract 3631
Project Manager: Greg Mindrum
Proceed Date: June 20, 2016
Estimated Completion: Fall, 2016

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
April 15, 2016, through May 18, 2016

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	16516	00	MEREDITH R. RANKIN	PUBLIC HIGHWAY AGREEMENT	N	1,270.00	-	1,270.00	-	4/15/2016	12/31/2017	-	Acquisition	Tina Kramer	04-15-16: TEMPORARY EASEMENT TO REPAIR ROADWAY DAMAGE AND DRAINAGE STRUCTURES, LINCOLN COUNTY. NV B/L#: EXEMPT
2	25616	00	UNION PACIFIC RAILROAD	SUPPLEMENTAL AGREEMENT	N	99,000.00	-	99,000.00	-	5/9/2016	5/30/2016	-	Acquisition	Tina Kramer	05-09-16: SUPPLEMENTAL AGREEMENT FOR FLAGGING FOR BRIDGES AND STRUCTURES ALONG I-80, EUREKA COUNTY. NV B/L#: NVF196961003146
3	25816	00	NEW IMAGE BARBER & STYLING	UTILITIES AGREEMENT	Y	12,525.00	-	12,525.00	-	5/9/2016	5/5/2018	-	Acquisition	Tina Kramer	05-09-16: PUBLIC HIGHWAY AGREEMENT FOR ACQUISITION OF TENANT-OWNED IMPROVEMENTS FOR PARCEL I-015-CL-041.236 FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
4	10716	00	CAMPO	UNIFIED PLANNING WORK PROGRAM	Y	441,000.00	-	441,000.00	-	7/1/2016	6/30/2017	-	Cooperative	Gaylene Nevers	04-19-16: CARSON AREA METROPOLITAN PLANNING ORGANIZATION COMMITMENT TO COMPLETE THE UNIFIED PLANNING WORK PROGRAM, CARSON CITY. NV B/L#: EXEMPT
5	11116	00	CAMPO	PROVISIONS FOR DUTIES	N	-	-	-	-	10/1/2016	9/30/2020	-	Cooperative	Gaylene Nevers	04-19-16: NO COST AGREEMENT TO SET FORTH GENERAL PROVISIONS FOR DUTIES OF CARSON AREA METROPOLITAN PLANNING ORGANIZATION AND DEPARTMENT FOR THE EXPENDITURE OF FEDERAL METROPOLITAN PLANNING FUNDS, CARSON CITY. NV B/L#: EXEMPT
6	12316	00	CARSON CITY PUBLIC WORKS	MAINTENANCE EMPIRE RANCH-US50	N	-	-	-	-	4/18/2016	1/31/2029	-	Cooperative	Marlene Revera	04-18-16: NO COST AGREEMENT TO ASSIGN MAINTENANCE RESPONSIBILITIES FOR THE LIGHTING SYSTEM ON EMPIRE RANCH ROAD AND US 50, CARSON CITY. NV B/L#: EXEMPT
7	12113	02	CITY OF HENDERSON	HORIZON & I-515	Y	1,281,579.00	-	2,500,000.00	131,579.00	7/10/2013	6/30/2017	4/27/2016	Cooperative	Dwayne Wilkinson	AMD 2 04-27-16: EXTEND TERMINATION DATE FROM 06-30-16 TO 06-30-17 FOR CONTINUATION OF SERVICES DUE TO EXTENSION OF CONSTRUCTION. AMD 1 06-24-15: EXTEND TERMINATION DATE FROM 06-30-15 TO 06-30-16 FOR CONTINUATION OF SERVICES DUE TO EXTENSION OF CONSTRUCTION. 07-10-13: AUTHORIZE THE CITY OF HENDERSON TO ADVERTISE, AWARD, AND ADMINISTER A CONTRACT TO CONSTRUCT OPERATIONAL IMPROVEMENTS AT HORIZON AND I-515, PCEMS 1-03373, CLARK COUNTY. NV B/L#: EXEMPT
8	05116	00	DEPARTMENT OF ADMINISTRATION	CALL BEFORE YOU DIG	N	-	-	-	-	4/16/2016	-	-	Cooperative	Jim Whalen	04-16-16: NO COST AGREEMENT FOR ENTERPRISE INFORMATION TECHNOLOGY SERVICES THAT WILL SERVE AS THE POINT OF CONTACT FOR "CALL BEFORE YOU DIG" SERVICES, CARSON CITY. NV B/L#: EXEMPT
9	17716	00	DOUGLAS COUNTY	CONCRETE BOX CULVERT	Y	1,500,000.00	-	1,500,000.00	840,816.00	1/29/2016	12/31/2018	-	Cooperative	Steve Bird	05-02-16: DESIGNATION OF RESPONSIBILITIES REGARDING DESIGN, CONSTRUCTION, CONSTRUCTION MANAGEMENT, MAINTENANCE, AND FUNDING FOR CONSTRUCTING A CONCRETE BOX CULVERT AT THE MARTIN SLOUGH ALONG US 395, DOUGLAS COUNTY. NV B/L#: EXEMPT

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10	15916	00	NV ENERGY	LINE EXTENSION	N	17,652.00	-	17,652.00	-	4/13/2016	1/31/2019	-	Facility	Tina Kramer	04-13-16: LINE EXTENSION AGREEMENT FOR SR 160 APACHE AND EL CAPTAIN, CLARK COUNTY. NV B/L#: NVD19831015840
11	16316	00	NV ENERGY	DESIGN INITIATION AGREEMENT	N	-	-	-	-	4/19/2016	5/30/2019	-	Facility	Tina Kramer	04-19-16: NO COST DESIGN INITIATION AGREEMENT FOR UTILITY WORK TO BE PERFORMED ON EAST PARR BOULEVARD, WASHOE COUNTY. NV B/L#: NVD19831015840
12	16416	00	NV ENERGY	LINE EXTENSION	N	565.00	-	565.00	-	4/13/2016	1/31/2019	-	Facility	Tina Kramer	04-13-16: LINE EXTENSION AGREEMENT FOR EAST ODDIE BOULEVARD, WASHOE COUNTY. NV B/L#: NVD19831015840
13	16716	00	NV ENERGY	LINE EXTENSION	Y	1,020.00	-	1,020.00	-	4/29/2016	4/29/2021	-	Facility	Tina Kramer	04-29-16: LINE EXTENSION FOR THE ELECTRIC SYSTEM TITLED BY NV ENERGY AS "E-PYRAMID WAY-COM SVC-E-NDOT," WASHOE COUNTY. NV B/L#: NVD19831015840
14	16916	00	SOUTHWEST GAS CORPORATION	MANHOLE AND VALVE COVER	N	-	-	-	-	4/29/2016	12/31/2019	-	Facility	Tina Kramer	04-29-16: NO COST ADJUSTMENT TO MANHOLE VALVE COVER BY SOUTHWEST GAS, LYON COUNTY. NV B/L#: NVF19571000091
15	21514	01	COX COMMUNICATIONS	PLANS/SPECS/COST ESTIMATION FOR NEON	Y	84,899.37	(77,497.86)	15,499.57	-	5/14/2014	8/20/2020	4/29/2016	Facility	Tina Kramer	AMD 1 04-29-16: DECREASE AUTHORITY \$77,497.86 FROM \$84,899.37 TO \$15,499.57 FOR PREPERATION OF THE ADJUSTMENTS THAT TO BE PERFORMED. 05-19-14: PREPARING PRELIMINARY PLANS, SPECIFICATIONS, AND ESTIMATES OF COST FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NV19981315619
16	25516	00	COX COMMUNICATIONS	UTILITIES AGREEMENT	N	304,000.00	-	-	304,000.00	5/9/2016	8/20/2020	-	Facility	Tina Kramer	05-09-16: CONTRACTOR TO PAY DEPARTMENT FOR ADJUSTMENT OF UTILITY FACILITIES FOR THE BOULDER CITY BYPASS PROJECT, CLARK COUNTY. NV B/L#: NVF19981315619
17	07716	00	CITY OF SPARKS	DELEGATION OF AUTHORITY	N	-	-	-	-	4/29/2016	4/29/2018	-	Interlocal	Thor Dyson	04-29-16: NO COST AGREEMENT FOR THE DELEGATION OF AUTHORITY TO THE CITY TO PERFORM MAINTENANCE SERVICES ON CERTAIN IMPROVEMENTS WHICH ARE PART OF RTC PROJECTS AND LOCATED WITHIN THE CITY INCLUDING TRAFFIC SIGNAL SYSTEMS, ROADWAY LIGHTING, AND ALL RELATED APPURTENANCES, WASHOE COUNTY. NV B/L#: EXEMPT
18	12416	00	CITY OF SPARKS	INSTALLATION OF SIGNAL CONTROLLERS	N	-	-	-	-	5/2/2016	OPEN	-	Interlocal	Tom Moore	05-02-16: NO COST AGREEMENT FOR THE CITY TO INSTALL THIRTY-FIVE DEPARTMENT-FURNISHED TRAFFIC SIGNAL CONTROLLERS. WASHOE COUNTY. NV B/L#: EXEMPT
19	78115	00	CITY OF SPARKS	DELEGATION OF AUTHORITY	N	-	-	-	-	4/29/2016	4/29/2018	-	Interlocal	Thor Dyson	04-29-16: NO COST AGREEMENT FOR DELEGATION OF AUTHORITY TO THE CITY TO PERFORM MAINTENANCE SERVICES ON CERTAIN IMPROVEMENTS WHICH ARE PART OF RTC PROJECTS AND LOCATED WITHIN THE CITY, INCLUDING LANDSCAPING, LANDSCAPE UTILITIES, IRRIGATION ELEMENTS AND EQUIPMENT, SCULPTURAL ELEMENTS, PATHWAY LIGHTING, WALLS, SEATING AREAS, CONCRETE SIDEWALKS AND PAVERS, AND ALL APPURTENANCES, WASHOE COUNTY. NV B/L#: EXEMPT

