



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
November 14, 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. Approval of the October 10, 2016 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
4. Approval of Contracts over \$5,000,000 (Attached as Exhibit A) – *For possible action.*
5. Approval of Agreements over \$300,000 (Attached as Exhibit B) – *For possible action.*
6. Contracts, Agreements, and Settlements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990 and July 2011. *Informational item only.*
7. Condemnation Resolution No. 459 – *For possible action.*

I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange, Project NEON; in the City of Las Vegas, Clark County

Grant Properties LV, LLC	APN: 162-04-602-010
Grant Family Holdings I, LLC	APN: 162-04-602-011
8. Public Auction – *For possible action.*

Disposal of a portion of NDOT right-of-way, a parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE ¼ of Section 6, T. 17 N., R. 20 E., M.D.M. SUR 15-06
9. Resolution of Relinquishment – *For possible action.*

Disposal of a portion of NDOT right-of-way, a parcel of land in the City of Reno, County of Washoe, State of Nevada SUR 16-07
10. Resolution of Relinquishment – *For possible action.*

Disposal of a portion of NDOT right-of-way, a parcel of land in the City of Reno, County of Washoe, State of Nevada SUR 16-08

11. Equipment Purchase in Excess of \$50,000 – New Equipment – Sweepers – *For possible action.*
12. Equipment Purchase in Excess of \$50,000 – Fleet Replacement – *For possible action.*
13. Equipment Purchase in Excess of \$50,000 – Environmental Program Equipment – *For possible action.*
14. Old Business
 - a. USA Parkway Quarterly Report – *Informational item only.*
 - b. Pedestrian Safety Quarterly Report – *Informational item only.*
 - c. I-11 Quarterly Report – *Informational item only.*
 - d. Stormwater Program Quarterly Report – *Informational item only.*
 - e. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - f. Monthly Litigation Report – *Informational item only.*
 - g. Fatality Report dated October 31, 2016 – *Informational item only.*
 - h. Project NEON Quarterly Report – *Informational item only.*
15. Public Comment – limited to no more than three (3) minutes. *Informational item only.*
16. 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

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Governor Brian Sandoval
Controller Ron Knecht
Tom Skancke
Len Savage
BJ AlMBERG
Rudy Malfabon
Bill Hoffman
Dennis Gallagher

Sandoval: Good morning everyone. I will call the Nevada Department of Transportation, Board of Director's Meeting to order. I apologize, I'm a few minutes behind schedule. I had some official duties to accomplish in terms of welcoming the Committees from the Senate and the Assembly. They're officially underway. The Lieutenant Governor is presiding over the Senate so he obviously will be excused from the meeting. I'm not sure if Mr. Martin is going to attend or not, do we know Rudy? Tom, good morning, can you hear us loud and clear in Las Vegas?

Skancke: Good morning, Governor, yes we can.

Sandoval: All right then, let's proceed. I'm going to go a little fast today, sorry. Let's proceed with Agenda Item No. 1, Presentation of Retirement Plaques to 25+ year employees.

Malfabon: Thank you Governor. We have two retirees to mention this morning, Randall Cotter, Maintenance Management Coordinator II and Maintenance Asset Management Division here in Carson City, retired recently with 32 years of service. Randy Weise, Assistant Resident Engineer, Supervisor III, is what we call it, retired from Crew 901 in Las Vegas with 30 years of service. Want to congratulate both Randy's on their retirements and wish them the best of luck. 62 years of combined service. We'll probably have a much larger list the next quarter because I know that there's been several retirements in the meantime.

Sandoval: Are they present today?

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Malfabon: I don't believe so. In Las Vegas, Tracy, you don't see Randy Weiss? I think he's working on the Boulder—or, one of our projects down there. I don't know if it's Boulder City or Project NEON but I know he's—

Sandoval: That you've got to appreciate, running through the finish line. Publicly, I want to thank both of them for their service to the State and its remarkable in this day and age for somebody to be committing 25, 30 years of their professional lives to public service. I just again, want to appreciate their hard work. Particularly when I think this Department is probably the busiest it's ever been in its history. Thank you.

Malfabon: Thank you Governor. Moving on to Item No. 2, Presentation of Awards. We have received some awards from AASHTO, the organization of the State DOTs from their Transportation Communication Subcommittee, which is called TransCom. They recognized us for our pedestrian safety campaign, that we do collaboratively with other agencies; the Office of Traffic Safety, which is under the Department of Public Safety for the State of Nevada. Collaboratively, NDOT and OTS, our Epidemic Campaign received two first place awards from the AASHTO TransCom Committee. The Best in the Nation for aspects of Transportation Communications. What we're doing in this campaign is to really draw attention to the challenge of pedestrian safety and particularly in Southern Nevada. We've seen quite an increase. We've partnered with the City of Las Vegas to put some decals on the sidewalk. We put the video up on our website. It draws attention to both pedestrians and also with the reporters that covered that campaign, it draws attention to the drivers, for each of their responsibilities in pedestrian safety. Watch out for one another, don't assume that when you're crossing in a crosswalk that its safe, you've got to make that eye contact. I thought it was a great an effective ad campaign. They put some decals on the sidewalk, as I said, but they had interesting information. They had like a shark jumping out of the water or it looked like you were walking off the ledge of a multistory building. It would grab someone's attention that, as we know, people are sometimes looking down at phones now when they're walking on the sidewalk. They see that decal and it just reminds them of their responsibilities as pedestrians. We're grateful for AASHTO's recognition of that.

We had our folks in safety—this week, we're attending the Executive Committee on Traffic Safety which is a collaboration between NDOT, the RTCs, police, emergency responders from REMSA, so it's quite a group that's involved in the

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4Es. Educators, from UNLV, that work on our safety program. We're looking forward to that meeting tomorrow and other safety awards that we'll receive. I wanted to acknowledge the efforts of Tracy Larkin, that she's going to receive an award from that group tomorrow.

If we could, we'd like to recognize for the first place in indoor/outdoor advertising for our Epidemic Campaign and the logo design for the Epidemic Campaign, any folks here from our Safety Group or Office of Traffic Safety, Ken, just you? Well, definitely come on up. We'll do a photo opportunity.

[side conversation while taking photo opportunity]

And I'm sure that we'll see Amy Davy, the Director of the Office of Traffic Safety tomorrow at the Executive Committee on Traffic Safety and that awards luncheon as well. I'll convey our appreciation for that effective campaign that we worked on together.

We'll move on Governor to the Director's Report. I wanted to mention that our Head of Planning, Sondra Rosenberg is attending the ITS World Congress in Australia, presenting on autonomous vehicles on behalf of the AASHTO Standing Committee on Planning. Wish her safe travels.

A little update on federal funding. We're currently in the new federal fiscal year that started October 1st. A short-term extension called a Continuing Resolution was passed, through December 9th, gets us through the election and hopefully by that time or with the possibility of another short-term continuing resolution, by the end of the year, we'll have the spending levels approved for transportation—for service transportation for the nation. That affects Federal Highways, Federal Transit and rolls down to those State DOTs and those recipients that are planning organizations such as the RTCs in our state are affected by that. The funding levels are maintained at the current authorization levels from the FAST Act. We'll see what happens after the election, but we think that in the lame duck Congress it will—the Appropriations Bill may be combined with other appropriations acts in some type of omnibus bill to be enacted by Congress.

A really neat event—Lieutenant Governor is not here unfortunately—he was the MC at this Sam Schmidt event. Sam Schmidt is a race car driver that for several years has been incapacitated, a quadriplegic. Through the efforts of state agencies in Nevada, especially the DMV, the Office of Economic Development, Steve Hill

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was there at this event. Sam Schmidt received his restricted driver's license in Nevada. It got a lot of press coverage. What you see there is a Corvette that's outfitted by this company called Arrow, with some very unique technology that allows Sam to actually drive on Nevada roads. He could drive that car better than I could, it was amazing to see him take off in that. The control system is based on a tip of the tube will brake it, just slightly blowing into a tube will accelerate and the movement of his head is captured by the instrumentation in the vehicle to turn the vehicle and it also follows some of his voice commands. It's an amazing technology that really will improve mobility for people that are right now just invalids. They can't get out and be mobile without assistance from others. It makes him more independent. Obviously, he's going to have another driver next to him just in case. It was an amazing event and he gave a lot of testimony to the fact that Nevada, as well as the executives from Arrow—Nevada is the state that was most helpful in developing this technology to the point where he can actually get out on the road and be more self-sufficient and mobile.

We have another racecar expert that was in the news recently. We're going to pull up a video from the CNN website. They identified this gentleman, Jeff Payne. We worked with the Office of Traffic Safety on another collaboration; it's called Driver's Edge. Us old-timers might remember driver's education in high school. It's a different era now where Mr. Payne makes a point that students, teen drivers are taught to pass a driver's test but they're really not exposed to the challenge of driving on wet pavement, in a skid. How do you get out of a skid situation in a vehicle. This video will highlight some of his efforts here in Nevada. Both events with these drivers were based out of the race track there in Southern Nevada. Really appreciate the efforts of the race track operator there in helping out with both of these events, for Sam Schmidt and also for this—has a training area for the Driver's Edge program. DJ, if you could bring up that video.

[video plays]

We just wanted to congratulate Jeff Payne for being a safety partner with NDOT and the Office of Traffic Safety and providing that service to teen drivers so they can anticipate how to react in certain situations.

Sandoval: I think we can all use it. You don't need to just be a teen.

Malfabon: That's true. Recently NDOT completed the Cave Rock Tunnel Project. I wanted to just give kudos to our Project Manager, Devin Cartwright and our Resident

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Engineer, John Angel. Our contractor. They did a great job on this project with also working with our public outreach and communications staff to let people know what the impacts were to the traffic changes and switches. You can see the before and after. You can see on the left side, the before, you see the size of those boulders on the top above those highway signs, mounted on the entrance to the tunnel. Our designers did a great job with the project. The folks in Environmental got quick clearance. This project, you recall that big boulder that fell down in this area, earlier this year. Our folks really mobilized, hit the ground running, got the project cleared environmentally and designed it and got it out to construction very quickly. You see the unique look to the concrete exterior there. It was done with a sprayed on concrete called Shotcrete and then we actually had a sculptor that sculpts it to make it look like native rock. Then some coloring is added to that. It's a very unique look. Very aesthetic, but also safe, as far as the purpose of the project and extending the portal entrance. One thing that NDOT saw was that as we reduced it to one lane in each direction in this section, it was useful for us to see how traffic was able to flow through there. There were some weekends where you have a lot of traffic up at Tahoe, but we've been looking into the idea of reducing the amount of lanes, getting more of a center turn lane pocket, continuous through some sections of US-50 in this area where there's a lot of residential neighborhoods. It's difficult for people on curves to pull out safely. We're looking at a possible change to the road and we'll be doing a lot more outreach to businesses and the public and the residents, along US-50 as we develop that kind of concept.

Recently we completed a couple of traffic signals on SR-160, Blue Diamond Road, in Las Vegas. El Capitan and Fort Apache. You may recall that we did a traffic signal at Cimarron, a while ago. We checked whether these two intersections met the traffic signal warrants required before we could install traffic signals. They did, so we immediately started the design and delivered these two projects. Congratulations to the folks that administered this project for us and the contractor in Las Vegas. Very well received. It was covered by the media as a safety improvement. They made the point that this area of Las Vegas is really transformed over the last eight years or so with residential development and a lot more traffic. SR-160 has been improved to have many more lanes of traffic. This is going to provide pedestrian safety as well as highway traffic safety for the drivers.

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Last month we mentioned that we had short-listed four teams for the Apex, the Garnet Interchange and US-93 widening project. It's a design-build project. There are the four teams again for your information. Now, we've released the draft request for proposals to these four teams for industry review and comment. It's an interaction with those four teams about what we have in our draft request for proposals. We'll modify that and eventually issue the final request for proposals in November, 15th. We had a public information meeting last week at North Las Vegas City Hall. That project is moving along.

Recently we had some major developments on Project NEON where we demolished the Symphony Bridge there, you can see it kind of on the left side of that on-ramp that had to be moved over a bit. It went well. We didn't get a lot of complaints about that. We used all of the websites, TV, radio, to reach out to folks about the traffic control changes and what to expect over that weekend, bridge demolition and it went very well.

We have another major traffic control change coming up later this month that's going to last through February of next year. It's going to reduce the northbound 95 from I-15, that onramp, from two lanes to one lane. We know those impacts will be significant and we just ask for the public's patience as we continue construction on Project NEON. We're going to demolish part of that Martin Luther King Bridge on 95 is why we have to do that change, is coming up later this month.

Last Friday, our Chief Engineer, John Terry and I and Deputy Director Tracy Larkin were able to tour the I-11 Boulder City Bypass Project. It was very cool to see some of the architectural elements in this bridge. You can see the towers on the photograph on the left and then some of that curved theme for one of the elements of the bridge structure. It's mirroring the art deco theme from the 30s, which was part of the Hoover Dam construction. Very unique aesthetic treatments. Good job by our landscape and architecture staff, aesthetics staff to incorporate those elements in that. There's a retaining wall that has a relief of the Hoover Dam itself. This project is being administered by Resident Engineer, Tim Ruguleiski and our Project Manager Ryan Wheeler. I wanted to thank them for their time that they spent with us all day touring both this phase, the NDOT phase which is being constructed by Fisher Sand & Gravel. This phase will be completed around the middle of next year.

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The 12-miles of I-11 is being constructed by the RTC of Southern Nevada with their contractor Las Vegas Paving. It's a design-build project. You can see, if you look closely, you'll see some big horn sheep crossing the grade there. It's something that's incorporated in the design of their project is a wildlife crossing and obviously they can get under some of the bridge structures and some of the canyons there that are traversed by bridges. Some interesting facts; they've already moved 5.3 million cubic yards of earthwork on that out of a little over 6 million cubic yards to move. They're working six days a week, two 10-hour shifts, blasting daily. You can see a lot of that earthmoving equipment. They have about 70,000 tons of asphalt paving that's going to start soon too. They're getting to that finish on some of those. This photograph shows, on the right side is a scenic overlook that's going to be constructed there. A very beautiful view of Lake Mead. What they did was to make sure that the alignment of I-11 missed some of those rock out cropping so they could be incorporated in that scenic view. This project is going to be completed in early 2018.

We've started a \$4M project on SR-372 in Pahrump for roundabouts at Pahrump Valley Road and Blagg Road. One of the things that we recognize, sometimes people have not been exposed as drivers to—how do you navigate through a roundabout. Recently, we've done some things to put together some videos of the actual—try to incorporate some of the actual elements of these two sites, these two intersections so that drivers can do it through a computer generated video but also, we did a public meeting to educate people on how to navigate through roundabouts. It can be confusing for the first time, whenever you encounter these as a driver. There's more of these in Las Vegas and some other areas of Nevada, so some drivers are used to them but out in Pahrump, they may not have known how to drive through these. We took it upon ourselves to provide some public education and do these computer-generated drive-thrus to educate the public. Benefits of roundabouts are definitely reduced crashes, less severe crashes and reduced congestion through those intersections.

We have a settlement to be presented to the Board of Examiners in November. It's a significant settlement. Very complex legal case and acquisition for NEON. We had a significant amount of property and a warehouse that we took from Walker Furniture. Anyone that has ever driven in Las Vegas knows that Walker sign that was painted on their building. That was one of the legal issues is, what impact is taking off that sign from their buildings have—we demolished the warehouse that had that signage on it. The important point is, although it was a

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very complex case with at least 10 expert witnesses on their side, we would have to rebut all those expert witnesses with our side. More importantly, it allowed a local business with over 200 employees to remain open. We'll present some more detailed information to the Board of Examiners first and eventually to this Board on this settlement. It is a significant settlement. We think that it was in the best interest of the residents of the State of Nevada, the taxpayers, to reach this settlement.

Member Savage had asked for an update on the Operational Audit. I have a quick update. We concentrated initially with our auditors looking at purchasing cards and purchasing supplies and equipment where we felt we had the most risk of having some type of thing go wrong or having purchases not following NACs or NRS. Our auditors have completed interviews of the NDOT staff. They're also getting responses from State Purchasing and the State Controller's Office. One of the methods and the requirements that we need to follow. We're doing our due diligence in controlling costs, but also doing procurements correctly. The initial assessment on Task 1 and 2 is due later this month. Task 3 and 10 had a lot to do with other elements of the Department's business operations, about repairing of equipment and how we run our shops, how the rebuild program is working out, other areas such as proper coding of the mechanic's time and overtime in general for employees of NDOT and some other operational areas that are being looked at in Tasks 3-10 that we'll report back to the Board, hopefully by the end of the year.

I'm ready to take any questions. I also gave a handout to the Board Members of the major Spaghetti Bowl closure, if you had any questions about that forthcoming closure on that ramp that I had mentioned. Our team on NEON is doing a great job of outreach and using their website to communicate. Direct mail by email or text messages to folks that sign up for that. I'm willing to respond to any questions from the Board, Governor and Board Members.