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Project Manager	Notes
20	09216	01	DPS OFFICE OF TRAFFIC SAFETY	SHSP BEHAVIORAL CAMPAIGNS	Y	2,859,242.00	-	2,859,242.00	-	2/11/2016	9/30/2023	5/18/2016	Interlocal	Jaime Tuddao	AMD 1 05-18-16: TO MODIFY THE SERVICE PERFORMANCE TO AN AS-NEEDED BASIS. 02-11-16: SUPPORT FOR ROAD USER'S BEHAVIORAL CAMPAIGNS IN CONJUNCTION WITH THE SHSP, STATEWIDE. NV B/L#: EXEMPT
21	20416	00	UNIVERSITY OF NEVADA, RENO	EMPLOYEE SATISFACTION SURVEY	N	9,965.00	-	9,965.00	-	4/20/2016	9/1/2016	-	Interlocal	Melody Duley	04-20-16: ADMINISTER THE DEPARTMENT'S EMPLOYEE SATISFACTION SURVEY. STATEWIDE. NV B/L#: EXEMPT
22	60913	01	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	193,411.00	-	193,411.00	-	1/7/2014	9/30/2017	5/17/2016	Interlocal	Manju Kumar	AMD 1 05-17-16: EXTEND TERMINATION DATE FROM 09-30-16 TO 09-30-17 TO ALLOW FOR COMPLETION OF THE RESEARCH PROJECT. 01-07-14: TO CONDUCT A RESEARCH PROJECT ENTITLED: "MECHANISTIC-BASED PAVEMENT DAMAGE AND ASSOCIATED COST FROM OVERSIZE AND OVERWEIGHT VEHICLES IN NEVADA," STATEWIDE. NV B/L#: EXEMPT
23	71515	01	UNIVERSITY OF NEVADA, RENO	RESEARCH	Y	150,000.00	35,000.00	185,000.00	-	1/13/2016	12/31/2017	5/2/2016	Interlocal	Greg Mindrum	AMD 1 05-02-16: INCREASE AUTHORITY \$35,000.00 FROM \$150,000.00 TO \$185,000.00 FOR THE ADDITION OF RESEARCH ON THIN LIFT OVERLAY TO BE INCLUDED IN THE STUDY. 01-13-16: RESEARCH FOR THE IDENTIFICATION OF BEST PRACTICE FACTORS FACILITATING CONSTRUCTION QUALITY ASSURANCE FOR MICRO SURFACING, SLURRY SEALS, AND CHIP SEALS, FOCUSING ON FIELD PRACTICES, SPECIFICATIONS, AND CONSTRUCTION PHASE TOPICS, STATEWIDE. NV B/L#:EXEMPT
24	16016	00	JOHN R NOEL REVOCABLE TRUST	LEASE AGREEMENT	N	1,665.00	-	1,665.00	-	1/1/2016	12/31/2020	-	Lease	Tina Kramer	04-13-16: MULTI USE LEASE FOR PARCEL F-592-CL-006.875, CLARK COUNTY. NV B/L#: NVD20101485451
25	16616	00	THREE SONS INVESTMENTS	LAND SALE AGREEMENT	N	903,715.00	-	-	903,715.00	4/15/2016	7/31/2016	-	Property Sale	Tina Kramer	04-15-16: SALE OF SURPLUS PROPERTY PARCEL S-650-WA-006.733 XS1 TO PRIVATE PARTY, WASHOE COUNTY. NV B/L#: EXEMPT
26	16216	00	MARTIN RENTAL	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	4/11/2016	3/31/2019	-	ROW Access	Tina Kramer	04-11-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK ON ALTA DRIVE, CLARK COUNTY. NV B/L#: NVD20091529298
27	17116	00	UNIVERSITY OF NEVADA, LAS VEGAS	RIGHT OF ENTRY AGREEMENT	Y	-	-	-	-	4/29/2016	3/31/2020	-	ROW Access	Tina Kramer	05-03-16: RIGHT OF WAY ACCESS FOR PARCEL I-015-CL-041.756 AND I-015-CL-041.756TE FOR PROJECT NEON, CLARK COUNTY. NV B/L#: EXEMPT
28	17216	00	MARTIN RENTAL	RIGHT OF ENTRY AGREEMENT	Y	-	-	-	-	4/29/2016	4/26/2018	-	ROW Access	Tina Kramer	05-03-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20091529298
29	17316	00	REBEL LAND DEVELOPMENT	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	4/29/2016	6/30/2020	-	ROW Access	Tina Kramer	04-29-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK FOR PROJECT, CLARK COUNTY. NV B/L#: NVD20151540570

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30	25016		SANCHEZ, LUIS AND MARIA	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	5/3/2016	6/30/2020	-	ROW Access	Tina Kramer	05-03-16: NO COST AGREEMENT FOR ACCESS TO PARCEL 139-24-710-018 TO RECONSTRUCT PORTION OF SIDEWALK ALONG SR 147 LAKE MEAD BOULEVARD FROM CIVIC CENTER DRIVE TO PECOS ROAD, CLARK COUNTY. NV B/L#: NVD20151540570
31	25116	00	MINNEY WADDELL INVESTMENTS INC.	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	5/3/2016	6/30/2020	-	ROW Access	Tina Kramer	05-09-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK FOR PROJECT, CLARK COUNTY. NV B/L#: EXEMPT
32	25316	00	COLLEGE PARK REALTY COMPANY	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	5/9/2016	6/30/2020	-	ROW Access	Tina Kramer	05-09-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK PARCEL 139-24-701-009, CLARK COUNTY. NV B/L#: NVD1955100670
33	25416	00	BASIM SHOSHANI	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	5/9/2016	6/30/2020	-	ROW Access	Tina Kramer	05-09-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK FOR PARCEL 139-24-210-145, CLARK COUNTY. NV B/L#: EXEMPT
34	25716	00	HAMIKA INVESTMENTS	RIGHT OF ENTRY AGREEMENT	N	-	-	-	-	5/9/2016	6/30/2020	-	ROW Access	Tina Kramer	05-16-16: NO COST AGREEMENT FOR ACCESS TO RECONSTRUCT PORTION OF SIDEWALK FOR PROJECT SPSR-0147-(007), CLARK COUNTY. NV B/L#: EXEMPT
35	19016	00	AMERICAN EQUIPMENT	BOOM TRUCK TRAINING	N	-	-	-	-	4/20/2016	12/31/2016	-	Service Provider	Barbara Stearns	04-20-16: NO COST AGREEMENT TO ALLOW ARTICULATING BOOM TRUCK OPERATOR CERTIFICATION TO BE HELD AT DISTRICT 2 SAFETY AND TRAINING ROOM. WASHOE COUNTY. NV B/L#: NVF19911046981
36	22216	00	ADVANCE INSTALLATIONS, INC.	DISTRICT II SIGN SHOP REPAIRS	N	18,276.00	-	18,276.00	-	4/19/2016	12/31/2016	-	Service Provider	Annete Ballew	04-19-16: ASBESTOS REMEDIATION AT THE DISTRICT II SIGN SHOP, WASHOE COUNTY. NV B/L#: NV19781008206-Q
37	24316	00	APPLIED MECHANICAL INC.	VENTILATION UPGRADE RENO LAB	N	56,753.00	-	56,753.00	-	5/16/2016	7/31/2016	-	Service Provider	Annete Ballew	05-16-16: PROVIDE UPGRADE TO VENTILATION SYSTEM AT THE RENO MAINTENANCE STATION LAB, WASHOE COUNTY. NV19991441356-Q
38	30916	00	ARTICULATE GLOBAL, INC.	STORM WATER ONLINE TRAINING	N	18,500.00	-	18,500.00	-	5/10/2016	6/30/2017	-	Service Provider	Tony Orosco	05/10/2016: PROVIDE TWO (2) INSTRUCTORS FOR A THREE(3) DAY CLASS ON THE ARTICULATE STORYLINE 2 SOFTWARE FOR UP TO TWENTY-FOUR (24) DEPARTMENT EMPLOYEES. CARSON CITY. NV B/L#: NVF20111195211-S
39	23116	00	ASSOCIATED GENERAL CONTRACTORS	DBE/SBE TRAINING	N	75,000.00	-	75,000.00	-	5/11/2016	6/30/2017	-	Service Provider	Tracy-Larkin-Thomason	05-11-16: PROVIDE FUNDING TO SUPPORT DBE/SBE TRAINING. CLARK COUNTY. NV B/L#: NVD19811013520-S

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40	39513	02	ATKINS NORTH AMERICA	ICE SERVICES	N	209,976.64	-	296,467.64	-	4/29/2014	12/31/2018	4/27/2016	Service Provider	Lynnette Russell	AMD 2 04-27-16: EXTEND TERMINATION DATE FROM 06-30-16 TO 12-31-18 FOR CONTINUATION OF SERVICES THROUGH THE END OF THE PROJECT, AND CLARIFY THE AMOUNT TO BE PAID TO THE SERVICE PROVIDER TO IDENTIFY THE SPECIFIC AMOUNT ALLOTTED TO THE FIXED FEE. AMD 1 08-10-15: INCREASE AUTHORITY \$86,491.00 FROM \$209,976.64 TO \$296,467.64 AND EXTEND TERMINATION DATE FROM 12-31-15 TO 06-30-16 TO COVER ADDITIONAL SCOPE OF SERVICES INCLUDING REVIEW OF ESCALATOR QUOTES FROM COMMERCIAL VENDOR NOT IN ORIGINAL SCOPE. 04-29-14: PROVIDE SERVICES AS AN INDEPENDENT COST ESTIMATOR TO ASSIST IN THE DEVELOPMENT OF TRANSPORTATION IMPROVEMENT PROJECTS INCLUDING PEDESTRIAN BRIDGES, ELEVATORS, AND SIXTEEN ESCALATORS ON TROPICANA AVE AND LAS VEGAS BLVD, CLARK COUNTY. NV B/L#: NVF19981347315-R
41	52414	03	ATKINS NORTH AMERICA	CONSULTANT DESIGN SVCS	N	500,000.00	50,000.00	550,000.00	-	3/10/2015	12/31/2016	5/5/2016	Service Provider	Rod Schilling	AMD 3 05-05-16: INCREASE AUTHORITY BY \$50,000.00 FROM \$500,000.00 TO \$550,000.00 DUE TO ADDITIONAL WORK REQUIRED FOR DRILLING AND REVIEW OF THE GEOTECHNICAL FINDINGS ON US 50 FIBER UPGRADE PROJECT. AMD 2 03-11-16: EXTEND TERMINATION DATE FROM 06-30-16 TO 12-31-16 FOR CONTINUATION OF SERVICES. AMD 1 09-21-15: EXTEND TERMINATION DATE FROM 03-31-16 TO 06-30-16 FOR CONTINUATION OF SERVICES THROUGH SPRING, AND REMOVE TASK ORDER LANGUAGE. 03-10-15: CONSULTANT DESIGN SERVICES FOR SIGNALS, LIGHTING, AND ITS PROJECTS, STATEWIDE. NV B/L#: NVF19981347315-R
42	30316	00	BISON CONSTRUCTION	CONSTRUCT ADA RAMP	N	21,420.00	-	21,420.00	-	5/6/2016	7/31/2016	-	Service Provider	Annete Ballew	05-06-16: TO CONSTRUCT AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT RAMP AT THE FERNLEY MAINTENANCE STATION, LYON COUNTY. NV B/L#: NV19851012821-Q
43	74415	00	CA GROUP	ADA REMEDIATION	N	298,772.00	-	298,772.00	-	4/25/2016	12/31/2017	-	Service Provider	Mike Bratzler	04-25-16: 2016 AMERICANS WITH DISABILITIES ACT (ADA) PROJECT DESIGN FOR ADA REMEDIATION INCLUDING RAMPS, PEDESTRIAN BUTTONS, AND SIDEWALKS LOCATED INSIDE DEPARTMENT RIGHT OF WAY LOCATIONS, STATEWIDE. NV B/L: NVD20081407877