Sandoval: Thank you. Rudy, do you know how many people have signed up for that WAZE?

Malfabon: I don't know yet Governor, but we can get that information for you. I know you'll see in your packet that we did have the Information Sharing Agreement with WAZE in the informational section of the packet. Specific to NEON, I'll find that out and report.

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Sandoval: Board Members, any other questions with regard to the Director's Report? Mr. Controller.

Knecht: Rudy, I have a question about the roundabouts in Pahrump and elsewhere. Have you done any surveys to see how well drivers like or don't like those? How well they respond to them? Or, do you have any references to existing literature that addresses that? I know I hear lots of complaints on this myself. You know, partly, that's because they're new, as you pointed out. Even after people get used to them, a lot of people aren't very fond of them.

Malfabon: In response Mr. Controller, what we've seen is that—the one that comes to mind is the one in Spring Valley. We had a pedestrian fatality up there. I went out to the community. We recommended roundabouts. There was resistance at first. This is up near Elko. After we put them in, they saw that they were effective in achieving improvements in safety. They felt that—once they saw it in place, they were able to get used to it. We haven't done any formal surveys. I don't know if Ken Mammon is still in the audience, but maybe—

Mammon: Nothing formal.

Malfabon: No formal surveys, but definitely there's been research on this nationally. It might be something we want to look into is how they're received in Pahrump. In Pahrump, they initially didn't like the idea. It's probably a test case again, for a community that was resistant and see how they work and see if it changes their mind once they're actually operational.

Knecht: I think that's a good idea. At some point, you might also give us a real short digest of whatever literature there is on the acceptance of those by drivers. Thank you.

Sandoval: Tom, any questions for the Director on the Director's Report?

Skanche: No Governor, thank you.

Sandoval: All right, thank you. Let's move on to Agenda Item No. 4, Public Comment. Is there any member of the public in Northern Nevada that would like to provide public comment? This gentleman and then the lady.

Lake: Good morning Governor, Members of the Board. For the record, Ray Lake. I'm the Chairman of the Washoe County North Valleys Citizens Advisory Board. I also sit on the City of Reno Ward IV Neighborhood Advisory Board. I just

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wanted to come in and bring a little update from the last meetings. I did attend the last RTC meeting and I was comforted to be joined by some citizens from Cold Springs who came to express their concern about the traffic. At least I was not by myself there.

We had a neighborhood advisory board last month and we heard two new developments. One at Stead and 395 with 179 units proposed and another one at Lemon Drive and Patrician Way, that's another 130 units. I also attended a community meeting at Cold Springs regarding the Stone Gate Development, 4,100 units that I spoke about last month. The folks out in Cold Springs are really kind of angry about this. It's not just the development but they're also concerned about the traffic. They were actually pretty unpleasant with some of the folks that were there.

Anyway, that is what's going on in the North Valleys and I just wanted to bring an update, so thank you very much.

Sandoval: Thank you Mr. Lake. Yes ma'am.

Edmondson: For the record my name is Victoria Edmondson. I would ask for just a few more minutes than three minutes because I have a plan. I am representing over 100 members of the Cold Springs Stone Gate Discussion Group. We are in the process of resurrecting the Cold Springs Neighborhood Advisory Board. I am here largely because I am a victim of the terrible traffic on 395 southbound in the morning. In January 2015, I was rear-ended at speed. I had to have neck surgery and shoulder surgery. My car was totaled and 10 months of physical therapy. It's real folks. The traffic is awful. And, we now find out that the North Valleys is expected to absorb 50% of the housing development in Reno over the next decade, on two lanes of highway. I don't think so.

You guys have put the cart before the horse. We need to have a vision of what we want our community to look like, how we want it to work, how we want it to function on a daily level. I'm an RN. I'm all about health and safety. We want our people to be able to go to bed at night, not worrying about what time they have to get up in the morning in order to beat the traffic, which isn't possible.

In addition, in Cold Springs, we have elderly who are trapped there because the RTC access service was discontinued during the great whatever—I don't want to

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say depression, but perhaps it wasn't. There's no bus service, over the hill, from Stead to Cold Springs.

Now that we've put the cart before the horse, we're going to put all these houses in the North Valleys over the next 10 years. We're going to have to throw some money at it. It's inevitable.

My plan for solving this issue with the least amount of disruption as possible is to extend and widen Old North Virginia to Cold Springs. We have property there—well, not property, but we have space along Old Virginia to expand it to create perhaps commuter lanes or a bus lane that we can do maybe some Park-N-Rides along Red Rock, Stead, Lemon Valley and maybe Golden Valley; that's kind of where the hang up is. Everything kind of funnels there. There's going to have to be some rework with the way Old Virginia intersects with the Virginia Bypass there off of 395. I believe that this is doable.

The housing that has to go in there however, has to meet the need of the people that we want to be able to do the jobs that are being attracted to Northern Nevada. Stone Gate Development is building high-end homes that no Tesla factory worker, with the exception of perhaps some executives can afford.

In addition, that Meadow has some issues inherent with it. I'm on a well. If you—the plan is, they want to truck water 26 miles from Lemon Valley and then send it over to Cold Springs. They're going to have to expand the open air sewage pit for the water treatment and then pump the treated water back to use for their irrigation. Which is all well and good, except that the excess runoff is going to then go into White Lake Playa. We lose White Lake Playa for recreation. In addition, it turns into an eternal mud pit.

Okay, what happens when water is standing? Mosquitos. Mosquitos who carry West Nile Virus were detected in Lemon Valley. That's just a hop, skip and a jump away.

I really would like some political will, some thought to the quality of life of the people in the North Valleys. I understand from Paul McKenzie who is on the Reno City Council that North Valleys is deficit in the amount of recreational space for the amount of citizens that live there. I would really, really—my dream and I know it's a dream, but if people think about people and the kind thing to do.

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I'm not against Stone Gate. I think they have lovely plans for trails and everything, but the housing doesn't match the need. I don't want a mud pit out there creating mosquitos and West Nile Virus. I want that area—I want a bond floated to repurchase that meadow, put in soccer fields, put in football fields. Put in something. That meadow absorbs a lot of water before it drains into White Lake. White Lake then filters the water and recharges mine and a number of other wells in the area. I don't want my well flooded. If we put big boxes on that meadow, where's the water going to go? It's going to go in White Lake, it's going to sit. It's going to create mosquitos.

The other option besides bus service is light rail along Old Virginia that goes all the way to Tesla. That would be an excellent, excellent plan. That would—it's a green solution. Reno is a bowl. In bad winters, you get the inversion, you get the bad air. A lot of us moved to Cold Springs so we didn't have the bad air. We want to have a nice life. We want building, certainly, but we want it smartly done. We don't want to be patch working later. You've got Evans Ranch, you've got other developments coming along up further down the road.

The current number that I counted that's already been approved and that I counted is 20,000 homes. On two lanes of highway, in the morning, really? Something must be done.

Sandoval: Ms. Edmondson, I've got to ask you to wind up please.

Edmondson: I know. One more thing. I was at the RTC meeting as well. Because of myself and other people that came from Cold Springs, we were able and this is exciting news, we were able to get the RTC to move the 10-year plan for the North Valleys corridor to the five-year plan. So good, in five years, they're going to look at it. Well, we're already dying out there with the traffic. So, please, please, please, put us faster, higher, smarter, in your plan. Thank you very much.

Sandoval: Thank you Ms. Edmonson. Is there any further public comment? Yes sir.

Malfabon: Governor, if I may, John Terry will address some of the things that we're looking at in the interim in the North Valleys in his presentation on Item 10. I forgot to mention that request that the Board consider moving up Item 9 after the approval of the minutes. That was the presentation by the RTC.

Krater: Thank you Governor. For the record, my name is Ken Krater. I live at 901 Dartmouth Drive in Reno, Nevada. We are experiencing unprecedented growth

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in our community, as well as our North Valleys area. However, our community is being very proactive in looking both at long-term and interim solution to traffic flow and also very important, traffic safety. I commend Lee Gibson in our RTC Transportation Board for everything they're doing.

I think its key and I believe our community agrees that our Spaghetti Bowl is the key to moving traffic within our community. The I-80/I-580 System Interchange. I do feel that our Truckee Meadows community is in agreement that fixing this system interchange is the number one priority, for our community, as far as transportation. I also believe that we're willing to take a serious look at all viable options to fix the I-80/I-580 System Interchange and willing to make the tough decisions that affect our businesses and arterial street systems.

One of the big issues with that interchange is the accidents that occur and that has really a negative effect on obviously the people involved in the accident, as well as driver delay, emissions and fuel consumption. This interchange is the most important system interchange in Northern Nevada and also a very important component of our Federal Highway System.

I thus urge the State Transportation Board to make this project a high priority and I commend you for having the item on today to consider the design of the Spaghetti Bowl. Thank you very much.

Sandoval: Thank you Mr. Krater.

Roberts: Good morning Governor, Members of the Board. My name is Doug Roberts. I'm a Nevada partner for Panattoni Development Company. We worked both the Northern Nevada and Southern Nevada, building industrial buildings and office buildings in the State. I think the diversification of our economy is important. You can see it happening now with a lot of new companies moving into town, both in Northern Nevada and Southern Nevada. I'm up here really as part of the solution, not part of the problem, even though people see buildings going up, we seem like we're part of the problem, but we're also employment centers for people around the state. Especially in North Valleys of Reno, you can see, when we build a building, eight people don't have to go all the way into the Reno Bowl, they can stop and they can work there. Part of the problem of course, we put trucks on the highway. That's both good and bad.

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I've had conversations with both RTC staff and I appreciate their willingness to have a conversation. I had a conversation with NDOT, Mr. Hoffman, last week and his interest in seeing what we see—we're a global company. We're actually in Europe. We're in the United States. We're in Canada. We see why Reno is on the map. Especially Reno now because that's the focus of our discussion today but the companies come into town. They're [inaudible] because its 11 Western States and we're right smack in the middle. You go to your strengths and right now, Reno is a great location.

Again, I encourage the State to reach out to us. Find out what we're seeing and how we can be of help to you. There are things we can do to help alleviate the problem and make it better. As Mr. Krater emphasized, that movement through the Spaghetti Bowl is very important. Having spent four days in LA Basin the last few days, thank God we're Nevada. Thank you.

Sandoval: Thank you Mr. Roberts. Any other public comment from Northern Nevada? Any public comment from Southern Nevada?

Skandcke: Yes Governor, Tina Quigley from the Regional Transportation Commission.

Quigley: I'll be very brief because I know we want to get out, but I just wanted to remind the Board that we did send invitations to our Transportation Technology Summit that we're going to have down here in the South. We're partnering with Switch and GOED to invite a transportation technologist futurist to come and talk to us about how we can expect in not only the long-term but also in the short-term what type of changes are ahead for us in the realm of transportation infrastructure and transit services. It's just kind of a fun way to learn about what's coming up. Things are changing so quickly in transit and transportation. What we as policy makers and stewards of infrastructure need to be considering. Thanks. It's October 24th, 7:30 in the morning at the Switch Center.

Sandoval: Ms. Quigley, if there are any materials that are disseminated at the meeting, I'd love to have a copy of those, please. I'm sure I speak for the other Members of the Board. If we could have those as well.

Quigley: Absolutely. We'll also be filming it and we'll make it available via YouTube, so we'll give you a link afterwards.

Sandoval: Wonderful, thank you very much. Any other public comment from Southern Nevada?

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Skanske: There is not, Governor.

Sandoval: Thank you. We are going to go out of order. I'm going to ask Mr. Gibson and his team from the RTC to present on Agenda Item No. 10. Agenda Item No. 10, for the record is briefing by the Regional Transportation Commission of Washoe County. Good morning.

Jardon: Good morning. Thank you very much, Governor, thank you for having me. It's a pleasure to be here. And Board Members, thank you as well. My name is Neoma Jardon, I am the Chair of the Regional Transportation Commission of Washoe County and Reno City Council Member. I am also here with my fellow Commissioners on the RTC Washoe, Bob Lucey from Washoe County and then from the City of Sparks, Ron Smith. I point this out because we have all three jurisdictions represented here today.

I'm excited to introduce Lee who is going to give an update on all the wonderful projects that are going on with the RTC Washoe. As Rudy will attest, my favorite or maybe least favorite subject, Spaghetti Bowl. I was fortunate this morning in my route here to not witness or be involved in an accident. They occur on the eastbound to southbound movement on a rate of one every two days. The safety issues surrounding the Spaghetti Bowl are incredible. The choke point, coming in from the North Valleys is growing. We are here to help in resolving the issues. With that, Lee.

Gibson: Good morning Governor. Good morning Members of the State Transportation Board. For the record, Lee Gibson, Executive Director of the RTC Washoe County. I'm here today to really walk you through some of the significant planning issues that we're having as we prepare an update to our Regional Transportation Plan. An update that I think can be one of the most significant Regional Transportation Plans adopted for the very reasons that you heard from the citizens here today.

Very quickly, I wanted to just remind everyone what the RTC is. We're the MPO. That means we are responsible for continuing comprehensive and coordinated transportation planning process. That means we have to be grass roots based with the citizens. We have to be technically sound and we have to work with the State and federal government and all of our local jurisdictions in developing those plans.

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One of the unique features and I know, Tina and I get quite a bit of invitations to talk about RTCs, we're one of the few organizations in the nation that link planning to service delivery. That means the plans we develop because of the enablement we have through state law to fund these improvements can be delivered quicker. Therefore we believe or are very confident in the quality and the speed with which our street and highway and public transportation services go from the plan to the street.

Last but not least, we administer projects funded by the federal government through our local fuel and sales taxes; as well as in Washoe County, the Regional Road Impact Fee. A very unique and productive public/private partnership that allows us often to get roads earlier in exchange for offsets that might be used by developers to pay for the impact fees that they otherwise would've paid had they not built a road.

Again, with respect to the RTP, the federal requirements that are that we update it every four years. It must be fiscally constrained. I want everyone to remember this as an early, kind of warning if you will about what we're going to see in here. We are allowed to have a fiscally unconstrained part, a vision plan if you will. I'm going to be presenting some concepts, both with relationship to our Street and Highway Program and the Transit Program that may fall, at least in this cycle, into that unconstrained area. Nonetheless, our projects and ideas and concept, I believe both personally and as the Executive Director of the RTC, we need to put on the table. They have to show that we're going to contribute to the improvement in air quality. That they be multimodal and most importantly that they be citizen based. We've held over eight workshops in our community and countless other events where we've been able to talk to the community. I think some of the citizens here may recognize some of their project ideas already being incorporated into the plan.

With any good plan, we have to have a number of guiding principles. The Washoe County RTC has adopted the following four: 1) safe and healthy communities. 2) economic development and diversification. 3) sustainability, and sustainability does not just relate to the environment. It also relates to the economic efficiency of the operation of the transportation asset that we put out there. Last but not least, we want to increase travel choices. Especially in the corridor area of our community, we're seeing a continuing increase in the desire for pedestrian, bicycle, as well as automobile and public transit solutions.

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I want to go through some quick facts about RTC in our region. This map depicts the roads and the proposed roads we're responsible for. As you can see on there, the interstate system and a number of state roads are on that map. Our plan in corporation and partnership with NDOT covers the projects and the ideas that we're going to implement to make that system work better. I'm going to say it now and it's going to be a theme throughout today's presentation, that includes the 395 and Spaghetti Bowl corridor, especially when you look at some of the numbers I'll present later about the demographics and the development potential.

Real quickly, approximately 1,500 miles of our regional road system is what we really plan and focus a lot of energy and effort and funding on. That carries almost—well, 42% of the regional traffic and then 50% on the interstate. As you can see, while we have a responsibility for a small percentage of the lane miles, they carry the vast majority of bulk of the VMT that's out there. What we do in cooperation with you here at NDOT is really make that a safe, efficient and effective road system.

Very quickly, I wanted to just touch on budget. For FY '17, which we're into now, we'll bring in about \$188M. The number one source of course is the fuel tax. That has been indexed for inflation since 2010. It's a very healthy chunk of our money. We've used that to leverage debt, which you'll see on the next slide in expenditures. Federal funding is the second largest source of our revenue. Our partnership with the federal government, both FHWA and the Federal Transit Administration is critical to the success of our projects. I'm also going to give a shout out and a thank you to the Congressional Delegation and the \$68M really is in large part with that \$16M Tiger Grant we got this past year. It's also, I'm proud to say, by the first ever FTA Small Start Grant that's ever come to the State. We'll talk a little bit more about that as we progress through here.

The NDOT one is \$1.5M. I want to make it very clear, that's not a reflection of the projects that NDOT does, by any stretch. Those are really actually soft dollars that go to things like, Medicaid Transportation, transportation for seniors and elderly, as well as about \$200,000 that goes for Capital Match.

Where does our money go? The vast majority of it is going to capacity improvements. That big number you see there really reflects the southeast connector. I'll be giving you an update of where we are with that. 15% of our revenue goes to the preservation program. We have a substantial responsibility on that regional road system to keep those pavements viable. We don't like to see

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our pavements deteriorate too bad. Not to get into too technical details, I'm sure you've had it over and over here, but if you let a pavement deteriorate too far, it's going to cost you more in the long run to replace it.

Our transit system and I am going to talk about the fiscal condition of our transit system. The fixed route, the big buses, actually now is our fourth largest expenditure area behind our debt service. The debt service reflects the debt we're paying, the principal and interest we're paying on debt issued against the fuel tax bonds that we issued during the Great Recession and I want to talk a little bit later about that operating cost and that revenue profile that we have. I think there's some changes we need to begin a dialogue on, at least in Washoe County, about how we fund and operate public transportation.

I want to put this on here because of the chart and I think it shows a direct correlation between our fuel tax and how it's increased and been adjusted for inflation, but also the jobs we've created. We believe and we've had economic studies done that show, we've really helped not just create construction jobs, but create the permanent jobs that go with the businesses that locate adjacent to our highway system. Then, develop and grow and prosper and area able to serve the various, not just demands locally and throughout the State but throughout the region. We are part of the San Francisco, Oakland, Sacramento Mega Region. That's 5% of gross domestic product of the United States. We're really investing and helping in capturing jobs that really feed off that rapidly and dynamic growing mega region economy.

Quickly on our transit system. We operate 26 routes with 72 buses. We carry about 25,000 people a day. We operate a variety of alternative fuels including biodiesel, hybrid electric and electric vehicles. I will be talking a little bit more about that.

We also operate the ACCESS Paratransit Service. We carry about 800 people a day on this. This is a reflection, if you will, of our fixed route service area. Where we provide fixed route, we're obligated to provide paratransit service to those that are eligible, three-quarters of a mile on either side of the route. We heard earlier from a citizen about the loss of service in Cold Springs, during the Great Recession, we reduced fixed route service and eliminated some routes and that just commensurately reduces the availability of ADA Services. We have—ADA is a civil right. We have an obligation to provide that and that is what we have to do in order to comply with the law.

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Very quickly, I do want to take a moment and talk about some of the accomplishments between the adoption of our plan back in 2012-2013 and where we are today. First up is Southeast Connector. 5.5 miles, \$290M, a shout out and a thank you to Granite Construction for all their hard work out there. This project is slated to be completed in November of 2017. This is really going to provide us an alternative to 580/395, up through and to and connecting on the eastside up to Sparks Boulevard. Our project, as many of you may know from reading in the newspaper, we faced some substantial litigation. The litigation was successfully concluded in our favor. We've been able to move forward. I think we have about 200 people working on this job today.

We are also moving forward on the Pyramid/McCarran Intersection. I would ask you to sit on the left side of the plane, if you're coming back from Vegas and you land in the South. The three new lanes going eastbound really stand out as you come in. I also want to shout out to NDOT. This is a project that we've been administering through a local project agreement. The partnership has gone very, very well. We're slated to be completed in the fall of 2017. I looked to my Engineering Director, maybe a little bit earlier because things are going really well on this project.

Southeast McCarran, does that look like Southeast McCarran? No, it doesn't. Southeast McCarran was widened. We opened it last November. \$45M project. A shout out to Q&D Construction for a great job. This is the pedestrian and bicycle path that's parallel. If you're driving, especially northbound on McCarran in this area, you will see this off to the side. Q&D did a very innovative construction method here. They constructed this entire bridge offsite and then lowered it in whole in one afternoon. This is a great pedestrian and bicycle amenity to the road. It shows we're providing choices for people, even on a very high capacity road that really serves a lot of our commuting and freight movements in our region.

I want to switch gears a little bit and talk about public transportation. Perhaps our most significant program right now is our Vanpool Program. Since our last plan in 2013, we've grown to 95 vans. We're up 132%. We are going to TRI Center. We're going to Carson, Menden and as far north as Herlong, California. The monthly ridership is \$673 and we're capturing substantial environmental benefits.

I want to point out this little fact, we work through the Surface Transportation Program, Congestion Mitigation Air Quality funds, some of our local funds and

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we offer a subsidy to the vanpool riders. That comes back to us in a bigger bang for the buck. In the way the federal funds are calculated, they come back to us through the FTA Programs. We are getting more money back through the FTA Programs for the investment of the dollars in the yellow bars, we're getting that back and that can go towards many of our transit projects including purchasing buses, rehabilitating maintenance facilities and looking towards and something I'll be talking about, the use, development and evolution of the electric vehicle.

We have four Protera Electric Vehicles in service today. They operate at about 16% less versus our ride fleet. Their equivalent fuel consumption is 26% less. One of the reasons we see a 16% less cost is the fact that an electric vehicle doesn't vibrate, has fewer parts, makes it more reliable over the long term for the use and development. I do want to point out, on this slide, we've been in negotiations—actually, we've executed an MOU with the UNR Department of Electrical Engineering. We hear a lot about autonomous cars, well now we're looking at the research to begin the development of the autonomous bus. Just as there are substantial safety speed and capacity improvements that can be achieved with an autonomous vehicle, we think there's the same translation that can come to transit systems with respect to that technology being used in the operation of an urban bus. We're working right now to begin the initial data collection, help document an inventory, what goes on in that environment, what's dynamic, what's predictable and stable and begin developing that software pattern that could be used to have an operating autonomous bus.

With respect to the autonomous buses, they're going to need a new home. That new home is our Villanova Maintenance Facility. My old office and boardroom has been demolished. We're going to construct that new higher garage. I'd like to point out, back in 1982, when the RTC built that facility under the freeway, the last thing anyone realized was that bus technology would go higher. Today what we see with buses is, they've grown in height because more technology has been put up in the roof area and we need this in order to be able to get those newer technology buses in and maintain them. It's about a \$12.8M project, we'll be done next summer.

The 4th/Prater Way BRT Project, we have bids out on the street right now for the construction of this project. It's 3.2 miles. It's a complete reconstruction and rehabilitation refurbishment of the roads and the sidewalks. If you want to drive between Reno and Sparks, you generally take I-80. If you want to walk take

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transit, use your bicycle, you'll take 4th Street. This is one of our highest multimodal corridors. Route 11, our bus route on here is also our second most heavily traveled bus route in our system. The bus rapid transit improvements will be putting on this route, we believe, are going to provide a substantial opportunity. This was noted in our TIGER Grant application. A substantial opportunity for the lower and modest income residents in Sparks to have access to workforce development opportunities to TMCC and UNR. That's something I think we can all agree on that the more workforce opportunity access we can afford, the better off we'll all be in the long run as we prepare a workforce to occupy and hold this valuable new jobs that we're bringing to the region.

Virginia Street, another multimodal BRT extension. 2.6 miles, \$78M. Again, a complete reconstruction of Virginia Street. Reconstruction of the sidewalks. An upgrade of the rapid service that's on there now and a connection to UNR. That's what I want to—if I may just take a moment. This has been a very, very productive partnership. I want to give a thanks to UNR. I want to give a thanks to their commitment to this project. We're going to build the gateway area near 9th and Virginia Street to develop a multimodal center. We'll be interlining with their transit system at UNR, as well as being able to bring our rapid service, our Route 7 which is part of our regular fixed route service, as well as opportunities for the ADA Access Service to come into this multimodal center. We know that UNR has plans for more academic buildings and they're working with the City of Reno to bring UNR and Downtown Reno together. This partnership and this project, we think, is going to help do that. With respect to Midtown, this view you see here, one of the things we hear a lot from the Midtown merchants is how can you get the student and faculty and administrative bodies down into Midtown for lunch or for shopping, this project is going to help us do that. It's really going to be, I think, one of the key elements in bringing together our region and making UNR, Downtown and the Midtown area a whole and continuously connected and accessible corridor.

Now I want to get into a little bit of the nitty gritty of our Regional Transportation Plan. We'll talk a little bit about some population and employment numbers. You're going to see some differences, I had some different purposes with respect to some of the numbers I used today. Our ultimate control total is the Washoe County Consensus Forecast which sees by 2040 an increase in population of 120,000, 93,000 jobs. Also being added to Washoe County. I wanted to point out the TRI Center, down there. That's an important number that takes us up to about

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28,000 new jobs. Jobs that data shows today 53% of the jobs in Storey County are held by residents of Washoe County. We're going to have an important role, over time, in making sure the connections and accessibility between Washoe and Storey work well together.

I used a slightly different database for this so you might see some slightly higher numbers but the relative order of magnitude of importance I think is still the same. What we're seeing, what I'm seeing is, in District 5, District 3, 2 and 1, tremendous job growth. The folks from the North Valleys are absolutely correct. If I did the math correctly, District 3, which is the North Valleys, is going to see a tremendous increase in both population and employment. Let's not forget that project thing out to east, the TRI Center. We're going to see a lot of those folks working. When we look at where those folks are going to go from those districts, they're going to go right through the Spaghetti Bowl. In the North Valleys, they're going to go right now 395. I think it's time for us to really think long, hard and fast of how we're going to make a wide variety of multimodal improvements. As I go through this presentation, you'll see not just highway, but also some transit ideas.

First up is our first five year set of projects in our Regional Transportation Plan. Just to kind of go back to the structure of what an RTP is, each one of the maps I'm going to show you would be sort of kind of like a STIP. These would be the projects we would be moving into the STIP each year. This would be somewhat of a snapshot of the projects we'll be moving into the STIP here when we're completed with our Regional Transportation Plan later this year. Many of these projects you're already familiar with and we do have, I believe, the Spaghetti Bowl on there as we begin moving into the NEPA PE Process and developing that. You'll also see 4th/Prater on there as well as Virginia Street and some bike lane improvements that we're doing in cooperation with the City of Reno.

In the next batch, I have to tell myself this because I'm getting older, 2022 is only five years away. You'll see a lot of the projects in the North Valleys that involve widening. I think—I know when I'm talking to the staff and talking to you all, the Members of the State Transportation Board, five years is not a long time in our business when we look at, you know, maybe a year and a half, two years for design and then we wander into the right-of-way acquisition phase, as well as—which is not just taking parcels but obtaining public utility easements, doing those

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types of things, but we are slated to get these projects moving, especially in the North Valleys, as quickly as possible.

This is a snapshot of what the 10-year CIP would look like. This is very important for our Regional Road Impact Fee Program. If there is a project on our CIP, that project is eligible to be built by a developer who can then earn offsets. Then when they finally begin bringing the land into commerce that is adjacent to that road, they can use those offsets in lieu of paying impact fees. That way, they're able to get the road in early, mitigate the impacts but also receive a return on their investment at the time of the project coming online.

We're going to get way out there into the future now as we look further and further. We heard earlier about a North Virginia Street improvement. We have targeted that as we get further out. We're also looking at more improvements up through Sun Valley. I'm going to talk a little bit about that. A lot of these are projects we picked up on from our citizen outreach effort.

Here's a project that is in the Years 11-23 we're considering. This project works cooperatively with the Washoe Federal Lands Management Bill that is sort of being crafted and discussed. This would be an alternative route into Storey County as well as getting into some of these areas. As you can see, it's an expensive road. It's got to go through some terrain but it would carry 3,600 cars. When we are asked the question: what are the alternatives for getting over to the TRI Center, other than I-80; that's what we've been attempting to do here is work to find a way to do that, but also work in a way we could cooperatively incorporate this into a lands bill and maybe save the taxpayers some right-of-way costs.

Here are some North Valley concepts, specifically the North Valleys connector. This right here is part of this project but this project right here was something that was brought up, as a parallel. Clearly again, the idea is to look towards better connectivity in the North Valleys, both for commuters and freight movements. Then the Sun Valley connector project is something that came up during our discussions with neighborhoods. It is parallel to something that is already on our plan. We will be working with NDOT, with our communities and looking at what those tradeoffs would be. Clearly, connectivity in the North Valleys is something we think is going to require a lot of attention and we're going to have to focus on.

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Here is our best guess, sort of cut of what the proposed schedule would be. As you can see, and I know Governor, you've mentioned to me before your desire to see things move as quickly as possible. Clearly, in the design effort there may be things that fall out that become part of an immediate action plan. I would hope that's something that the consultant that's retained really helps us look for so we can get some relief immediately. As we all know, these types of projects, these types of processes can take time and effort and we're going to be looking at the necessary exercise to get through that. Construction, five years away is an optimistic scenario. Same thing for the 395 widening. West Sun Valley arterial and the Pyramid Highway/US-395 Connector. These are very, very expensive projects, as we all know. The total dollars that I've presented to you so far in roads is about \$3.8B. Not an insignificant amount of money that will go towards our transportation infrastructure.

I do want to talk quickly about some North Valleys short-term improvements. Here are some pictures of improvements that are going on right now. They are at the pedestrian and safety improvements at Silver Lake. I also wanted to put this up real quick, that's almost \$1M worth of improvements we're doing right now with RTC dollars. This is a picture of the back-up. As you can see going down the hill, in the morning. A significant challenge is here and I think as planners and as traffic engineers we really need to get on this and look at the immediate things we could do. That's again, something I hope we can get the consultant to do in this effort.

The mid-term improvements, the 1-5 years. Many of these projects we hope to have out to construction next summer, including Red Rock and Moya, Sky Vista and Military Road, as well as improvements to the Lemon Drive and US-395 interchange. We'll be working with NDOT staff to think through some of the options we may have at Lemon Drive and 395. We were thinking internally at RTC of maybe a diverging diamond, like you see at Milano Lane. This price tag is about \$15M to \$20M.

I want to change gears for a moment, Governor, and now move into our public transportation priorities and talk about what we're facing in public transportation. In terms of some of the things we're dealing with now, we will need in the long-term a new bus maintenance facility. Once we finish the improvements I mentioned earlier, this could be very difficult for us to buy more buses and grow

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the system and deal with the multi transit needs I'm about to talk to you about without that bus maintenance facility.

We're also going to continue our conversion to electric technology. We've had a lot of success with that. We find it reliable. I think really important and I didn't say this earlier, our customers enjoy it. They enjoy being on a quieter vehicle, they enjoy being on a vehicle that doesn't vibrate like a diesel bus does. Clearly we see a marketing and customer focus need to continue to do that.

On November 18th, the RTC will be convening a workshop. We're going to be talking about short-term and long-term service enhancements, including fixed route, commuter services to TRI Center, as well as our gang buster vanpool program.

I do though want to talk about some of the constraints we're facing. This is a chart that shows how population and service hours. We measure things, in the transit world, in terms of a service hour. That is an hour of which a vehicle is out on the road, is available for people to get on and off of. It's a measure of capacity in our industry. We charted it against the population of the Reno/Sparks area. As you can see, our ability to provide services equivalent to what we provided in 1993 is really substantially reduced. It's about 40% less. It's very hard when we can't keep up our basic measure of capacity with population to continue to be able to meet those demands even though we do have some success stories like the RAPID System.

What are we thinking about? Well, Bordertown, North Valleys Express. We think there's some opportunities to operate some express buses up to the North Valleys and help move people to our major employment centers. Unfortunately the estimated daily ridership—by the way, this daily ridership is not some forecast in the future. This is something myself and my staff sat down and we developed. We said, what would that look like today? How many people would we carry today? Sometimes I think we often get lost with projections and trying to think about 20-30 years. I want to put it in terms of what we might see today.

That Bordertown is about 40 passengers a day. That's a little bit on the low side although again, this is just a first cut look at this. The Reno/Sparks TRI Center, about 44. Truckee to TRI Center, 51. I thought that was interesting, we pick up a little more people the further we go. The number one transit bus route we heard in our public outreach was the Downtown Circulator, which was a continuation in

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growing and growth of the CR Spirit. We're looking at about 1,158 folks. Then Pyramid Highway Express, about 657 folks. Again, ridership, I'm a little concerned it's low. I want to go back and play with those numbers. Those costs are about where, using our current contract hourly rates, are not in my opinion unreasonable.

I know there's been discussion about regional rail and bus projects. The four rail type ideas we've seen are 1) a street car on South Virginia Street. 2) a street car to the airport, down Plum Lane and then a commuter rail from Truckee to TRI Center. Then a conversion—this idea recently came up—the conversion of a freight rail to a commuter rail from North Valleys. We're looking at all of those. This is the map of how a Northern Sierra commuter line might work. From Truckee to Verdi to McCarran to Keystone. I think that's the Amtrak Station. Then off to Sparks and then on to the TRI Center and then on to Fernley.