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44	09113	04	CH2M HILL, INC.	TECHNICAL ADVISOR PROJECT NEON	Y	4,900,547.33	-	28,584,367.44	-	4/10/2013	12/31/2020	4/22/2016	Service Provider	Dale Keller	AMD 4 04-22-16: AMEND THE HOURLY RATES SPECIFIED IN THE AGREEMENT TO REFLECT THE APPROPRIATE RATES FOR THOSE INDIVIDUALS ULTIMATELY ASSIGNED TO THE PROJECT. AMD 3 10-12-15: INCREASE AUTHORITY \$18,700,000.00 FROM \$9,884,637.44 TO \$28,584,367.44 AND EXTEND TERMINATION DATE FROM 07-31-16 TO 12-31-20 FOR DESIGN ENGINEERING SERVICES, CONSTRUCTION ADMINISTRATION, AND ON-SITE MANAGEMENT SERVICES. AMD 2 07-31-15: EXTEND TERMINATION DATE FROM 07-31-15 TO 07-31-16 FOR CONTINUATION OF SERVICES THROUGH DESIGN BUILD SOLICITATION. AMD 1 01-13-14: INCREASE AUTHORITY \$4,983,820.11 FROM \$4,900,547.33 TO \$9,884,367.44 AND EXTEND TERMINATION DATE FROM 07-31-14 TO 07-31-15 TO DEVELOP AND PREPARE THE OVERALL P3 PROCUREMENT AND FINANCIAL APPROACH TO THE PROJECT, TO ASSIST WITH RFP INDUSTRY REVIEW, TO PREPARE AND REVIEW ALL TECHNICAL DOCUMENTS AND SPECIFICATIONS, TO DEVELOP AND PREPARE THE RFP DOCUMENTS, TO ANALYZE AND REVIEW PROPOSED CONCEPTS, AND TO PROVIDE SUPPORT DURING THE SELECTION PROCESS. 04-10-13: PROVIDE TECHNICAL ADVISORY SERVICES AND DESIGN SUPPORT SERVICES FOR A PUBLIC PRIVATE PARTNERSHIP FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19931065492-S
45	23916	00	D&B PROFESSIONAL CLEANING SERVICES	JANITORIAL SERVICES	N	42,999.84	-	42,999.84	-	4/20/2016	12/31/2018	-	Service Provider	Sandy Spencer	04-20-16: TO PROVIDE JANITORIAL AND MAINTENANCE SERVICES FOUR (4) DAYS A WEEK AT THE VALLEY OF THE MOON (FISH CREEK) REST AREA, LANDER COUNTY. NV B/L#: NV2010094756-Q
46	31315	01	DONNA SUE MASON, CPL	ANALYSIS/CONSULTATION SERVICES	Y	15,000.00	-	15,000.00	-	4/15/2015	10/31/2016	4/29/2016	Service Provider	Pauline Beigel	AMD 1 04-29-16: EXTEND TERMINATION DATE FROM 05-01-16 TO 10-31-16 TO ALLOW FOR THE CONTINUATION AND PERFORMANCE OF OBLIGATIONS AND DUTIES. 05-20-15: SURFACE LAND AND MINERAL TITLE ANALYSIS AND CONSULTATION SERVICES, STOREY COUNTY. NV B/L#: NV20131282255-S
47	23516	00	FAAD JANITORIAL	MT ROSE REST AREA JANITORIAL	N	13,410.00	-	13,410.00	-	4/20/2016	6/30/2017	-	Service Provider	Marlene Revera	04-20-16: TO PROVIDE JANITORIAL AND MAINTENANCE SERVICES DAILY FOR THE MT. ROSE REST AREA ON SR 431, WASHOE COUNTY. NV B/L#: NV20041538232-Q
48	16614	01	GRUBER POWER SERVICES	UPS MAINTENANCE	N	7,257.60	7,257.60	14,515.20	-	6/2/2014	6/30/2018	5/10/2016	Service Provider	Jim Prentice	AMD 1 05-10-16: INCREASE AUTHORITY BY \$7,257.60 FROM \$7,257.60 TO \$14,515.20, AND EXTEND TERMINATION DATE FROM 06-30-16 TO 06-30-18 FOR AN ADDITIONAL TWO (2) YEARS OF SERVICE. 06-02-14: PROVIDE REQUIRED MAINTENANCE TO ENSURE UNINTERRUPTED POWER SUPPLY (UPS) FOR HEADQUARTERS, ITS SERVER ROOMS, AND OTHER SENSITIVE ELECTRONIC EQUIPMENT, CARSON CITY. NV B/L#: NV20001457095-Q
49	18816	00	LAMOILLE FENCING	FENCE REPAIR	N	10,466.00	-	10,466.00	-	4/25/2016	5/31/2018	-	Service Provider	Trent Averett	04-25-16: FENCE REPAIR AT THE OSINO WEIGH STATION, ELKO COUNTY. NV B/L#: NV20061548971-Q

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50	30816	00	MCGINLEY AND ASSOCIATES	HAZMAT INVESTIGATION	N	18,000.00	-	18,000.00	-	5/13/2016	12/31/2016	-	Service Provider	Robert Piekarz	05-13-16: INVESTIGATION AND CHARACTERIZATION OF HISTORICAL RELEASE OF HAZARDOUS MATERIALS IN THE HEADQUARTERS' MAINTENANCE YARD, CARSON CITY. NV B/L#: NV20021218343-S
51	15414	01	MICHAEL GALLIS & ASSOCIATES	NEVADA FREIGHT PLAN	Y	1,200,000.00	99,965.00	1,299,965.00	-	1/14/2015	1/31/2018	5/16/2016	Service Provider	Bill Thompson	AMD 1 05-17-16: INCREASE AUTHORITY \$99,965.00 FROM \$1,200,000.00 TO \$1,299,965.00 TO ACCOMMODATE NEW REQUIREMENTS IN THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT, WHICH SPECIFIES THE INCLUSION OF A CORRIDOR-SEGMENT PRIORITIZATION LIST WITHIN THE FREIGHT PLAN. 01-14-15: FREIGHT PLANNING FOR THE STATE OF NEVADA, STATEWIDE. NV B/L#: NV20131736882-R
52	24016	00	PRECISION CRANE & HOIST	DISTRICT III CRANES LIFTS HOIS	N	32,900.00	-	32,900.00	-	5/2/2016	3/31/2019	-	Service Provider	Sandy Spencer	05-02-16: CRANE, HOIST, LIFT INSPECTION, AND PREVENTIVE MAINTENANCE FOR A TWO (2) YEAR PERIOD, ELKO, EUREKA, HUMBOLDT, LANDER AND WHITE PINE COUNTIES. NV B/L#: NV20051280421-Q
53	22816	01	UNION PACIFIC RAILROAD	RAILROAD CROSSING IMPROVEMENTS	Y	10,000.00	10,000.00	20,000.00	-	3/22/2016	12/31/2017	5/17/2016	Service Provider	Brandon Henning	AMD 1 05-17-16: INCREASE AUTHORITY BY \$10,000.00 FROM \$10,000.00 TO \$20,000.00 FOR ADDITIONAL ENGINEERING WORK IN ORDER TO DEVELOP A COST ESTIMATE. 05-04-16: PRELIMINARY DESIGN SERVICES TO REMOVE EXISTING RAILROAD CROSSING SURFACE AND REPLACE WITH CONCRETE CROSSING SURFACE. HUMBOLDT COUNTY. NV B/L#: NVF19691003146-S
54	33215	00	WESTERN BOTANICAL SERVICES	DESIGN SERVICES	N	290,000.00	-	290,000.00	-	4/19/2016	6/30/2017	-	Service Provider	Kristena Shigenaga	04-20-16: PROVIDE SUPPORT TO THE RE-VEGETATION EFFORTS THROUGH DESIGN SERVICES. STATEWIDE. NV B/L#: NVD19941076721-R
55	77415	00	ZEN CONSULTANTS	MAPPING AND CADD STANDARDS	Y	81,000.00	-	81,000.00	-	4/22/2016	12/31/2017	-	Service Provider	David Fox	04-22-16: DEVELOP NEW MAPPING AND COMPUTER AIDED DESIGN AND DRAFTING (CADD) STANDARDS THAT CAN BE USED STATEWIDE BY THE DEPARTMENT AND LOCAL AGENCIES USING MULTIPLE DESIGN PLATFORMS, STATEWIDE. NV B/L#: NVF20161177028-S

Attachment C

**State of Nevada Department of Transportation
Settlements - Informational
April 15, 2016, through May 18, 2016**

Line No	Type	Second Party	Settlement Amount	Notes
1	SETTLEMENT OF EMINENT DOMAIN LAWSUIT	DAWN CHAVEZ	3,000.00	THE SETTLEMENT PROVIDES FOR \$3,000.00 TO BE PAID TO DAWN CHAVEZ FOR A TWO YEAR TEMPORARY EASEMENT OF A 155 SQUARE FOOT PIECE OF HER PROPERTY ON SNOWSHOE LANE IN RENO FOR THE WIDENING AND RECONSTRUCTION OF SOUTH MCCARRAN PROJECT.
2	SETTLEMENT OF EMINENT DOMAIN LAWSUIT	LAS VEGAS GOLF & COUNTRY CLUB	250,000.00	THE SETTLEMENT PROVIDES FOR \$250,000.00 TO BE PAID TO LAS VEGAS GOLF & COUNTRY CLUB IN LAS VEGAS FOR THE PROJECT NEON DESIGN-BUILD PROJECT.