What we did to help kind of get a handle on how many people would we transport, what would the costs look like—we partnered with the Utah Transit Authority. We actually have worked closely with UTA on a number of things. They helped us sort of sit down and get a handle on what would be the estimated capital cost, as well as the annual operating cost and take a wild guess at ridership. I want to point out one of our speakers at our rail forum provided us free consulting, for what it's worth, it's free. One of the challenges in the Reno/Sparks to TRI Center commuter railroad line would be the number of bridges that would have to be constructed. If you come to—well, did I lose that slide—I have a slide that shows that corridor. I think there's some 14 bridges that would have to be constructed in order to be able to get a dedicated commuter line in there. The good news is, it's all within the right-of-way of the UP Railroad, which I'm sure we would be able to perhaps negotiate something with them.

Looking at about 1,000 daily riders per day in current terms. I want to play with that. That's not a bad number. The UTA's front runner commuter railroad, which is about 75 miles long carries about 18,000 people a day. Again, I think this is—that's not a bad number to start with. Truckee to Reno, it's a little bit less. TRI Center to Fernley, even less. I think there's some economies of scale that might be in there that will be worth looking at. Then our North Valleys commuter, this is one where I think the number is a little high, but I know the route is a very serpentine route. One concern we had was the speed and the distance that we would get to.

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Last but not least, there's been a lot of talk in the community about a streetcar on Virginia Street. Meadowood Mall to UNR, Plum Lane. The big challenge for us here is the \$296M. I showed you a slide earlier, the extension, reconstruction of Virginia Street and the extension of the RAPID System, up to UNR, the construction of the multimodal center at UNR, the acquisition of buses, the construction of, I believe it's eight new RAPID Stations is all for about \$78M. This is four times that, almost five times that cost—four times cost. Therein lies the challenge. We have a good productive corridor, but we just lack the local and private sector types of funds that would allow us to get to a level where we could construct, operate and achieve that type of system.

I want to talk a little bit about the fixed guideway challenges. Stable and reliable funding, support of land uses, value capture investment in the New Star Program. Again, to go—for us to find the type of capital, it's just not going to come from our sales tax that we use for public transportation. The supportive land uses, we have supportive land uses, most likely though as the Virginia Street Corridor evolves, as businesses invest in Mid-town and as UNR grows, it's likely in the future we'll see more supportive land uses.

One of the keys and I've talked to a number of—we have a Streetcar Coalition actually in Reno. I've talked to a number of their members. The value capture investment mechanism is the real challenge for us. We know street cars can bring a substantial increase in the value of property and a substantial increase in jobs and help us see and vitalize and create a competitive place for us to continue to grow jobs. The challenge is, how do we capture those types of dollars and bring them back to the present so we can invest them. At this moment, there's really not in our state, an ability legally to do something like that other than tax increment financing. I know there's some challenges in Reno with respect to TIF and how that works and some of the debt that's already out there. We're really going to have to sit down and think about that.

The other thing I want to point, we've learned this somewhat through the school of hard knocks on the 4th/Prater Project and a little bit on Virginia Street for the Small Starts Funding. It is highly competitive. These projects are vetted very thoroughly at the federal level. You have places like Los Angeles and San Francisco, Dallas and Portland, competing for a pot of money. What they have to do when they come in with their applications is put a lot of money on the table. The more money you put on the table in the Federal New Starts Process, more

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likely it is you will succeed. You also have to come in with a good ridership number and show that land use is central to that application. Bringing funding, ridership and land use is really central to how you compete well and how a lot of these projects we've seen in Dallas, Portland, Houston, Los Angeles, even Sacramento, those are the three variables that they brought in to help form a partnership and succeed.

For us, in Reno and Sparks, we need to work on increasing density. The Park Lane Mall site, now there's an example where—and I've seen the plans that Chip Bolbee has brought through my participation in NDOT, that is a game changer of a project, I think, that could really help us go to the next level in transportation, over the life of this next transportation plan. Mill Street to GSR, that's another corridor that I think we need to pay very close attention to. A lot of jobs, we see emerging density as Renown continues to invest in that corridor and as the GSR continues to grow and do well.

Again, I'm going to go back to the funding question. We need a stable and reliable funding source, public/private partnerships. We'll talk a little bit about that for just a moment.

In Nevada, we have an extremely and very strong partnership, both in the North and the South with our private contractors to provide public transportation. We are national role models in keeping our costs low. You might even hear me now argue that some of our costs might be too low. Some of our entry level wages for the fixed route bus system, we want to take a look at, that our contractors are using because they are low. We have been able to successfully gain operational savings by partnering with the private sector for the operation and maintenance of our systems. That industry and those public/private partnerships, I think hold the key to us looking at how some of these fixed guideway concepts can maybe be realized. Federal partnerships is the other key. Keeping—building credibility with the federal government. Building a sense of confidence that they have in you to administer one of their grants and compete nationally for these funds, we think is a big help. We're very proud of how we've taken the 4th/Prater Project through the FTA Small Starts Project and where we're positioning the Virginia Street Project today.

I'm about to wrap up, so it's almost over. The NDOT/RTC Partnership Priorities. Again, I think what you've heard from citizens today, from my Board, from me, from your own staff, the US-395 Spaghetti Bowl is our top priority. We need to

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move that forward. We will work with your staff. We will address funding issues. We will work with you through the right-of-way issues. We are very proud of our public outreach program at the RTC. We'll be more than happy to step into the mix with you, get into the trenches and help deal with these issues. A lot of neighborhood issues are going to be realized when we start talking to those neighborhoods, dealing with those businesses, talking to the tribal governments and working through those.

Freight system improvements, I'm very proud of the plan that NDOT recently adopted for freight system improvements. We want to work through that. I think one of the key missions we try to achieve at RTC is helping build a transportation system that continues to contribute to the diversification of our economy.

Last but not least, I want to again mention the Lemon Drive Interchange. There is an opportunity to improve flow and safety at that interchange. Again, we think perhaps with the diverging diamond design concept, we want to be working with your staff and hopefully coming back with a plan on how we might be able to bring that to fruition.

Naomi Jardon's son took this picture. I think this picture really encapsulates why the Spaghetti Bowl is such a priority for us. There was an accident, you can actually see someone out there in the traffic. I think emergency responders were able to get some of the more crumpled vehicles out of the way. A couple of things that really strike me. 1) the safety question with the individual, it looks like perhaps a truck driver, but there's also a piece of equipment that didn't get to a job site. I hope it wasn't one of ours. That that customer, who perhaps is using that equipment is going to have an economic loss for it. I just think that's a good emotional sort of representation of the safety and the economic importance of why we need to move that project forward.

Again, to wrap up, commitment to the Spaghetti Bowl. You've heard me talk about a lot today about land use. I know in talking with Sondra Rosenberg, your Assistant Director for Planning; she's mentioned it at a number of our meetings, we really need to have a dialogue about how we're going to connect land use and transportation. We need to think about that from the role of NDOT, from RTC, our regional entities and our local entities. It's an important aspect of how we compete for transit dollars. It's an important aspect of how we can get a better handle on the design and development of freeway and freight system improvements. We do not envision a Draconian type of land use transportation

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connection. We envision this is a public/private partnership where we're trying to work through and be able to program capital improvements that meet the needs of our growing economy and meet the safety requirements of the citizens we serve.

I always like to tell, our Regional Road Impact Fee is a good example. We have a funding partnership and framework. It's not perfect but it has been a way for us, at least in the last plan cycle, or at least the last 15 years, I believe we got some \$200M worth of improvements that we otherwise would not have gotten absent that private sector funding.

Last but not least, I would encourage all of us to be committed to a coordinated federal strategy to leverage FAST Act opportunities. The good news is the FAST Act was passed. The bad news is we all have to work together to make sure it's implemented, that the funding is delivered by Congress and that we work as one state in order to be able to deliver the funds to the projects that are so importantly needed in our community.

With that, Governor, I'm finally finished. I'll be happy to answer any questions.

Sandoval: Thank you. That was very thorough and very helpful for all of us. I do have a few questions. On your population and employment projections, did that study include and consider completion of the USA Parkway to Highway 50?

Gibson: Yes.

Sandoval: You don't estimate that many of the folks that are going to be working in TRIC are going to be coming from Lyon County and from Carson City and this area over here?

Gibson: We're following the current ratio of 53% of the Storey County workers coming from Washoe County, for now we're seeing that staying somewhat stable. Clearly, that may change over time. There's a reason we update this plan every four years, because those types of dynamics can change. I know in Storey County, there is beginning to emerge more of a—well, through their planning process, they're entitling more homes but USA Parkway clearly, first you get the road built. Then some of the land uses will emerge. I think it will be maybe four of five, six years before we start getting a better feel of how that dynamic will occur.

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I'm still betting that a good portion of the workers in Storey County are going to come from Washoe County. They're also going to come from Lyon County as well. That's sort of the next second biggest source of where those workers are coming from.

Sandoval: That was part of the point of building USA Parkway is to open up those opportunities to the residents of Lyon County, which historically has had the worst unemployment in the state. There are people in Steamboat and Yerington and Dayton. You can go down Stagecoach, go down the line and—did I say Steamboat, I meant Stagecoach. Folks along that 50 corridor, that now won't have to come through Washoe County, won't have to come through the Spaghetti Bowl. In fact, will have a pretty short commute. I think there will be a big incentive. Then the land there, at least for now, is more affordable. I think there will be a lot more affordable housing out there. I'm no transportation expert like you but I'm personally hoping that you'll see a lot of that employment opportunity come from Lyon County as a result of building that USA Parkway. That's why I want to make sure that that's considered in all these studies. As you flow into all these other things that you've talked about.

Something else that surprised me was how low your estimates are with regard to your daily ridership on bus transit projects. Also, and I'll get to the rail transit projects, but—

Gibson: I thought you would.

Sandoval: It's hard for me to understand, that's why I like to see the back-up numbers. We hear everything that's going on in the North Valleys and there's an opportunity here to get cars off the road and rely a little bit more on public transit. I see an estimate of only 40 people that would use that on a daily basis. Now, you know and I've talked to you and I've talked to others, I hear it all the time from Petco and Amazon and all those folks along the 395 north corridor that their employees are asking for public transit instead of having to drive back and forth every day. Then when I see this 40 number and then the same thing with TRIC. I hear from Jet.com, I hear from Zulily, I hear from Wal-Mart, I hear from all of them that there are no public transit opportunities. I'm sure that's what your response is, well only 44 people out of, I think there's 7,000 people that are working out there right now, soon to be double that within the next few years. If you extrapolate the math, you would only have 80 people that would be taking advantage of that.

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That folds into the rail issue is, why would we spend \$500B to move 80 people?

Gibson: We wouldn't, that was my point.

Sandoval: Yeah. And so, I guess I'm trying to understand, you want to create an incentive for people to use public transit. At the same time, you're widening the roads which creates an incentive for people to stay on the roads. I don't know how you balance both of those things because you do—I'm a big supporter of public transit. I think it's something that's going to be necessary. If we're spending another, I can't remember how many billions to build all these connectors and spend billions on public transportation, it seems like they're both—they're at cross-purposes.

Gibson: I think, my answer or my sort of vision of how this is all going to play out is something like this. First, we will—and we're seeing it now, it's a continued growth of the vanpools. The vanpools, I think are just going to—it's just an almost infinite number.

Next, we have had discussions with Tesla and others at the TRI Center. We actually had a TIGER Grant application and where we also partnered with NV Energy to begin using electric vehicles to go out to the TRI Center. That's probably three, four years away. We think those numbers—remember, these numbers are not forecasts of the future, they're just sort of what if we had it today look. I think that will be the second phase.

The third phase, as we get closer and grow in population is going to be coming back and taking a serious look at the rail question. The rail question, when I look at the rail question and I look at the 20-year challenges we face. First off, the cost of widening I-80 could be substantial. Second, I-80 can be closed for an accident or a weather event, something that may not necessarily effect the operation of a railroad.

That's also counterbalanced against what I call would be our future square. Spaghetti Bowl to I-80 to the USA Parkway. USA Parkway to 50. 50 back to Carson City to 580 and 580 back up to the Spaghetti Bowl. We'll have this very nice square. How we're going to fill that square in with land use and arterial connections is something Lyon County, Storey County, Carson City and Reno—I'm sorry, Washoe County, are going to have to come together and figure out.

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That square is going to create a lot of accessibility opportunities, alternative routes that we're going to need to study very carefully.

We're going to try to grasp what we know about what the future network will look like. We need to grasp the ultimate build out and configuration of employment and housing in Storey County. Then really get to the question of, the tradeoffs between expanding I-80, through the Truckee River Canyon, or building some alternative.

One of the biggest impediments we see to transit ridership to Storey County is the fact that its not like you can get off at the TRI Center and walk to Tesla, unless you're in pretty good physical shape and on a cold snowy day, I don't know that you want to do that. We're going to have to deal with the question, again, to make transit workable out there, with some sort of internal circulator, so people can get to their ultimate employment destinations.

One of the travel behaviors you see in cities with commuter railroad, many of those employees will own a car, they will take it to the Park-N-Ride lot of the commuter rail, park it there and then just ride back home on the commuter rail. Get home, walk or get picked up at the other end. The next morning, they ride the commuter rail back to their destination, to their employment. Get in that car that they've left overnight at the Park-N-Ride lot and drive to work. That's again, maybe how this is handled.

I am a big advocate for public transportation. I think—you asked me one time or you made as a statement, you didn't want to see us in the North make some of the mistakes perhaps that were made elsewhere in our State.

Sandoval: I didn't say that. I don't remember that.

Gibson: Well, unfortunately Governor, I was involved with some of those decisions in that part of the state, so I have to take some responsibility. If you were to ask me to what—seriously, if you were to ask me, what could we do to do better? I'm going to tell you, plan for public transportation now. Start having this discussion about the funding. We have found that our 3/8ths in sales tax has been a challenge over the last several years to fund. We have cut service. We heard from the North Valleys today, why don't they have service? We had to cut it during the Great Recession, because between fuel prices and the fall off in sales tax, we couldn't afford some of the services.

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Our system is at some of the lowest performance levels we can get. I believe our sales tax revenues are like at 2008 levels. We're at 2008 levels of revenue for our system, both from sales tax in the fair box, we're dealing with 2016 costs. That's a really tough situation to be in for any business. How we fund public transportation and the types of public transportation service we're going to provide are things we need to have a dialogue about.

Sandoval: I appreciate that. I think I recall the context as, we have to anticipate growth.

Gibson: We do.

Sandoval: That's what is happening. It happened so fast, we're talking about Southern Nevada, of course. They've done a great job and they're investing billions of dollars in their infrastructure because they've grown at a pace that was unlike any other community in the country. That's about to occur in Northern Nevada. I don't know if it's going to be faster than anywhere in the country, but we're going to see growth that perhaps we haven't seen since the 70s in a short amount of time.

Which leads me to my next comment or question; I don't want any impression to be left that the Spaghetti Bowl hasn't been a priority for this Board. Probably the Department is tired of hearing from me and other Members of this Board—see they're all nodding for the record. To really move up the Spaghetti Bowl and the lesson learned there is Project NEON, is we're spending close to a billion dollars in Southern Nevada at that Spaghetti Bowl there at the I-15 and the 95. I don't want to have to catch up, up here and try to learn some lessons from what's occurred in Southern Nevada.

This Project NEON, which you heard about today, was in the beginning going to be a 20-year project. We decided, why would we build a project that would be obsolete by the time it's finished. We've expedited the completion of that and it will be done within five years, right Rudy? Somewhere in there. We've changed the design and we've had partnerships with the City of Las Vegas and it's going to be an amazing project that we were able to get done in a short amount of time to address transportation demands now instead, as I said that's the frustration of people is things getting torn up over and over and over again and getting all of the funding now instead of waiting and waiting as that money comes in.

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That's why this Spaghetti Bowl has been a priority of this Board. We've held the charrette, obviously that you've participated in. I'm not comfortable with that timeline you threw up there in terms of completion of the Spaghetti Bowl. I'm very hopeful that we can get it done sooner than, I think it was 2025, or something like that. We were able to get this Project NEON done, which would be much larger than this, I know the two things aren't the same. It's not fair to compare the both of them because you've got the Truckee River which has some challenging environmental issues associated with that.

I will say, you know, I've got two more years for better or for worse. The Spaghetti Bowl is a priority for me and I want to see things get done. It is challenging from a finance perspective, because as I said at the beginning of this meeting this Department is busier than it has ever been. It's in our agenda and we're constantly—we are so busy that we're constantly outsourcing consultants by a huge factor in terms of millions of dollars because we don't have the capacity within but we still know the importance of getting these projects on the ground. That's why we've done that.

As I said, I'm hopeful as we look at our short and long-term planning. That Spaghetti Bowl is going to be a part of that. For our North Valleys residents, when I say Spaghetti Bowl, that includes consideration of that 395 North up through there. I appreciate Mr. Roberts being here because they've been very successful in their projects in the North Valleys because you have a lot of things. You mentioned it, I'm hopeful that many of the people that live in the North Valleys will work in the North Valleys so you can lessen that issue in terms of people having to commute from other parts of the Valley to come in and out of there. There are more projects on the board. We've heard and I appreciate it from Mr. Lake and typically we hear from Ms. Rodriguez with regard to the projects. Ms. Edmondson, I hope you appreciate that we don't have any control with regard to local planning and what's approved for projects but this Board has control over what happens on that 395. As I said, when we say we're studying the Spaghetti Bowl, that includes that North Valleys corridor and considering the projects that are coming in. I understand it's an issue up there. I wish I had a magic wand and that we could correct it overnight but I want you to at least leave this meeting knowing that this is top of mind and it is a priority for this Board. We have some really good transportation people that are looking at this and trying to—we want to make sure we get it right. We have limited funds and we have to make sure that we spend them well and that they go to the biggest priorities.

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You've seen some of these other projects that are on the board that are being completed. As I said, as we move forward with the consideration of the Spaghetti Bowl and that 395 North, it will be a priority for us.

Edmondson: [off mic, inaudible]

Sandoval: Ms. Edmonson—I can't conversation with you now but you've got the right people in the room with the RTC and the representatives. I'm very impressed and very appreciative that we have the City of Reno, Washoe County and City of Sparks that are all represented here. That sends a clear message of what a priority all these projects are and you're taking the time to make this presentation for the RTC. This is something I'll take home and look at very closely.

Hopefully as we move on, as I said, I hope that you—I will leave with this because I don't want to talk everyone to death and give other Board Members an opportunity to visit. It's really hard for me to get my arms around that 40 people out to TRIC and out to North Valleys because I really do hear it from the employers out there that there is a demand. I don't know if you've reached out to some of these companies, to the managers out there, but they're the ones who pull me aside, they're the ones call me and say, Governor, can you please talk to the RTC? I said, I am confident that they'd be happy to chat with you to kind of get a real time feel for what the ridership would be.

I think if you get people out there, it's kind of on them to move the people from that central area to the respective location. Because you're right, there's a big spread for where Zuilly is and where Tesla is. I'm told Tesla is going to have 2,000 people working out there next summer. They have to 400-500 now. They're really going to ramp up. We're going to see a huge increase in employment out there. I'm hopeful we can have a real time analysis as to what the demand is there. Ms. Councilwoman.

Jardon: Thank you Governor. I know the subject about who the contact person is out in Storey County related to particularly the major employers out there. I know at one of our prior transportation meetings, I asked the question, I believe of a representative from Storey County if there was a coalition of businesses that had formed out there and who the contact person may be so that we could facilitate those conversation. At that time, that was about six months ago, they said there wasn't one. If anybody in this room is aware of a point person that we can

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communicate with, we absolutely want to coordinate those discussions. We understand the demand out there and we want to meet those demands.

Sandoval: I appreciate that. It's hard to get one off like that. I know that they have approached me, several of the businesses, to get together in one room and have the upper management or the lead with regard to each of those companies to talk about workforce development in transportation. I'm going to get through this week and we'll be having a conversation with them to put something together. Again, they came to me asking for this. Obviously once that's finished, there will be an opportunity for you to chat with them all in one place. We'd really invite your participation.

Gibson: And Governor, please understand, we talk with those businesses out there. The vanpool program is going gangbusters. In fact, we're working with them now in some cases where we will start a van service with less than the full complement of folks who would normally use a van in the hopes of getting people to join. The other thing I want to put a plug in for, the little event that is going to occur in about 30 days, called the election. I'm hearing from my Commissioners, I'm hearing around the region that—several years ago we brought a lot of the jurisdictions, Storey County, Lyon County, the Lake, Carson City, Reno, Sparks, Washoe County; we just all came together and started sharing our federal priorities and began looking at issues that we can commonly agree upon and say, this is a federal agenda for ourselves. This type of question, of increased capacity of services between Washoe County and Storey County is going to be, I think a top priority for us to pursue as part of a federal portfolio of initiatives we want to move forward.

I just go back and mention that, now is the time to plan and move. I think it's 14 or 16 bridges, if you want to have a commuter railroad between Reno and the TRI Center. We all know what those bridges and what that will entail from a regulatory and environmental standpoint would be with respect to just the Corp. of Engineers. I think being able to think prospectively and think about what we will be encountering in a regulatory environment, irrespective of who is running the administration, is something we can do today to help us be prepared for that future when we are ready to go from inner city buses, which we hopefully will have here in 3-4 years to commuter railroad perhaps in 20 years. 20 years sounds like a long time. 20 years really goes by like that [snaps] in the infrastructure world. It was 20 years ago a lot of the infrastructure across the state was just

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being conceived and today we're dealing with it. That kind of scares me because I've spent a lot of my life doing this but I think keeping everyone on a level playing field and talking to each other is going to be the key to getting the success of this plan and the interim initiatives moving forward.

Sandoval: Thank you. We're blessed with having a transportation expert who is a Member of the Board. I don't know, Tom, if you have any observations, questions or comments.

Skanche: Thank you Governor. First of all, Lee, I think that is a very thorough and well thought out presentation. I think there's a lot of good information in there. The one thing that I think, you know, Governor that you touched on and Lee touched on is creating a multimodal community and multimodal options for our traveling public today.

I was just doing some math here on this potential of other transit and other mobility modes. If you take a look at the high-speed rail corridor between Las Vegas and Victorville, they're proposing that that line is about \$6B to build. I just did the math on about what it would cost to add a lane in each direction between Primm and Barstow. The high-speed rail component is about \$6B we're estimating and to add a lane in each direction from Primm to Barstow is about \$6.3B.

As you look at how we fund our infrastructure, which I think is one of the things that Lee was trying to point out is, you have to look at multimodal options and opportunities from a Regional Transportation Commission's perspective, as well as from a State DOT perspective. It gives us—Lee, I think you did a really good job of outlining what the needs are. I would submit that the needs are probably the same here in Southern Nevada, for having the multi-modes that are available to us. And as a State collectively, we should be having those types of conversations. Bringing these types of things forward, Lee, you should be commended for that and having the data that's available to us so that we as a State Board can also make decisions going forward. Thank you very much.

Sandoval: Mr. Controller.

Knecht: Thank you Governor. Thank you Mr. Gibson for that presentation. Let me put a little bit of a finer point on the bus and rail issues here. If you turn to the table that we've been looking at that has the planning level costs and ridership

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estimates for suggested bus transit projects, actually the most problematic one in terms of cost is Truckee to TRIC Express. I did some calculations, mental calculations, so I've never made an error before in my life but there might be a first time so take this with a grain of salt, but roughly depending on the annualization of the capital costs, etc., it looks like it's about \$85 per rider or per trip for the cost of both capital and annual operating costs with 51 as your estimated daily ridership. Something on that order. \$85 per trip is a pretty expensive bus trip to me. Then it gets really interesting when to turn to the rail transit projects and TRIC to Fernley, kind of broke my mental calculator but it's well into the three-figures, probably approaching or exceeding \$1,000 per trip there. I just wanted, first of all, I've got a second issue, but I wanted your thoughts on \$85 per bus trip and maybe as much as \$1,000 per train trip for the all-in costs of this.

Gibson: Typically the way these work, you would not build a Truckee to TRI Center or operate a Truckee to TRI Center Express for 51 people. What you would do is perhaps have a Truckee to Reno and then Reno to TRI Center. What would happen is, the Truckee to TRIC riders would be part of the marginal cost that would be incurred with respect to that whole line. What we're working on, Member Knecht is, we're working on trying to put all of this into something where we find a core system, what we call in the industry a minimum operable segment that really fits to an effective or an efficient cost per rider. Then the appendages to that, we would want to maximize, or I should say minimize, what the marginal costs would be so we could capture those additional riders at a substantially less cost and bring them into the system and create the synergy if you will of the entire system.

My gut feeling is the Reno to Sparks to TRI Center, both rail and bus would be the first minimum operable segment. If we can then, through some sort of either mobilization efficiencies, be able to go out to another area, do that and bring those folks in at a marginal cost, lower than what would otherwise have been the case. I think as we go through our planning level exercise, that's going to be the kinds of things we focus on.

The other thing, go back to what I kind of said, I wanted an eyeball of, what if we had that today? We're going to come back at our November 18th Workshop, where we look at what those future numbers would be. I can guarantee you those will go up with respect to what those ridership levels will be.

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If I had maybe a subliminal message, it's always important to work kind of along the lines of—in transportation, we borrow a lot of concepts from physics. Gravitational pull, big bodies, little bodies. Truckee to TRI Center are two little bodies. Reno/Sparks to TRI Center is a big body, little body. We want to try to find where we get that balance and bring all of that in. The gravitational attraction, if you will, will make these work. I think that's kind of the key thing we're going to be doing moving on. I will assure this Board as we find these and as we get closer to adopting a plan, we'll be coming back and letting you know.

Governor, I would remind you that you are an important partner. While you do not approve this plan, you will be approving the five-year increments of the TIP through the STIP. Your signature and approval is very important to us in implementing this plan. I think that we'll be back so that the implementation pieces mesh with the State Transportation Plan, that there's an agreed to funding plan and that we do logical economically sound investments to help move this forward. You're an important partner and we're glad you are where you are as we go through this process.

Sandoval: Thank you Mr. Gibson, I look forward to working with you. Do you have a follow-up Mr. Controller?

Knecht: Yes Governor, thank you. I'm encouraged by your answer somewhat. In the long time since I studied transportation engineering and economics and physics, in both undergrad and grad school, it's good to see that the basics are still the same. I'm really happy that you're focused on the marginal costs. That's a very good thing. Having covered that and I did want to focus you on the worst cases there. I like your response.

Let's go back to employment versus gas tax revenue which was oh, maybe a quarter of the way or somewhat less. Gas tax revenue has risen from about \$31M, \$32M in 2010 to about \$85M, \$86M in 2016. That's about 170% growth. While the annual employment average has gone from about \$185,000 to \$203,000, that's about a 10% increase. I know you mentioned the indexing, but I don't understand how indexing could basically affect a rate of increase that's 17x the rate of increase for employment. Is there something that isn't apparent in this chart and what does it say for the future about your expected revenues versus employment?

Gibson: I think, if I understand your question correctly, my answer might be along these lines. The formula for indexing is written in the law. It's producer price index

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applied across all the different fuel types. It changes very little and it's also compounding on itself each year. The employment number is really an independent number that I don't think has an inherent direct relationship that would cause confusion over the correlation between the two. It's just a straight out number that shows how the economy is performing and how it is growing. I think all you're seeing here is, you're not seeing any sort of interconnected collinear relationship between the two numbers, you're just seeing the two numbers, one being employment growth, one being fuel tax growth are positively related. As they grow over time, the conclusion we've come to is that the increase in fuel tax revenues from indexing that go to our capacity improvements and our preservation program are actually creating an infrastructure that people feel confident in investing in and that's why we're seeing the growth in employment. If I understood your question.

Knecht: Let me help you just a little bit, understand it a little bit better. I'm using annual employment, if you will, as a proxy for population and economic growth. Especially for economic growth. Well, actually especially for population, but both. What I'm looking at here is the tax revenue versus the population base and the economy. What I'm seeing is that the way this chart is structured actually tends to cover up the fact that the fuel tax revenue is growing very, very, very fast. Like I said, 170% in six years. Both of these figures are compounding. You can either use the compound rate but that's too hard to calculate or you can use the six-year all-in rate. That's why I say, 170% versus 10% on the employment, population, economy. If we thought that was going to continue going into the future, you'd have to be beating off investors with a big stick to keep them from giving you money. I just wonder, is there something in that six-year period that explains that 17-fold differential and that tells us why we can't expect that going forward or what we can expect going forward.

Gibson: Well, I don't think we can expect it to go forward because we're a slice of the national economy. We're a slice of the economy going all the way to the Bay Area. There's a lot of variables that will contribute to the performance of that economy, one of which is just how our comparative advantages, both within the United States, the Western Hemisphere and overseas change. I can't predict that, if I could I wouldn't be here. I'd be probably on Wall Street.

Knecht: You'd be out organizing capital, that's right.

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Gibson: Yeah. I will take issue, in a friendly way, I do think we have investors coming. I think we heard good stories today of world-class investors. Indeed, as I sit here and gave the presentation and listen to the discussion, one of the significant portions of this plan is, this will be the plan that really helps move Reno/Sparks into more of a global competitive environment for businesses. Having an infrastructure to help them compete is going to be important.

One thing I will say, when I looked at this curve, this is something that came to my mind. There's a slowing of the growth in employment in the last increment there, in the last year. I think that's part of the workforce development challenges we see. We have—and Governor, I'm sure you get this through EDawn. We have a real challenge. We have to be able to train the workers to take these new jobs. Some of them, perhaps not direct correlation to fuel tax revenue, the slowing of the employment growth, is some of these employers are not finding those workers. We have to get to a point where we can help those workers get to the training they need in order to fulfill those jobs.

I have not done an econometrics study to look at the relationship between employment and fuel tax revenues in a number of years. We had one done earlier. Probably time to come back and take a look at that relationship because we have now a number of years of experience. My sort of first cut, if I were to dimension that out, I think there is a very positive investment climate we are creating and we are attracting those investors. I think that's a positive of the program.

Knecht: We can pursue more of that offline, thank you. Thank you Governor.

Sandoval: Mr. Almborg.

Almborg: Thank you Governor. Thank you Mr. Gibson for a great presentation. Very informative. You finding all of your guy's needs and how you were tackling them. One of the things I wanted just—this is more of a comment than a question. You mentioned two things, one the election and fuel indexing. The Controller was on to some of this about the fuel indexing but the importance of fuel indexing for the future. This is on the ballot. It might not be in Washoe County, but I believe it's on the ballot in the remaining Counties of the State. I think there's a tremendous amount of importance for it. You have come back and reiterated what positive things the Washoe County RTC has accomplished with fuel indexing. My statement here is, I want to thank Ms. Larkin, Ms. Quigley and

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Mr. Wellman because they came up into our community and informed my community of what fuel indexing has done for Clark County RTC and Clark County. It was very informative, very educational. I wanted to personally thank them for coming up and doing that. It helped us tremendously in our community. This presentation is just a reinforcement of that same information that they brought to us. I can take this information and bring this also back to my community. Thank you for that.

Sandoval: Thank you. Member Savage.

Savage: Thank you Governor and thank you Mr. Gibson for the presentation. Very thorough. It's a pleasure to see everybody here. From the developers to the citizens to every jurisdiction in Washoe County, City of Reno, City of Sparks. It's important that we work together. Bottom line is, everyone stay composed. With the Governor's administration, the most competitive, the most compassionate man I know and we're going to get this done. We meet every month, but we're going to need everybody's buy-in. There's a lot of stakeholders out there and we've got to make sure we stay on the goal and composed and understanding all the different dynamics and the stakeholders. I thank you Governor. I thank you Mr. Gibson.

Sandoval: Thank you Member Savage. Mr. Gibson, any brief concluding remarks?

Gibson: Governor, we value your leadership, the partnership with the Nevada Department of Transportation. We're very proud at RTC Washoe County, we've played not only a project delivery role in partnering with you but a funding role. The improvements, I'd like to go back several years, but the improvements over my old office, the bus garage, were funding by RTC on the freeway. We're going to work in partnership with Rudy in looking at the funding question with regard to the Spaghetti Bowl. I don't know the amount but my expectations, we will be a funding partner in that improvement. We will be a project delivery partner in that improvement. We are very comfortable and proud Chair Jardon has brought this issue forward. She's been the champion for this issue. The City of Reno is with us, City of Sparks and Washoe County. It's our intention to stay united on this and bring this, hopefully to fruition sooner, as opposed to later. That's the key. Whenever I'm asked what's the key to success on a project, it's consensus and keeping the consensus moving forward. The moment you lose consensus, you're done. We will not do that on the Spaghetti Bowl at the local level.

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Sandoval: Thank you. We'll continue to work together. It will be a transparent process so that all the stakeholders will have the opportunity to provide input. The photograph, I think it was your son, I'm sure he wasn't driving when he took that picture. In any event, on a sad note several years ago there was a friend of mine's son who was killed and got rear-ended by somebody who wasn't paying attention heading east on I-80 and the traffic was stopped going to 395 South. That's obviously made a permanent impression on me. There have been many other tragedies that have occurred there.

We talk about transportation costs and economic development but we never want to lose sight of the fact that there's a life cost. You can't put a price on that. It's not a question of if or whether for this, this has to be done, it's a question of when. Member Savage talks about this all the time about having the wherewithal and the focus in those things. When you do make it a priority and people understand the need, I think everyone is going to come together to make this happen. Again, this has been extremely helpful and I appreciate your presentation and attendance today, Madam Chairwoman and all the others that are with us today. We'll continue to look forward to working with you. Thank you.