Line Item 1



STATE OF NEVADA
OFFICE OF THE ATTORNEY GENERAL

Transportation Division
1263 South Stewart Street, Room 315
Carson City, Nevada 89712

ADAM PAUL LAXALT
Attorney General

WESLEY K. DUNCAN
First Assistant Attorney General

NICHOLAS A. TRUTANICH
First Assistant Attorney General

MEMORANDUM

DATE: May 13, 2016

TO: Board of Directors
Nevada Department of Transportation

FROM: Dennis Gallagher, Chief Deputy Attorney General 

SUBJECT: Informational Item – Approval of Settlement in the matter of
State of Nevada vs. Dawn Chavez, et al.
Second Judicial District Court Case No. CV 14-01369
Settlement Condemnation Action

At their May 10, 2016 meeting, the Board of Examiners approved the settlement in the amount of \$3,000 to be paid from NDOT funds to resolve the contested condemnation case referenced above which is part of widening and reconstruction of South McCarran Boulevard from Longley Lane to Greg Street, the City of Reno and City of Sparks in Washoe County.

Attached is the March 29, 2016 memorandum to the Board of Examiners from Director Rudy Malfabon and myself setting forth a summary of the settlement.

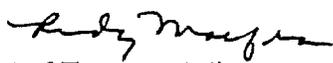


MEMORANDUM

1263 South Stewart
Street
Carson City, Nevada

March 29, 2016

To: Board of Examiners
Governor Brian Sandoval
Attorney General Adam Paul Laxalt
Secretary of State Barbara Cegavske

From: Rudy Malfabon, Director, Nevada Department of Transportation
Dennis Gallagher, Chief Deputy Attorney General 

Subject: Proposed Settlement of an Eminent Domain Action
State of Nevada vs. Dawn Chavez, et al.
Second Judicial District Court Case No. CV 14-01369 

SUMMARY

NDOT filed this condemnation action in 2014 to acquire a temporary easement for soundwall construction for a two year period for the widening and reconstruction of South McCarran Boulevard from Longley Lane to Greg Street, in the Cities of Reno and Sparks in Washoe County.

NDOT respectfully requests an additional \$3,000.00 as full and just compensation for the acquisition of the property and severance damages to the remaining property belonging to Ms. Chavez. This amount will fully resolve the action.

THE SUBJECT PROPERTY

NDOT is acquiring a 155 square foot temporary easement for a period of two years over Ms. Chavez' residence, located at 4081 Snowshoe Lane, Reno, Nevada 89502.

THE ACTION

NDOT filed a direct condemnation action, CV14-01369, on June 25, 2014. NDOT moved for, and was granted occupancy, supported by an appraisal from Mr. Anthony Wren, MAI for \$2,000.00. Ms. Chavez expressed a desire to settle this matter early in the case. The matter proceeded through negotiations between the parties. Some of the defendants were non-responsive, which significantly lengthened the matter. These issues have been fully resolved, through a combination of motion practice and negotiation.

POINTS THAT FAVOR SETTLEMENT

The key compensation issue in this matter was the valuation of a deck. As with other properties in this project, decks that were deemed to be partially salvageable on initial review were argued by the property owner to be unsalvageable, based on information relayed to the property owner from a contractor.

In this matter, the State's appraiser assumed that most of the backyard's deck would be preserved, and valued only the portion of the deck that he assumed would need to be removed, and recommended just compensation of \$2,000.00. Ms. Chavez advised the State that the deck would be much more significantly damaged than assumed. Ms. Chavez received a quote of \$10,000.00 from a contractor for the repair. After negotiation, Ms. Chavez agreed to settle the case for \$5,000.00.

The amount ultimately agreed to by the property owner is significantly less than the cost of proceeding through trial would be. For example, the pre-litigation appraisal values the property as of October 18, 2013, and a new litigation appraisal would need to be obtained to value the property as of July 3, 2014. In addition to the cost of the appraisal itself, it is likely that the appraised amount would increase, as real estate has increased in price these past few years. It bears noting that in other actions in this same project, updated appraisals have come in at higher amounts.

Further, if fully litigated, then Ms. Chavez' own costs, such as a countervailing appraisal, would be recoverable against NDOT, regardless of the outcome of the action.

RECOMMENDATION

NDOT has considered the benefits of settlement and has made the decision that settlement is reasonable, prudent, and in the public interest. NDOT requests the authority to settle the Action for the total amount of **\$5,000.00** (\$3,000.00 in additional money. \$2,000.00 was previously deposited with the Court).

FISCAL NOTE STATEMENT

NDOT will use State Highway Funds for this proposed settlement amount.

Line Item 2



STATE OF NEVADA
OFFICE OF THE ATTORNEY GENERAL

Transportation Division
1263 South Stewart Street, Room 315
Carson City, Nevada 89712

ADAM PAUL LAXALT
Attorney General

WESLEY K. DUNCAN
First Assistant Attorney General

NICHOLAS A. TRUTANICH
First Assistant Attorney General

MEMORANDUM

DATE: May 10, 2016

TO: Board of Directors
Nevada Department of Transportation

FROM: Dennis Gallagher, Chief Deputy Attorney General 

SUBJECT: Informational Item – Approval of Settlement in the matter of
State of Nevada vs. Las Vegas Golf & Country Club, et al.
Eighth Judicial District Court Case No.: A-14-705477-C
Settlement Condemnation Action

At their May 10, 2016 meeting, the Board of Examiners approved settlement in the amount of \$250,000 of additional funds to resolve the contested condemnation case referenced above which is part of Project Neon.

Attached is the April 4, 2016 memorandum to the Board of Examiners from Director Rudy Malfabon, Special Counsel, Joe Vadala, and myself setting forth a summary of the settlement.



MEMORANDUM

1263 South Stewart
Street
Carson City, Nevada

April 4, 2016

To: Board of Examiners
Governor Brian Sandoval
Attorney General Adam Paul Laxalt
Secretary of State Barbara Cegavske

From: Rudy Malfabon, Director, Nevada Department of Transportation
Dennis Gallagher, Chief Deputy Attorney General
Joe Vadala, Special Counsel

Subject: Proposed Settlement of an Eminent Domain Action,
State of Nevada vs. Las Vegas Golf & Country Club, et al.
Eighth Judicial District Court Case No. A-14-705477-C

SUMMARY

NDOT filed the above-referenced eminent domain action on August 13, 2014 to acquire the entirety of the property located at 1234-1414 Western Avenue (3.29 acres), which was improved with a number of commercial/industrial buildings and a digital billboard. The property is needed for Project NEON. The initial offer to Las Vegas Golf & Country Club (here in after "Landowner") was for \$4,392,000. After multiple discussions with the landowner and NDOT's right-of-way team, NDOT was able to slightly reduce the amount of property being taken to allow the landowner to retain a small parcel to which NDOT has agreed to relocate the digital billboard. Therefore the complaint was amended to reflect this slightly reduced acquisition and NDOT deposited \$2,877,000 with the Court, representing the appraised amount of the property, excluding the billboard and the retained site.

NDOT requests settlement authority in the total amount of \$3,127,000 to resolve the pending litigation and acquire the property. Because NDOT previously deposited \$2,877,000 with the Court, NDOT is now requesting an additional \$250,000 to completely resolve the action.