All right, let's move to Agenda Item No. 5 which is the Approval of the September 12, 2016 Nevada Department of Transportation Board of Director Meeting Minutes. I only have one change. That would be at Page 5, the second paragraph, it says Smith Performing Arts Center, that should say Smith Center for the Performing Arts, just to be accurate. I don't have any other changes. Board Members, any other changes to the minutes? If there are none, the Chair will accept a motion for approval.

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 comments on the motion? Hearing none, all those in favor please say aye. [ayes around]

Almberg: Governor, I'll abstain since I was not at that Board Meeting.

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- Sandoval: That motion passes, if you would mark Member Almberg as having abstained because he was not in attendance. That motion passes. Let's move to Agenda Item No. 6 which is approval of agreements over \$300,000. Please proceed.
- Nellis: Thank you Governor, Members of the Board. For the record, Robert Nellis, Assistant Director for Administration. There is one agreement under Agenda Item No. 6 that can be found on Page 3 of 10 for the Board's consideration. This agreement is with Diversified Consulting Services in the amount of \$3.8M for augmentation of Crew 903 on the project located at I-15/Craig Road to Speedway Boulevard. With that, that concludes Agenda Item No. 7, does the Board have any questions for us on this item?
- Sandoval: You meant 6, right?
- Nellis: Oh, I'm sorry, 6, yes sir.
- Sandoval: Just again for the record.
- Nellis: Thank you.
- Sandoval: All right. Any questions from Board Members with regard to the item contained within Agenda Item No. 6, with Diversified Consulting Services? I hear none, the Chair will accept a motion for approval.
- Almberg: I'll move.
- Sandoval: Member Almberg has moved for approval of the agreement included within Agenda Item No. 6. Is there a second?
- Savage: Second.
- Sandoval: Second by Member Savage. Any questions or discussion on the motion? Hearing none, all those in favor say aye. [ayes around] Those opposed, say no. That motion passes unanimously. We'll move on to Agenda Item No. 7, Contracts, Agreements and Settlements. Mr. Nellis.
- Nellis: Thank you Governor. There are two attachments under Agenda Item No. 7 for the Board's information. Beginning with Attachment A, there is one emergency contract that can be found on Page 4 of 10. The project is located in District 1 on State Route 574, Cheyenne Avenue, eastbound, just west of Revere Street in Clark County for subgrade stabilization and densification. The Director awarded

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this contract to Eagle Lift, Inc. in the amount of \$1,234,541.80. With that, does the Board have any questions regarding this contract before we turn to Attachment B?

Sandoval: Mr. Nellis, if you could just translate for me what subgrade stabilization and densification, deep injection and payment lifting are?

Kaiser: Okay, I'll give it a shot. What they do is, they get a piece of equipment out there that drills a hole down into the ground. Then they inject material into that hole or into the void they created down below to stabilize those [inaudible] that are typically down there causing the problems.

Sandoval: If you could talk about, what is the problem? Is the road sinking?

Kaiser: I think what happens is, this area has been a problem for us—again, this is Reid Kaiser, Assistant Director for Operations. It has been a problem for us for years. When the moisture gets into that clay, that clay expands. We've tried in the past to keep moisture away from that area so that the clay won't expand. Somehow water is still getting to that area and it's causing us problems. That's why that section of Cheyenne goes up and down, as that clay gets water in it and starts expanding on us.

Sandoval: Will this include a permanent fix or are we going to be like two years from now and water got in it and the clay expanded and there's another emergency?

Kaiser: Hopefully this will be a permanent fix. I can't answer if there is another project to deal with this in the future. I'm assuming this would be a permanent fix until hopefully we can make sure that we don't get water into that area.

Sandoval: Like I said, I just don't want to every other year be doing the same thing if there's an opportunity to fix it. As I said, I don't know what that includes, but I get the urgency and all of that. I'll be in support of it. I'm just hopeful that we will be taking some mitigation strategies within this to try to avoid this happening again.

Kaiser: Yes.

Larkin: Governor, this is Tracy Larkin, Deputy Director, Southern Nevada. We hope this will be more permanent, but we did a permanent mitigation several years ago where we actually dug down several feet and put in new subgrade to help stabilize the area. We're not really sure what's feeding it. We bring in the experts each

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time. Hopefully, again, this will stabilize it for several years. It's been an ongoing problem for, my understanding is decades.

Sandoval: If you'd remind me, perhaps you Rudy, why this is an informational item and not included in the contracts that we typically approve?

Malfabon: Because of the dollar value. You typically approve over what amount, \$5M.

Sandoval: Oh for the construction contracts.

Malfabon: Yes, it's a construction contract.

Sandoval: Like I said, I just needed a reminder, thank you. All right, other questions from Board Members on Part A? All right, please proceed.

Nellis: Thank you Governor. Again for the record, Robert Nellis. There are 48 executed agreements under Attachment B, found on Pages 7-10 of your packet. Items 1-10 are acquisitions and cooperative agreements. 11-21 are facility agreements and grants. 22-25 are interlocal agreements and a lease. Lastly, 26-48 are service provider and stewardship agreements. With that, Governor, we'd be happy to answer any questions the Board may have.

Sandoval: Thank you. Will you explain for me a little bit more on what's going on with Contract No. 5, which is that increase from \$2M to \$4M and what the background was on that?

Terry: John Terry, Assistant Director for Engineering. This is in the Highway 50 Clear Creek area and we have had of course ongoing issues with the water quality issues through there. We have had these ongoing contracts where the Conservation District has put out contracts, which we have overseen to improve the water quality and the mitigations for the really significant erosion problems off of Highway 50. This is kind of an ongoing program. These are agreements to do actual work out there, contracted work.

Sandoval: I'm going to move to Contract 23 which is the contract with UNR on a bridge. I'm sorry, bridge innovation study, titled Taking Bridge Innovation into the Field. It is extending the termination date from the end of this month to next year to complete the scope of services. I think this says the original contract date was commencing January 6, 2015. A little background on that on what's taking so long and the information they provide, will it be useful by the end of next year?

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Terry: Again, John Terry, Assistant Director for Engineering. Actually, I would prefer these not get extended and they finish the work, but the way it has worked out, it has extended. Bridge innovation as a field I think is a good use of research on money. We struggle to get, especially in the design-bid-build work, some of these newer innovations in bridges and I think it has some value. Frankly, we've got to get the conclusion of the study and move on. We're not adding money, we're just extending the time.

Sandoval: I really appreciate your saying that. At some point, I feel like—I get the impression because we're continually extending these things that there really isn't any pressure of a deadline. If we don't get it done, we'll just go back and get an extension. Where do we get to the point where we say, use it or lose it. Here's your deadline. There are a lot of other worthy projects or studies that can be accompanied because we need that information now. We talk about all this planning and suddenly we've got to wait for another year. What if they come up with something we didn't consider as we plan our bridges now. As I said, it's kind of too late for that.

I know you're tired of listening to me, but I just don't want to do research for the sake of research. I've yet to hear, or I shouldn't be that absolute, but it's not often that we hear, at least during these meetings, that we actually use something that came out of one of these studies. I know this is a different bucket of money and this is a bucket of money that is constrained for research but it's got to be useful research. In any event, these are informational items, but I'd like us to consider and I'd love to hear from other Board Members that we've got to put a deadline on these folks. This one is \$124,000, but as you add all these up, it's real money. What are we getting for \$125,000? I feel like, and have we already paid the money or do they get it at the end?

Terry: Again, John Terry, Assistant Director for Engineering. I believe they are paid as they go, kind of like a percent complete, but I am not 100% sure on these research contracts. I believe it's a percent complete kind of thing.

Sandoval: But in my mind they're zero complete right now.

Terry: We don't have a final study.

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Sandoval: That's another thing to consider in the future is to put a little bit of an incentive to get things done on time. I don't want to feel like I'm lecturing because I feel like you share the same sentiment.

Terry: Yes sir.

Sandoval: Member Savage.

Savage: Yeah, very briefly. I know everybody's frustrated regarding the deadlines. When the fall finals are the fall finals or the spring finals are the spring finals, they don't miss those final tests. I think the Governor's point ought to be looked into as to see how you can ensure that everything is timely. We all have to live by deadlines and why shouldn't they have to live by deadlines. There ought to be some penalties that go along with that. Rightfully so to keep everybody on track and utilize information that's not outdated. Thank you Governor.

Sandoval: No, there's no incentive to get done if they've already been paid.

Savage: Exactly.

Sandoval: I'd be interested and maybe you can get it during the course of this meeting, somebody knows how much they've been paid already on this contract. All right, let's move on. I was interested in the next contract with the Washoe County School District and the funding for a School Coordinator in Washoe County. I'm not questioning the value of that, but is that something that we, being the Nevada Department of Transportation, traditionally fund?

Malfabon: Rudy Malfabon, Director, in response. Governor, yes, that is traditionally something that is required. Our federal partners are absent today because of the federal holiday, Columbus Day, but it is something that they require, that the School District have a Coordinator for this type of program. It results in not only just funding a position but actual projects, sidewalk projects and a lot of wheelchair ramp type ADA projects as well for children that are walking to school or biking to school.

Sandoval: This \$124,000 isn't just a salary and benefits, it also would include some actual improvements?

Malfabon: Governor, usually the projects are funded under the same program but they are separate. This will be for the Coordinator and some of those efforts, it's not all entirely salary, but also some of their activities and efforts they do in developing

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some of their projects. The actual construction value of the project is funded through that program, through a ranking process. Sondra Rosenberg, I'll ask her to give an update to the Board on the Safe Routes to School Program.

Sandoval: I'm just curious about what that salary range is because at least with this number, it's significantly higher than what an actual teacher would get. In any event—then, my last question was on 36, what is the LPA Certification Program?

Malfabon: Governor, we're just terrible with acronyms, but LPA is Local Public Agency. What we want to do is look at a certification program so that those recipients of federal funds, at the local level, the cities, the county, if they understand the federal requirements then they could be certified to do the similar things that we do when we receive federal funds. There's a whole litany of requirements, not only the federal laws such as environmental clearances and right-of-way clearance, utility clearances; they have to abide by all of that when they're receiving federal funds. We just want to look to a certification program so that they're more standing on their own two feet instead of relying on the Department. We'll assist them wherever we can. Some of the rural counties, for instance, as recipients of federal funds don't have the wherewithal with staff to deliver some of these federal aid projects. We're willing and able to assist them but some of the larger Local Public Agencies, we feel that they can do more to be self-certified and do some of those federal requirements on their own, as they do now in some cases such as Clark County. Some have a lot more staff to deliver federal aid projects.

Sandoval: How does that work? So if I'm in Humboldt County and I want to attend, is this like a one-day seminar where I get a certification?

Malfabon: What we're doing with this program is looking at some other states that do have certification programs and try to develop one around that. It's not fully fleshed out yet. We want to develop this certification program but it will involve training for those recipients, such as Humboldt County or a rural county. Typically, the rural counties, they're overseen by NDOT and the Regional Transportation Commissions, for instance, in Clark County the Cities of Henderson, North Las Vegas, they receive their federal funds many times through the RTC. There is a partnership with NDOT, oversight of that program through our folks in Design. What we want to do is develop the certification program in looking at other states that have a more fully developed certification program for their local agencies that receive federal funds.

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Sandoval: Last question on this one, how many people do you anticipate will attend or receive this certification?

Malfabon: I'll look at that and see if—do you know John?

Terry: John Terry, Assistant Director for Engineering. I think it's a big goal, I think it's going to be a mixed bag. I think the key ones are what we call the environmental certification and the right-of-way certification. I believe the major entities in Las Vegas would like to and we would like to see them pursue certifying those projects so we don't have to do that for them. I believe in the rurals, it will be more an education process and them deciding what areas they can cover and certify. I believe it is far more than a one-day seminar or something. It is evaluating their process and see that their process follows the federal requirements. If it doesn't, helping them to meet those.

Sandoval: Where I'm going with this line of question is its \$132,000. If you've got at least some individuals coming from the larger counties, it would seem that they could contribute to the cost of this. Because essentially we're subsidizing everybody else. I get the efficiency argument down the line in terms of getting them certified so it can move projects along quicker but it would be nice to have a bit of a contribution. You don't have to answer that. I'm just kind of talking right now. It would seem that at least in those large counties, they would have the wherewithal to be able to assist us.

Terry: I guess to just add one thing. This is for them to use federal funds. We're using federal funds to implement this program so that in the future we could use federal funds better. If they were to contribute to the process, we're really talking that same pot of federal funds that is distributed to them.

Sandoval: Okay, that answers that question. That's all I have. Other Members? Mr. Controller.

Knecht: Thank you Governor. I have a question on Item 6, which is the, oh I don't know, 1,000 pound gorilla here with the \$69.6M and a receivable amount of \$34.6M. Can someone—that by the way swamps out everything else in this table. Could someone explain to me, this is the first amendment, yeah its federal funds but explain the receivable amount being half of it and yet the original agreement amount at \$70M and the payable amount at \$70 are still unchanged. What's going on here with this big one?

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Malfabon: I'll respond. Clark County Public Works is doing a project at Airport Connector, which is the 215 Beltway Interchange, with the road that goes into the tunnels under the airport runways. It's a joint project. This is their second phase of the project. We've been working together on these projects. It's also on the area that's maintained by the Department, but it's owned by Clark County Department of Aviation. In looking at the Beltway ownership, the Department of Aviation said they couldn't transfer ownership to the State of Nevada because they'd lose or have to pay back some of the Federal Aviation Administration Funds that built the original interchange. This is going to make some significant regional improvements for mobility and safety. It's going to have a flyover bridge. As you come out of the tunnel southbound, you'll have a flyover bridge that takes you towards Henderson, eastbound on the 215 and some other ramp improvements at that interchange. It's a big project. We put for the receivable amount, that's our portion of some federal funds that we joined together to kind of collaborate on the project, team up with our joint funding to deliver this big project in Las Vegas that has a tie to NDOT because we maintain a section of the Beltway.

Knecht: So there's \$34.6M coming from us in a \$69.6M total project.

Malfabon: Yes.

Knecht: Okay, but \$34.6M still swamps out everything else and it's a little bit more than the \$300,000 and \$5M threshold to make this an informational item. Why is this an informational item and not a—back on Item 6, an action item for us?

Malfabon: The Board approves the STIP which includes these types of federal allocations of funds, so it's approved through that document on a regular basis, before the Board, the approval of the projects. The actual, what we call interlocal or stewardship type agreements where we're sharing the federal funds on the projects with a County or an RTC or something that was delegated to the Director by Board action previous to your tenure on the Board. It was something that was discussed previously, but it was determined that, because the Board approves the projects and the allocation of funds in the projects that it was acceptable to delegate that to the Director for signature of those types of agreements with a County or a City or an RTC.

Knecht: That helps a bit and in fact, I'll say for the record Governor that at our last meeting, I asked Mr. Nellis a question about contracts that might be running for

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the ERP IT Project or the IT Projects at NDOT and Mr. Nellis came to my office and explained what's going on there and explained essentially in so many words, something like this, that those contracts—there are some contracts that don't make it into our Item 6 and 7 agenda here because they're approved by other agencies. I suggested at that point that that's fine but we need to know the full scope of what's going on so if you would please put those in this Item or Item 7 informational packet, that would be helpful in the future.

With that said, I'll go back to No. 47 here, City of Las Vegas. Here we have a mere \$4.5M and this is new, I guess. I'm wondering, that doesn't reach the \$5M threshold, but can you elaborate on the short explanation on that one?

Terry: John Terry, Assistant Director for Engineering. These are, as well as the projects above and below it, what we call these local public agency projects. These are pass-thru federal dollars that are in the STIP that are projects we do but we have to have an agreement for each project. This is the listing for those project agreements and those have always been shown as informational items to this Board because they are part of our STIP and part of our process.

Knecht: When do we next see for approval or action, when do we next see a STIP review and that includes a listing of projects like this?

Malfabon: Mr. Controller, you see that on a quarterly basis, typically now. You'll see the amendments, the modifications to the STIP but typically you'll see the larger document before the close of the Federal Fiscal Year. Usually around September/October. Last month, I believe is when Sondra Rosenberg presented that with Staff. You'll see it in the next quarter again for any significant amendments to that STIP document.

This one, just to point out is congestion mitigation and air quality so it's the types of projects that improve air quality in Southern Nevada. That's the CMAC funds, as we call that acronym, go to the RTC for distribution to a lot of the cities and Clark County for these types of projects.

Knecht: Thank you.

Sandoval: Just to follow-up, if I may Rudy, so that's a separate bucket and that's what that money is intended for, correct?