THE ACTION

The Landowners in this case are legal entities wholly controlled by the Meyers family, who have owned the property for over 50 years. After NDOT filed its action in August 2014, the Landowners answered and asserted counterclaims alleging they were entitled to precondemnation damages and goodwill for the loss of the Meyers Electric business, which had operated for decades from one of the buildings on the property and closed shortly after NDOT took occupancy. NDOT contested both of these allegations.

Board of Examiners
Proposed Settlement
State of Nevada vs. Las Vegas Golf & Country Club, et al.
April 4, 2016

Over the course of the litigation, the Landowners disclosed their expert witness, Carol Ann Doherty, MAI, who opined that the value of the property was \$3,765,000 and that the Landowners were entitled to precondemnation damages of nearly \$4 million. The Meyers family, as owners, are long-time Las Vegasans who would make sympathetic witnesses, testified in their deposition that they believed the property was worth \$9,000,000. NDOT's expert, Tami Campa, MAI, opined that the property's value was \$2,877,000.

POINTS THAT FAVOR SETTLEMENT

While NDOT does not believe that a rational jury would put much weight in the unsupported valuation testimony of a landowner, particularly when their own expert testifies the value to be a fraction of their opinions, a jury could conceivably adopt the Landowners' opinions. As such, NDOT's total potential exposure at trial is over approximately \$10,000,000 when considering verdict and interest. A much more realistic assessment would be to compare NDOT's expert's opinion of \$2,877,000 to the landowners' expert's opinion of \$3,765,000. While NDOT is confident that its expert has the better analysis and conclusions, the Landowners' expert is reputable and has been able to defend her position. Without even considering the merits of the Landowners' counterclaims for precondemnation damages and goodwill, the requested settlement amount at under 9% over NDOT's expert's opinion, inclusive of all costs, fees and interest, is considered reasonable and in the best interest of the State.

RECOMMENDATION

NDOT has considered the benefits of settlement and has made the decision that settlement is reasonable, prudent, and in the public interest. NDOT requests the authority to settle the Action for the remaining amount of \$250,000 (\$3,127,000 minus \$2,877,000 already deposited with the Court). If the Board approves the settlement, NDOT will pay the agreed-upon balance and have the Court enter a Judgment and a Final Order of Condemnation transferring ownership of the Property to NDOT, resolving this Action in its entirety as among all parties, inclusive of all attorney's fees, costs, interest and all precondemnation damage and goodwill claims.

FISCAL NOTE STATEMENT

NDOT will seek reimbursement from the Federal Highway Administration for the proposed settlement amount.



1263 South Stewart Street
Carson City, Nevada 89712
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MEMORANDUM

May 20, 2016

To: Department of Transportation Board of Directors
From: Rudy Malfabon, Director
Subject: June 6, 2016 Transportation Board of Directors Meeting
Item #8: Receive a Briefing on Reno Spaghetti Bowl – *Informational item only*

Summary:

A traffic study is currently underway and a Design Charrette was recently held on the I-80/I-580/US 395 Reno Spaghetti Bowl Interchange. This presentation will address the next steps in the design of this critical interchange.

Background:

The I-80/I-580/US 395 Reno Spaghetti Bowl Interchange was first constructed in 1969 – 1972 when the population in the Truckee Meadows was approximately 130,000. There have been improvements to the interchange and surrounding freeway corridors over the years but the current interchange has significant capacity and safety issues. Currently, the population is 420,000 and growing, and the current interchange configuration cannot handle the traffic demands. NDOT began a traffic study of the Truckee Meadows freeway system, with an emphasis on this interchange, and the results of the traffic analysis should be available in the fall of 2016. With the growing concerns from the local community with the operation of the interchange, NDOT held a Reno Spaghetti Bowl Charrette on May 12, 2016.

Analysis:

The Charrette presented short-term, mid-term, and long term concepts and all require some level of National Environmental Policy Act (NEPA) actions. The traffic study referenced above has been set up to form the basis for continuing design and environmental analysis using the principles of 'linking planning with NEPA'. With the projected 2035 traffic available from the study in the fall of 2016 and the need for consultant services to conduct design and NEPA, NDOT is proposing advancing into the NEPA process. The presentation will discuss some of the challenges of implementing major improvements such as the area surrounding the interchange includes Tribal land, park land, a river, a railroad, and low income housing that will need to be addressed. A discussion on the approaches to advancing design and environmental evaluation on this important project with a recommendation to begin immediately with the NEPA process with the realization that a full Environmental Impact Statement (EIS) will most likely be required for major improvements to the interchange.

Recommendation for Board Action:

For information only.

Prepared by: John Terry, Asst. Director - Engineering



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

MEMORANDUM

May 19, 2016

TO: Department of Transportation Board of Directors

FROM: Rudy Malfabon, Director

SUBJECT: June 6, 2016 Transportation Board of Directors Meeting

Item #9: Approval Design-Build Procurement for I-15 North @ US-93 (Garnet Interchange) and US-93 from the junction of I-15 at the Garnet Interchange to five miles north – *For possible action.*

Summary:

This item is to request Board of Directors approval to begin the solicitation of a design-build project for improvements to I-15 N @ US 93 (Garnet Interchange) and on US 93 from the junction of I-15 at the Garnet Interchange to 5.0 miles north in Clark County.

Background:

The Department is currently proceeding with scoping, environmental and preliminary engineering for the I-15 N @ US 93 (Garnet Interchange) and on US 93 from the junction of I-15 at the Garnet Interchange to 5.0 miles north. The Department is also concurrently utilizing technical advisors to assist in the development of design-build documents and anticipates utilizing this same Service Provider to act as a program manager for the duration of the design-build project.

Analysis:

Per NRS 408.388, the Department may contract with a design-build team if the department determines that project costs exceed \$10 million and the Department determines that: the cost of the design and construction will be significantly lower than if traditional methods are used; the design and construction will proceed on the project faster than traditional methods; or the project is unique, highly technical and complex in nature.

Per NRS 408.3881, To move forward with the design-build procurement method, the Board must make a determination, at a public meeting that the project cost to design and construct exceeds \$10 million and contracting with a design-build team will enable the Department to construct the project at a cost significantly lower than the cost to design and construct using a different procurement method; or exigent circumstances require a short time to design and construct the

project, and the project can be designed and constructed in a shorter time than that required using a different method; or the project is unique, highly technical, and complex in nature, and the design-build method will ensure that design and construction of the project will be properly coordinated.

The estimated cost of the planning, environmental, final design and construction of improvements at I-15 N @ US 93 (Garnet Interchange) and on US 93 from the junction of I-15 at the Garnet Interchange to 5.0 miles north is estimated to be \$ 60 million dollars which exceeds the statutory threshold of \$10 million dollars.

The planned development in the area of the project in the near future is projected to be significant and is planned to commence within the next several months. The project is needed to facilitate this dramatic projected growth. The Department's planned design-build approach is to concurrently pursue the environmental clearance while proceeding with the preparation of the design-build documents. This approach will allow the start of construction to begin as early as June 2017: 6 months sooner than non-concurrent phasing for the design-build delivery method and over a year sooner than delivery by a traditional design-bid-build approach.

The Department will make a recommendation regarding the proposer's stipend payment at the July 11th Transportation Board meeting.

List of Attachments:

- A. Project map

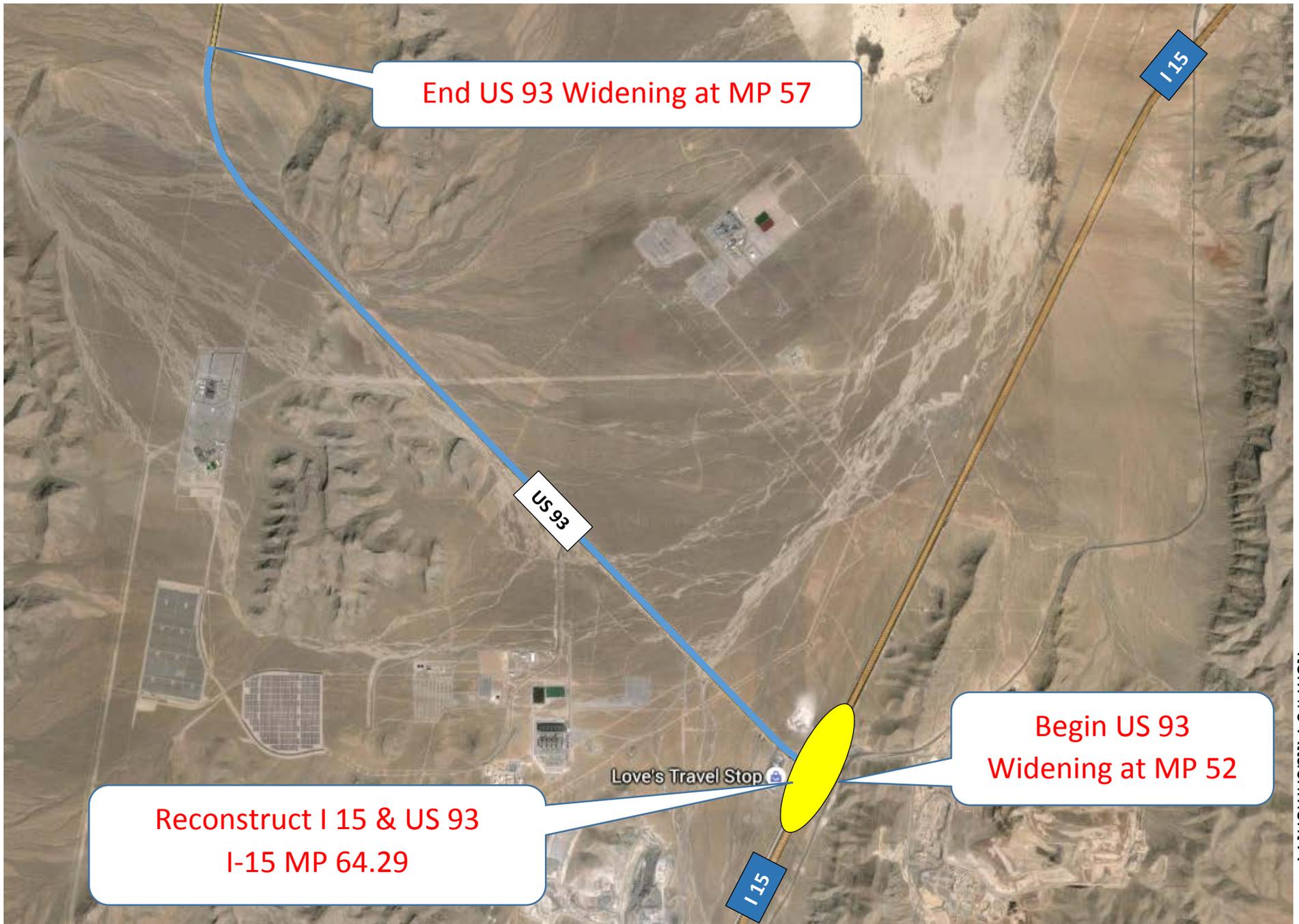
Recommendation for Board Action:

Approval for the Department to begin the solicitation of a design-build project for I-15 N @ US 93 (Garnet Interchange) and US 93 from the junction of I-15 at the Garnet Interchange to 5.0 miles north on US 93 in Clark County.

PREPARED BY:

John M. Terry, Asst. Director - Engineering

Map: I 15 & US 93 Interchange (Garnet Interchange) & US 93 widening 5.0 miles north





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Carson City, Nevada 89712
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MEMORANDUM

May 26, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: June 6, 2016 Transportation Board of Directors Meeting
Item #10: 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 9, 2016 - *Informational item only.*
Please see Attachment C.

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 9, 2016 - *Informational item only.*

Recommendation for Board Action:

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 19, 2016						
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 Amendment #2	3/11/13 1/14/14 12/15/15	\$ 1,400,000.00 \$ 2,000,000.00 \$ 300,000.00	\$ 3,700,000.00	\$ 271,022.34
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 Amendment #2	10/23/12 9/12/14 8/12/14	475725 Extension of Time Expansion of Scope	\$ 475,725.00	\$ 220,842.02
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	\$ 329,726.08
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warm Springs 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	\$ 7,728.10
Sylvester & Polednak, Ltd.	NDOT vs. K & L Dirt 8th JD - A-12-666050-C Boulder City Bypass Project NDOT Agmt No. P073-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2	2/27/13 1/23/15 5/9/16	\$ 275,000.00 Extension of Time \$ 325,000.00	\$ 600,000.00	\$ 285,296.85
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	\$ 12,360.36
** 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
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 2/28/17 Amendment #1 Amendment #2	7/17/13 2/12/15 8/12/15	\$ 280,000.00 \$ 475,000.00 \$ 375,000.00	\$ 1,130,000.00	\$ 66,313.27
Chapman Law Firm	Ad America vs. NDOT (Project Neon) 8th JD A640157 NDOT Agmt No. P291-13-004	7/25/13 - 7/30/17 Amendment #1 Amendment #2 Amendment #3	7/25/13 4/28/14 5/15/15 2/8/16	\$ 200,000.00 250,000.00 Extension of Time \$ 269,575.00	\$ 719,575.00	\$ 206,592.35
*** 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 - 5/31/18	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	\$ 212,431.73
Carbajal & McNutt, LLP	Las Vegas Golf & Country Club 8th JD A-14-705477-C Project Neon NDOT Agmt No. P362-14-004	9/8/14 - 8/30/16	9/8/14	\$ 375,000.00	\$ 375,000.00	\$ 214,047.59
Kemp, Jones & Coulthard	Custom Landco. (Walker Furniture) Project Neon NDOT Agmt No. P431-14-004	10/13/14 - 7/31/18 Amendment #1	10/13/14 4/11/16	\$ 350,000.00 \$ 1,400,000.00	\$ 1,750,000.00	\$ 901,838.99

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF MAY 19, 2016						
Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
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	\$ 245,625.56
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	\$ 254,332.50
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	\$ 250,000.00	\$ 26,648.93
* BH Consulting Agreement	<i>Management assistance, policy recommendations, negotiation support and advice regarding NEXTEL and Re-channeling of NDOT's 800 Mhz frequencies.</i>	6/30/12 - 6/30/16	6/30/12	\$ 77,750.00	\$ 77,750.00	\$ 76,340.00

* 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 Or Expired Since Last Report:

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Chapman Law Firm	McCarran Widening 2nd JD - Various Temporary Easements NDOT Agmt No. P142-14-004	5/14/14 - 5/30/16 Amendment #1	5/14/14 12/8/15	\$ 200,000.00 \$ 30,000.00	\$ 230,000.00	\$ 2,108.64

Monthly Litigation Report to the Nevada Department of Transportation - May 19, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 676,937.96	\$ 171,223.05	\$ 848,161.01
NDOT vs. Danisi, Vicent, J. III	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 165,102.68	\$ 22,586.96	\$ 187,689.64
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 255,195.00	\$ 59,508.15	\$ 314,703.15
NDOT vs. Las Vegas Golf & Country Club	Eminent domain - Project Neon	\$ 142,521.50	\$ 18,430.91	\$ 160,952.41
NDOT vs. Loch Lomond Trust, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ranch Properties	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Reich Series, LLC, et al.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Robarts 1981 Trust, et al.	Eminent domain - Project Neon	\$ 240,645.11	\$ 14,237.87	\$ 254,882.98
NDOT vs. Su, Lisa	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 29,964.00	\$ 15,944.51	\$ 45,908.51
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 362,025.78	\$ 55,246.12	\$ 417,271.90
		\$ 1,872,392.03	\$ 357,177.57	\$ 2,229,569.60
Inverse Condemnations				
AD America, Inc. vs. NDOT (NEON)	Inverse condemnation - Project Neon	\$ 663,736.74	\$ 117,276.73	\$ 781,013.47
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 897,863.28	\$ 165,823.45	\$ 1,063,686.73
		\$ 1,561,600.02	\$ 283,100.18	\$ 1,844,700.20
Cases Closed and Removed from Last Report:				
None				
* Includes Cumulative Fees and Costs: Agreement P301-11-004 (closed in 12/31/2014) and current Agreement P291-13-004				
New cases appear in red. No new cases for this report dated May 19, 2016.				