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- Malfabon: Yes Governor, so the two recipients are Washoe RTC and RTC of Southern Nevada, get those congestion mitigation air quality funds to spend on these types of projects. There's other types of projects that they do but all have to be federally approved to improve air quality in those regions. Those are what we call non-attainment areas with air quality. They're in basins, so you see those inversions in certain times of the year with air pollution.
- Sandoval: Any further questions from Board Members with regard to Agenda Item No. 7? Mr. Nellis, do you have any further presentation?
- Nellis: Nope, that concludes this agenda item.
- Hoffman: Governor?
- Sandoval: Yes.
- Hoffman: Bill Hoffman over here.
- Sandoval: That was kind of a voice from above.
- Hoffman: Sorry, sorry about that. For the record, Bill Hoffman, Deputy Director.
- Sandoval: I'm glad I'm safe, I wasn't sure if it was my time.
- Hoffman: Oh, that's good. I like that. I like humor today, definitely. Contract No. 23, that you asked about, UNR Bridge Innovation Research Project. To date the expended amount is \$19,150. The remaining balance is \$104,922. They have a lot of work to do.
- Sandoval: It underscores that they really haven't done anything.
- Hoffman: Exactly, yeah.
- Sandoval: As I said—I'm not going to repeat myself, but perhaps, I don't know if there's a way how the agreement is written that a condition of an extension in the future is there won't be payment until completion.
- Hoffman: Yeah. Bill Hoffman, for the record. Again, yes. Some of the recommendations you brought up, incentives, things like that, we'll look into our research program and make sure that we have that research that's being applied to other projects. We'll start working on reports for that for you and then we'll also look at this

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strategically from a management standpoint, the research section. We'll work on that for you Governor.

Sandoval: All right, thank you Mr. Hoffman.

Hoffman: You're welcome.

Sandoval: All right then, let's move on to Agenda Item No. 8 which is consideration of Condemnation Resolution #458. Mr. Director.

Malfabon: Thank you Governor. Board Members, we have several smaller acquisitions related to Project NEON before you today under Item No. 8. One of the things you may notice is we sent a separate confidential memorandum to you that's more in compliance with what we call the Uniform Act, which is Uniform Relocation Assistance and Property Acquisitions Policy Act of 1970. Some of the information that we had previously been providing to the Board in the packet should've been more in a confidential memorandum to the Board with some of those numbers and current status. That's really between us and the land owner, the property owner. The property owner is free to divulge those numbers but we should've been keeping it more confidential.

On the Ferris Investments, Inc., you have the first two acquisitions that are for land for permanent easement and a temporary easement for both of those properties. The parcel numbers are provided. We provided the offer to the owner on July 11, 2016. Did not receive any counter offers. We look to just maintain our project schedule and we continue to work towards settlement with that.

With the O'Rourke Property, you have three that are related to O'Rourke. The first one, we made our offer on May 27, 2016, didn't receive a counter offer. Again, that's for taking of private property, a permanent easement and a temporary easement.

For the O'Rourke, Michael and Others with TNT Family Trust, we made our offer in August 2016, the revised offer. We even gave them an option for a total take of the property. We did not receive a counter offer on that.

For the O'Rourke Family Limited Partnership, we made an offer on May 27, 2016 with an option also for a total take of the property that they could consider. We did not receive a counter offer.

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Basically it's the same story for all of these parcels. We made offers, in some cases revised offers, more recently and have not received a counter offer. We just want to maintain the Project NEON Schedule and certify to the Federal Highway Administration that we are acting properly on acquisition of property for our design-build project.

Ruth Borrelli is here to answer any specific questions you may have. Once again, I just wanted to state that we try to keep the dollar amounts confidential. So, not so much about dollar amounts, but other issues that you might have or the Board Members might have questions about.

Sandoval: Thank you Mr. Director. Perhaps Ms. Borrelli can answer this question. I'm supportive of this. The common thread through all this is that we've provided an offer and haven't heard back. I guess lessons learned from some of our prior condemnations is that many times we haven't reached out personally. I don't know how we provide those offers, but if it's certified mail but there's a lot to say with regard to personal diplomacy. I know when people get letters in the mail, they're intimidated by that and they don't know how to respond. I just want to make sure that we're exhausting every effort to have that personal touch and reach out to them and talk to them. That may not be pleasant sometimes, but at least we can say that we've talked to them instead of sending them just a cold piece of correspondence.

Borrelli: Correct. Ruth Borrelli for the record. Yes, our written offers are almost always given in—we always try to give them in person. In this case, the agents have been working closely with these property owners and the offers were given in person. We have two agents working. One is dedicated to the relocation of any tenants that are on the property. The other one is specific to the acquisition. Yes, there's been a lot of contact. We're continuing those negotiations. Things are going well. We anticipate having a counteroffer, we're hoping by this week from both of these owners.

Sandoval: And they understand that this is part of the process, the adoption of this condemnation resolution. It doesn't mean that NDOT has taken the nuclear option and is going for it. They need to understand, to stay on schedule, that's why we're doing this.

Borrelli: Correct. That has been thoroughly explained to them and they understand the need for the project schedule to move forward. They've been very cooperative

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and we're close. I'd like to think that this will end favorably and we'll get this taken care of.

Sandoval: Well, I appreciate you're doing that. I think that's a critical component of getting these things solved before it gets into court and then we're talking to counsel and legal fees and all those things. In any event, other questions from Board Members? Mr. Almberg.

Almberg: Just a quick clarification and you may have already answered it. Just in the verbiage of what's written in here, one of them says—for the ones specifically for the O'Rourke Properties, it says, we have received no monetary counteroffer nor responded to the revised offer. In the other one it just strictly has no monetary offer. Does that mean you have continued to have discussions—you've had verbal communications with them but just not come to an agreement monetary wise?

Borrelli: Correct. Correct. Again, Ruth Borrelli for the record. We have been in contact with both parties and there's different considerations that are put forward by property owners. By the verbiage that you're quoting there, I would anticipate they were looking for a counteroffer to cover certain costs that they have and in concerning a replacement property.

Almberg: Thank you, I just wanted the clarification.

Sandoval: Other questions? Any questions from Southern Nevada? Since there are none, the Chair will accept a motion to approve Condemnation Resolution #458 as presented in Agenda Item No. 8.

Knecht: So moved.

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

Almberg: I'll second that.

Sandoval: Member Almberg has seconded the motion, any questions or discussion on the motion? Hearing none, all those in favor say aye. [ayes around] Oppose, no. That motion passes unanimously. Let's move on to Agenda Item No. 9 which is an update on the Reno Spaghetti Bowl Traffic Study.

Terry: John Terry, Assistant Director for Engineering. I was kind of hoping that we would've left the agenda the way it was and some of the folks that have left

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could've heard some of this presentation but we can always follow-up and give them some of this information. This is kind of our promise to the Board to keep you updated on what's happening with the traffic study and other activities on the Reno Spaghetti Bowl as well as the North Valleys.

This gets a little wonky. Just to tell you, we originally started with detailed traffic study on the limits down at the bottom. Parr to Virginia Kietzke and then West to East McCarran along I-80. Very detailed including microsimulation models and going out there and looking at actual behavior and calibrating the model around it. We then added, because of various comments, the North Valleys and extended all the way up from Parr Boulevard up to Red Rock. Not quite as detailed of traffic, but certainly adequate for what we're trying to do here.

Some of the results. So, no surprise. The Spaghetti Bowl, red is bad, green is pretty good and yellow and orange are in between but not desirable. No surprises there. In the AM we're getting extreme congestion. I do apologize, this one uses density. Later we use level of service. I tried to use whatever I could to best explain the situation. We have more detail in the traffic study. To nobody's surprise, the two southbound movements are the worst with the east to south being the worst in the current 2016 condition. Projecting that to 2040, it's going to get worse. I would contend it would be even worse than this, only it's constrained getting there. You can't—you're not going to get all the congestion that wants to get there in 2040. We've got the existing congestion spots and then a couple more. In the PM, you're seeing the opposite movements are quite congested. In this case, they do get worse as we move forward.

What are we seeing here? That we really got to modified and/or reconstruct these major ramps sort of listed in area of priority. They're going to be difficult to do individually. It's really got to be looked at as a complete situation. We now have this model. We can use this model when we do reconfigurations to see how the traffic operates in those reconfigurations.

I will point out at the bottom, I think we all knew this but the modeling is confirming it, that the weaving concerns are really causing the problem. We'll continue to say this through this presentation, if you want to improve the capacity of a system interchange, you've got to improve the capacity of the downstream leg. The receiving leg is usually where the problem is. Unfortunately that's a very expensive thing to improve. It means probably braiding the ramps, like we've done in many of the ramps in Las Vegas or adding capacity to that ramp.

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Sandoval: Remind me what braiding and weaving are.

Terry: Okay. Well, in Las Vegas we've done it out towards US-95 or when we recently did design-build south. It basically means, when you won't come directly on to the freeway. You'll have a bridge separating you, for instance, from Wells or from some of these other ramps, so they can get directly on and you won't have the weave with them. It involves a bridge and a bridge over in order to separate those movements. Those are the solutions that will be studied. This is the traffic study and really says that these ramps in close proximity to the interchange are really causing a lot of problems. Especially the downstream ones.

So, the priorities. We all know east to south. We need to eliminate the weave, the on-ramp, with probably a braid. We need to provide additional capacity at that ramp, especially at the receiving end. These other ramps are also a problem but again, we need to improve the downstream capacity with added lanes and eliminate the weaves. Most of the ramps aren't breaking down in the body of the ramp, they're breaking down at the merge on to the freeway where they're trying to go to.

Moving forward. We have now received the RFPs from the consultants for the NEPA. They came in last week. We are reviewing those. We hope to have them for this Board's approval to hire that consultant, which this Board gave us approval to move forward on that. That at the December Board Meeting, we hope to have a concept workshop. That doesn't mean the ultimate concept will be ready, but a workshop to discuss the concepts in 2017. Begin public meetings, as well as hopefully have the NEPA clearance on or before July of 2020 is the current schedule that's in the RFP.

Sandoval: Mr. Terry, will you make a record as to why NEPA takes so long?

Terry: We could follow-up with more detail on that. Typically many states say—and we fully anticipate an environmental impact statement. There's various levels of NEPA. We expect this will be an environmental impact statement because—and we have the slide, I have it at the back of these—that shows the areas we think we're going to impact, like the Truckee River, the Indian Colony, the Union Pacific Railroad and many property acquisitions. We're basing that on typically what NEPA has. The Federal Highways, as well as NDOT has participated and AASHTO has looked at ways to streamline the environmental process. We could line that out for you. This is what we expect, we're trying to accelerate that

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process. It has a lot of public involvement. It has a lot of field work in terms of surveys. It's what has typically taken—actually slightly more than this and we're trying to accelerate to this. We'll try to accelerate more. If you'd like a follow-up presentation on NEPA and what the critical paths are and that, we could prepare one for you. It is quite complicated.

Sandoval: No, that's okay. That's okay. I'm not being critical, but I think it's important for everybody that has or every stakeholder that has an interest in this and getting it done to have an appreciation for there are some things that are beyond our control. Those things that we can control, we are going to expedite and make that priority but we run into these other issues that frankly have deadlines and publications and response times and public hearings that—because the initial reaction is 2020, are you kidding me? You know, within the Federal Register, there are those deadlines that are laid out that we don't have any say as to those. We can make sure that once those days come up, that we've done everything we can do and then we get beyond that and there's the next step.

Terry: The real critical difference between environmental assessment and environmental impact statement is there are impacts and those impacts have to be addressed. When you get to the end of the process, you have to have a draft environmental impact statement, a review period, a final impact statement with a review period before assigning [inaudible] and those review periods are specified in statute. That is one of the things that really makes an EIS much longer than an environmental assessment.

Skанcke: Governor, this is Tom Skанcke, can I just make a comment quickly on NEPA?

Sandoval: Of course.

Skанcke: I really appreciate your question on that process. I've spent the better part of 26 years dealing with the NEPA Process and I'm by no measure an expert. We found when I served on the National Transportation Commission from 2006-2008 that when you add one federal dollar to a project you add 7-10 years to the process. That's fast tracking it. Now, in MAP 21, we were able to get—when I say 'we', the Transportation Industry—were able to get substantial streamlining legislation passed which was rolled back in the FAST Act for whatever reason. Some of the things Departments of Transportation across the country are having to do is determine how much—if they want to put federal money into a project or if they want to use all state funds. When you put a federal dollar into a project,

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you add 7-10 years to the process. If you put a federal dollar in a transit project, you can add anywhere from 10-15 years to the process and you would think that they would streamline it more for transit than they do highways but you compete a little bit better in that process.

I had a question for John real quickly as to when was the last time we were in that right-of-way in the last five—have we been in that right-of-way in the last 5-10 years that we would have to do a full EIS? Or, is this the first time that we've made any substantial changes to this interchange in the last 25-30 years?

Terry: I believe a few months ago we presented that the original Reno Spaghetti Bowl, I'll call it, contract was in the early 1960s, I believe. While we have done construction projects, relatively significant ones, widened ramps, widened the mainline through there, I believe the majority of those projects have been done within the existing right-of-way and certainly required environmental assessments. We have not done an environmental impact statement, nor have we gone significantly outside of the right-of-way that was from the 1960s.

Skancke: Thank you Governor and I don't mean to interrupt this, but this is critical to the success of this project. We've got to figure out as many ways as we can to cut time because this is a critical project to the future of Northern Nevada. Having spent many years in Reno and going to the University and seeing the impact of this interchange and what's happening up there. Is there, and maybe Rudy, Tracy or someone, John, you can answer this but would this project qualify for any of the streamlining opportunities that are still available at USDOT that we may be able to get ahead of this instead of having to go through the full 7 to 8 to 10 year process of NEPA? Have we thought about filing any type of request from USDOT for any streamlining opportunities?

Malfabon: This is Rudy Malfabon in response. What we're looking at, a lot of the states that have opted to take advantage of the streamlining efforts have had to have some legislation passed where they're basically taking the role of the federal agencies. They had to staff up a lot for environmental clearances. We're kind of watching Utah, Texas and Alaska, California. California has a unique process with their own state environmental clearances. Looking at those other State DOTs that have taken it upon themselves to really beef up their environmental sections and get approvals themselves, so it's basically delegated to that State DOT. It's a significant request and a significant ramp up of staffing and responsibility in

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changing the law so that, now it's not the federal government getting sued, it's the state getting sued by some of these, like Sierra Club or what have you.

The other thing that we are doing, Member Skancke, is we have kicked off development of a framework with the RTC of Washoe County and the Federal Highway Administration and NDOT so that we are looking at more of an executive level. Myself, Lee Gibson and Sue [inaudible] the Division of Administration from FHWA staying connected on a regular basis. We had a kick-off meeting with staff from Planning and John Terry was there. We have a framework that's going to look at the engineering solutions as one team for the project. The communications and outreach to the public, to the stakeholders, the businesses that are going to be affected, to the elected officials is another element of that team. Then we're going to have kind of the executive leadership group. That way everybody is kept apprised as the project develops through this NEPA process, there's no surprises. There's the benefit of conversations with Federal Highway Administration and Washoe RTC as we develop the project. And really, we're going to get to the point where, as John Terry has mentioned, there's some tough decisions to be made and to be presented to some of those business owners and the public about, do we close off some of those ramps that are just too close to this system to system interchange. It's really an outdated design. Is there appetite to really fix the Spaghetti Bowl by limiting the amount of ramps and access in such close proximity. Those conversations still remain to be held, but I just wanted to update the Board that we are looking at a different approach on this. More communication, more outreach and really relying on the technical people to handle the technical stuff. The communication people to handle the outreach stuff. The executives to really make those decisions quickly on what the project is going to look like and the scope of the project. So we can move forward rapidly and reduce the amount of time in the environmental impact statement preparation and approval.

Terry: If I could add, the other thing that—and I think I've said this before—can and should help on expediting the NEPA process is the fact that we started in advance with the traffic study and now have a draft traffic study that is extended out to 2040. Frankly, the air quality and the noise analysis are sometimes some of the most difficult ones to do and are very dependent on the traffic. We're hoping that by having the traffic projections done in advance will shorten the time frame.

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Skancke: Governor, again, I'm sorry that I'm belaboring this, but this is—I think this is a good place to have this if you don't mind. Would it be possible for us to come back to the November or maybe December Board Meeting with an outline, if you will, of where we may be able to cut time or shave time off of this and what that process would look like under the provisions of the FAST Act to possibly show all of the participants in this that there are two ways forward? There is the streamlined version that could be done in less than 20 years or 30 years or there is this longer process that by the time I'm in a wheelchair and diapers and an oxygen tank, this project could actually be done. Which hopefully is not sooner than later. The fact of the matter is time is of the essence and I think bringing everybody together to show them that there are two paths. We would take the road less traveled and get it done. I think it would be helpful for the Board to see this. If there's legislation that we need to do in the 2017 Legislation Session, I think the Board and particularly the Governor should know like, what are his options and what are the Department's options that we may need to take a look at in 2017. This only happens every other year here. If we could be proactive in this process rather than next June say, well if we would've done this in 2017, we could've done something else. If there's a way that we as a community can all help, if there's something we need to do in the 2017 Legislative Session, my instincts tell me now would be the time to do that. I think we should give the Governor and his office as much back-up and information that he can have that we can make an educated decision on what's best for this interchange and how to move forward. Governor, thank you for the time.