Monthly Litigation Report to the Nevada Department of Transportation - May 19, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Torts				
Ariza, Ana, et al. vs. Wulfenstein, NDOT	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Darling, Dion Dean vs. NDOT, et al.	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Discount Tire Company vs. NDOT; Fisher	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Donley, Cydney vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Harris Farm, Inc. vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Hendrickson, Cynthia vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Jorgenson & Koka, LLP vs. NDOT, et al.	Plaintiff alleges negligence causing property damage	\$ -	\$ -	\$ -
King-Schmidt, Barbara vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Knowlton, Jane vs. NDOT	Plaintiff alleges personal injury and property damage	\$ -	\$ -	\$ -
Liu, Hui vs. Clark County and NDOT	Plaintiff alleges negligence and wrongful death	\$ -	\$ -	\$ -
Mezzano, Rochelle vs. Bicycle Ride Directors, NDOT, et al.	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access	\$ -	\$ -	\$ -
Pyjas, Estate of Robert Charles	Plaintiff alleges wrongful death	\$ -	\$ -	\$ -
Semmens, Cynthia & Trevor vs. NDOT, et al.	Plaintiff alleges negligence causing personal injury	\$ -	\$ -	\$ -
Vezina, Macy vs. Fedex Freight et al.; NDOT, et al.	Defendant third-party complaint alleging negligence	\$ -	\$ -	\$ -
Windrum, Richard & Michelle vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Zito, Adam vs. NDOT	Plaintiff alleges negligence and property damage	\$ -	\$ -	\$ -
Contract Disputes				
AVAR Construction Systems, Inc. vs.	Breach of contract re I-580	\$ -	\$ -	\$ -
Miscellaneous				
Road & Highway Builders vs. NDOT	Petition for Judicial Review of Prevailing Wage	\$ -	\$ -	\$ -
Road & Highway Builders vs. Labor Commissioner; NDOT	Petition for Judicial Review of Decision of Labor Commissioner	\$ -	\$ -	\$ -
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Boice, Rocky vs. State, NDOT	Personnel Matters			
Cerini, Cheri vs. State, NDOT	Personnel Matters			
Lorenzi, Anthony vs. State, NDOT	Personnel Matters			
Zenor, Chad T. vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Cases Removed from Last Report:				
None		\$ -	\$ -	\$ -

New cases appear in red. No new cases this month.

Outside Counsel
Fees and Costs of Open Cases
as of May 19, 2016

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 1,872,392.03	\$ 357,177.57	\$ 2,229,569.60
Inverse Condemnation Litigation	\$ 1,561,600.02	\$ 283,100.18	\$ 1,844,700.20
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 3,433,992.05</u>	<u>\$ 640,277.75</u>	<u>\$ 4,074,269.80</u>

5/9/2016

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	
5/7/2016	2	3	5/7/2015	1	1	1	2
MONTH	3	3	MONTH	4	6	-1	-3
YEAR	95	102	YEAR	94	104	1	-2

CRASH AND FATAL COMPARISON BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Crashes	2016 Crashes	% CHANGE	2015 Fatalites	2016 Fatalities	% Change	2015 Alcohol Crashes	2016 Alcohol Crashes	% Change	2015 Alcohol Fatalities	2016 Alcohol Fatalities	% Change
CARSON	1	5	400.00%	1	5	400.00%	1		-100.00%	1		-100.00%
CHURCHILL	1	1	0.00%	1	1	0.00%			0.00%			0.00%
CLARK	62	74	19.35%	69	80	15.94%	13	8	-38.46%	15	9	-40.00%
DOUGLAS	1	1	0.00%	1	1	0.00%	1		-100.00%	1		-100.00%
ELKO	2	2	0.00%	2	2	0.00%			0.00%			0.00%
ESMERALDA	1		-100.00%	1		-100.00%	1		-100.00%	1		-100.00%
EUREKA	2		-100.00%	2		-100.00%			0.00%			0.00%
HUMBOLDT			0.00%			0.00%			0.00%			0.00%
LANDER	3		-100.00%	3		-100.00%			0.00%			0.00%
LINCOLN	2		-100.00%	2		-100.00%			0.00%			0.00%
LYON	3		-100.00%	4		-100.00%			0.00%			0.00%
MINERAL	1	1	0.00%	2	1	-50.00%			0.00%			0.00%
NYE	4	1	-75.00%	4	1	-75.00%	2		-100.00%	2		-100.00%
PERSHING			0.00%			0.00%			0.00%			0.00%
STOREY	1		-100.00%	1		-100.00%			0.00%			0.00%
WASHOE	10	9	-10.00%	11	10	-9.09%	4	2	-50.00%	4	3	-25.00%
WHITE PINE		1	100.00%		1	100.00%			0.00%			0.00%
YTD	94	95	1.06%	104	102	-1.92%	22	10	-54.55%	24	12	-50.00%
TOTAL 15	297	----	-68.0%	326	----	-68.7%		----	#DIV/0!		----	#DIV/0!

2015 AND 2016 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2015 AND 2016, AS OF CURRENT DATE.

COUNTY	2015 Vehicle Occupants	2016 Vehicle Occupants	% Change	2015 Peds	2016 Peds	% Change	2015 Motor-Cyclist	2016 Motor-Cyclist	% Change	2015 Bike	2016 Bike	% Change	2015 Other moped,at v	2016 Other moped,at v
CARSON	1	2	100.00%		3	300.00%			0.00%			0.00%		
CHURCHILL	1		-100.00%		1	100.00%			0.00%			0.00%		
CLARK	30	36	20.00%	19	20	5.26%	10	19	90.00%	4	1	-75.00%	6	4
DOUGLAS	1	1	0.00%			0.00%			0.00%			0.00%		
ELKO	2	2	0.00%			0.00%			0.00%			0.00%		
ESMERALDA	1		-100.00%			0.00%			0.00%			0.00%		
EUREKA	2		-100.00%			0.00%			0.00%			0.00%		
HUMBOLDT			0.00%			0.00%			0.00%			0.00%		
LANDER	2		-100.00%	1		-100.00%			0.00%			0.00%		
LINCOLN	2		-100.00%			0.00%			0.00%			0.00%		
LYON	4		-100.00%			0.00%			0.00%			0.00%		
MINERAL	2	1	-50.00%			0.00%			0.00%			0.00%		
NYE	4	1	-75.00%			0.00%			0.00%			0.00%		
PERSHING			0.00%			0.00%			0.00%			0.00%		
STOREY			0.00%			0.00%	1		-100.00%			0.00%		
WASHOE	7	5	-28.57%	1	4	300.00%	3	1	-66.67%			0.00%		
WHITE PINE		1	100.00%			0.00%			0.00%			0.00%		
YTD	59	49	-16.95%	21	28	33.33%	14	20	42.86%	4	1	-75.00%	6	4
TOTAL 15	186	----	-73.66%	73	----	-61.64%	43	----	-53.49%	10	----	-90.00%	14	----

PRELIMINARY DATA REVEALS 72 UNRESTRAINED FATALITIES FOR 2015