Sandoval: You're very welcome. I appreciate your input and your expertise. Mr. Terry, please continue.

Terry: One of the critical aspects I didn't mention there is, as part of the NEPA effort on the Spaghetti Bowl is we're going to have to set the logical limits of that project. It's going to go a way out on to I-80. It's going to go a way up 395 and 580. We're going to need to establish those and then this traffic study goes beyond I believe those limits that are going to be set and so now I want to talk a little bit about I-80 and then of course, the North Valleys which everybody is so interested in.

This is current I-80. Remember taking out the Spaghetti Bowl and the congestion there, just on the mainlines through I-80 we see that for the most part, it operates pretty good except for that area over by downtown Sparks, the Rock Boulevard to

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Pyramid area, which has been identified in 2016 and is going to get a lot worse. These have eastbound and westbound on it but you can see that the westbound, in particular, is going to break down even worse and we need to address the area by the Sparks Viaduct.

This freeway study is, provide additional lanes on I-80 eastbound and westbound from Rock to McCarran Boulevard is going to be needed. We need to improve the capacity to receive the lanes coming off the Spaghetti Bowl.

Now what everybody is really interested in and that is what's happening on 580 and 395. As you see, in this area here, by Oddie to McCarran is really breaking down. The only area really on 580 that we've got significant issues in the northbound direction is the area by Moana. These are 2016 projections. You see southbound, some similar issues in the North Valleys. I don't want to belabor these too much except to say, our projections show that they're going to get worse. A lot more red in there, if I could use these to show it more detailed.

In the current North Valleys, in the AM we see that breakdown is really happening in the Parr Boulevard area and then really in the McCarran Boulevard/Clear Acre ramp where they merge in. This next graphic shows extended out to 2040 with the additional lanes that are already in the RTP. These aren't lanes that are built yet, these are lanes that are shown in the long range Regional Transportation Plan and we still see some breakdown in those areas as you come in. We have added additional lanes in the Draft 2040 RTP to address those worst areas, especially in this case, in the AM in the inbound direction.

One thing I'll point out is this shows, as you get down here to I-80 interchange, four lanes. Those four lanes don't exist. There's limited amount we can do up here in the North until we improve the Spaghetti Bowl and the area that's receiving those lanes down below. I think we need to look at what can we do in the North Valleys in the inbound direction that is in conformance with this ultimate plan and is in conformance with what we want to do at the Spaghetti Bowl moving forward.

In the PM, you see a similar situation where the breakdown starts happening there at Oddie, as we come out of the Valley. The same thing happens, even with the added lanes that were in the 2035 RTP, we see some breakdown and we see some recommendations for even more lanes in the 2040 RTP. So, in the North now we

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have a similar situation, but again, not this much traffic is going to get there without improvements to the Spaghetti Bowl.

What are we saying in the North Valleys? 395 southbound, we need to add those extra lanes in the RTP and that's underway. In the North, now in the same thing. What we're saying is, with those additional lanes, if we had the money to build them, we would see relatively good level of service in the North Valleys but this is in the long-term because it really requires the reconstruction of the Spaghetti Bowl as well as the money for those additional lanes. We agree with the RTC that modify the Lemon Drive Interchange and go so far as to say, we tentatively agree with the use of diverging diamonds, similar to Moana at the Lemon Drive Interchange would provide a great improvement without a lot of money.

Some of the short-term improvements. This is one example of short-term improvements and that is that the Clear Acre and McCarran. We've had people say, this is really the worst congested point in the inbound direction of US-395 southbound. Currently, this ramp from Clear Acre merges in and then very soon after the ramp from McCarran merges in and it creates a bottleneck. As a freeway designed, I can tell you that those ramps are not separated by far enough and would not meet current standards.

A relatively simple project would be to meter those ramps, which we're already going to do and make it an add lane from Clear Acre and make McCarran merge into the Clear Acre and then come on to the freeway. We think we'll provide improvements when combined with ramp metering so we don't overload the merge from McCarran. We looked at extending this lane further upstream or further to the north but that became quite restrictive because of the bridges over—well, numerous bridges in that area and the cost did not provide a lot of benefit.

What we're saying is, what do we want to do for the North Valleys? The ITS Project where we're going to add ramp meters, that's advertising, that's going to advertise next month. Those two ramps and a number of other inbound ramps will be ramp metered. We think that will provide some benefit to the through freeway. It's not going to provide a lot because frankly, there isn't enough storage area on some of those meters to provide a lot of input, or allow them to show a low release rate. We need to implement localized capacity improvements, such as this one we have here and look at other ones northbound.

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In the big picture, we need to coordinate with the RTP on the lane widenings, with the I-80 Interchange limits. Set the interchange limits and then add these lanes in coordination with the ultimate plan. The other problem we have in the North Valleys is the pavement is in very bad condition. It is concrete pavement that needs some work and it's very similar that we just did on a project we recently advertised on I-15 North out of Las Vegas. We had very bad concrete pavement, two lanes in each direction. The only way to fix that is really to cross over traffic and we realized that I-15 North, if you remember that's the way to Mesquite, we realize one lane in each direction isn't going to cut it and to replace that concrete pavement is going to take a cross over type strategy for traffic control.

What we did instead was waited a few years longer, combined it with a capacity project, a widening project that adds three lanes, including widening the bridges, provides the ability to maintain two lanes each direction during construction and then redo the pavement with less impact. I really think the bigger picture solution in the North Valleys is going to have to be combine and widened. Let that pavement go as long as we can and improve that pavement only in coordination with a widening project so we don't have to go to a long-term one lane in each direction. Then we need to implement those lanes in conformance with this long range plan and with the improvements that come out of the Spaghetti Bowl in order to kind of do it once right.

Generally we need to phase the improvements from south to north in compliance with the RTP and what we're seeing from the traffic study. That's what the traffic study is telling us what we ought to be doing. With that, I can answer any questions.

Sandoval: Questions from Board Members? This is good work. This is what we needed. I know a lot of time and effort has gone into this. I'll need to think about it some more, but it was so thorough, it really answered all the questions I have at this time. Member Savage.

Savage: Thank you Governor and thank you Mr. Terry. Very good presentation. Again, I think it's very important that the other stakeholders that were here earlier get a link to this report. It's very thorough. I thank the CA Group as well. Also, Rudy you mentioned about the public outreach. You know, we have such bright minds, Mr. Terry, yourself and a lot of the staff as far as the engineering side. I think it's very important, we've learned it from other projects up at Kingsbury comes back

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to mind is, we've made that offensive type, proactive type communicative effort to keep the citizens in the North Valleys and the entire community aware of what this Department is doing and what we have to continually strive to get better on in a more timely fashion due to the federal restraints. I think it's just a matter of educating, like you mentioned Rudy, the public on a basis that is continual and consistent with all the stakeholders involved. It's a big team effort. I think we can provide an example here on a national basis, like we have with NEON, is by being proactive. That's all I have to say. If everybody knows their role and we're committed, like this Board is, thank you Governor. Thank you Mr. Terry.

Sandoval: Thank you Member Savage. Mr. Almberg.

Almberg: Thank you. Thank you Mr. Terry for a great presentation, very informative. What I have to say here is, I am in support of what Member Skancke was discussing. I think if we can possibly come up with some other solutions or other options that may minimize what we need to do as far as NEPA is concerned. I expressed that from what I also do in projects that I get involved in in my own personal work. That process is very cumbersome, very costly and quite frankly very inefficient. If there's something we can do to make some concessions in our planning of how we're going to construct this that would minimize our dealings with that, I think it might be time well served in the long run. Thank you Governor.

Sandoval: Thank you. I don't want to be redundant. I don't have the technical background that you do and the experience and technical background that you do. I'm going to rely on all of you to come up with perhaps some solutions along the lines of what Member Skancke had suggested. I agree with him that there's a sense of urgency because he's right. With the regular session coming up in January, there are bill deadlines. I'm sure somebody can come with a bill but we'll lose another 18 months and then, actually two years if there something we can do now. I don't know what that is, and I'm not looking for an answer from you for what that is, but hopefully as Member Savage said, we've got some incredible minds here that perhaps can come forward with some suggestions.

All right, any other questions or comments with regard to Agenda Item No. 9? Thank you Mr. Terry. Let's move to Agenda Item No. 11 which is a resolution requesting the State Board of Finance to issue Highway Revenue Bonds.

Nellis: That's me Governor.

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Sandoval: Mr. Nellis.

Nellis: Speaking from above. Thank you Governor.

Sandoval: Please proceed.

Nellis: Thank you. Governor, Members of the Board, for the record, Robert Nellis, Assistant Director for Administration. In the spirit of being proactive and following through on expediting NEON, I just have a short presentation on the resolution. There it is, right on cue.

A little bit of background, as you may recall, we had given a presentation back in November about coming to the Board every fall to receive approval from this Board to do a bond sale in the spring. The last construction bond sale was last spring. We received our approval from this Board in November. Thank you very much. As I like to point out whenever I get the chance, we had refunding opportunities as part of that bond sale that saved \$14.7M. Thanks very much to the Treasurer's Office, Laurie Chadwick who is also here and for her efforts on that as well.

There is two more bond sales that are planned. We're requesting this one in the fall of 2016 for a 2017 spring sale. Then there's a final bond sale that will be in the Spring of 2018 and we plan to come back to you next fall for that approval.

In green is the previous bond sale, the largest that we had planned. That's already done. We're coming today for the second bond sale and then there will be a third bond sale in 2018 which should complete all the necessary funds from Project NEON.

What we're asking for in this bond sale is a maximum of \$190M for a term of 15 years. As a reminder, we have the highest rating from Standard and Poor's, an AAA credit rating. We don't see any reason that would be impacted in this bond sale. We should still maintain our current ratings. Great news there.

Our maximum annual debt service right now is \$72.2M both in 2016 and 2017. After this bond sale, we believe that will go up to \$78M in 2017. To give you some context for that, our policy is not to be any less than three times our maximum annual debt service for our senior liens. How that's calculated is taking the total fuel taxes of \$280M and simply dividing that by three which will give

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you about \$93M being our maximum annual payment. Here what we're proposing is a \$78M maximum payment in 2017 so we're far below that.

Sandoval: So in other words, we have a lot of cushion.

Nellis: We do have a lot of cushion, yes sir. In fact, yeah, the 3.5x coverage is the worst—I shouldn't say worst, but that's as bad as it gets. You know, in 2017, it just gets better from there, in fact about 4x coverage.

Sandoval: This is actually better than what we thought it was going to be if I remember right.

Nellis: Yes sir. We had calculated before on maybe a 3.3x coverage even and so now we're doing far better based on the current interest rates.

Our proposed schedule is, after today's Board Meeting to go to the Interim Finance Committee on October 25th. Then we need to go to the Board of Finance, if approved here. That would be the November 8th meeting. Then we'd have our rating agency meetings with SNP, Fitch and Moody's on January 19th and 23rd to give our presentations. That will lead to a competitive sale in February, on the 7th, with bond closing anticipated at the end of February. With that, that's all I have for the presentation, I'd be happy to take any questions.

Sandoval: Questions from Board Members? I know you don't have a crystal ball but do you have any anticipation of what that rate will be for those bonds?

Nellis: Thank you for the question Governor. We did think as most everybody did the Feds would've raised rates already, find out they haven't. So we keep benefiting from rates being historically low. As far as the crystal ball goes, they could certainly raise rates in the future but we're anticipating those rates being below 3%. I say 3%, probably in high side, probably more in the 2% range.

Sandoval: What are they right now, do you know?

Nellis: Oh boy—

Sandoval: You can whisper in his ear.

Chatwood: The last ones that we ran in August, we were running the sale [off mic]

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Sandoval: Just for the record, that was Ms. Chatwood, for those doing the minutes. Thank you Ms. Chatwood. I have no questions. Questions from other Board Members? Mr. Controller.

Knecht: Just a quick observation. I just returned from a meeting in Chicago last week, my first meeting with the State Financial Officer's Foundation where we had a couple of very long discussions of the macroeconomic outlook and interest rates. The consensus there, the consensus in the financial press is that they will remain low because economic growth will remain low for a long time. Maybe there's 25 or 50 basis points in the policy rates, increases in the future, but not very many of those and the long-term rates are going to remain low because economic growth is low.

Sandoval: Thank you Mr. Controller. Any other questions or comments? I want to not leave the impression that this isn't a serious matter. This is a real big component in terms of completing Project NEON. It's very advantageous, what the Controller has remarked and what you stated with the financial situation. It's great that we're getting a game changing project at a lower amount than we thought. Also at the same time, accomplishing more of a cushion for the state to minimize or mitigate the risk even more than we were comfortable with before. Again, this is the next piece to the puzzle in getting this massive project done and provides that fuel to be able to retain our contractors and things to get this done in a timely manner. Also obviously, very cognoscente of how we effect the taxpayers of this state and that we are indeed saving them money which in turn allows that money to be invested in other projects, I would imagine. Therefore, it's very beneficial to everyone. I appreciate your hard work on this, this is complicated stuff. It really is meaningful.

If there are no further questions or comments, the Chair will accept a motion to approve the resolution requesting the State Board of Finance to issue Highway Revenue Bonds of the State of Nevada and providing other matters properly related thereto, which is presented as Attachment B, under Agenda Item No. 11.

Skancke: So moved.

Knecht: So moved.

Sandoval: Member Skancke has moved for approval. The Controller has seconded the motion. Any questions or discussion? Hearing none, all those in favor say aye.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
October 10, 2016

[ayes around] Those opposed say no. That motion passes unanimously. Thank you Mr. Nellis.

All right, let's move on to Old Business. Mr. Director.

Malfabon: Thank you Governor. I'd like to echo your thanks and appreciation to Deputy Treasurer Laurie Chatwood for her assistance on this item that was approved by the Board. Moving on to Item 12, Old Business. We have the report on Outside Counsel Costs on Open Matters in the Monthly Litigation Report. Dennis Gallagher is here to respond to any questions from Board Members. Seeing none—

Sandoval: Well, is there anything—I've got to pinch hit for the Lieutenant Governor here, but—

Malfabon: There's actually some good news that he wants to share.

Sandoval: That's the thing, there's—the question I was going to ask is a broad one, is there anything that we should know and that you could present.

Gallagher: For the record, Dennis Gallagher, Counsel for the Board. I'd like to report that the litigation, I'm somewhat superstitious and may knock on wood, but it's been very well managed since the Board's last meeting. The Office of the Attorney General conducted a one-day bench trial on an eminent domain action in Clark County and the court ruled for the bench that NDOT's appraised value is exactly what the property owner was entitled to. That was good news.

We're fully staffed. We're winding down. We're working very closely with Right-of-Way on assisting in negotiations before there is a condemnation resolution. Hopefully that will lessen the number of resolutions that you see. We still have a number of personal injury property damage claims that are regrettably a constant for this Agency.

Sandoval: Mr. Gallagher, I appreciate your and your Deputy's hard work with working with right-of-way because in my experience, getting at these things early and as I said, this personal diplomacy in reaching out and having these conversations before people get entrenched and locked in and said, let's fight. Really saves us a lot of money and good will as we go down the line. It's nice because we've historically on this Board had some really high stakes litigation. Any time that we can mitigate the risks associated with that is a good thing. Frankly, the settlements

Transcript of Nevada Department of Transportation
Board of Directors Meeting
October 10, 2016

that have been coming through have been fair but very beneficial to the State and provides us with some certainty in terms of how we plan going forward and staying within the budget, particularly on Project NEON. I know it means more hours, but at the end of the day, it really helps the State and helps these projects move ahead.

Gallagher: Thank you Governor. And the Director did mention the settlement in the Walker Furniture matter. That will be coming before the Board of Examiners next month. I would like to express my thanks to the AG Staff as well as the outside counsel that worked on that. Both sides had a small cadre of lawyers involved. It was a very expensive case but I do believe a fair, just and equitable resolution after months and months of extensive negotiations. In my history as a lawyer, it probably is one of the most complicated settlements that we've ever put together. Again, I believe and hopefully the Walker folks would echo, it was truly a win-win settlement.

Sandoval: I look forward to hearing the details on that. All right. Please proceed, Mr. Director.

Malfabon: We have the Report on Fatalities. Unfortunately we're seeing quite an increase. As I mentioned previously in the Director's Report, we have our Executive Committee on Traffic Safety, which includes the two major RTCs, law enforcement from both Washoe County and Clark County and the State Department of Public Safety and NHP there to meet with educators and emergency medical responders, to put some thoughts together. We did add motorcycle safety as one of the emphasis areas based on the direction of that Executive Committee. Unfortunately we've seen a significant increase over 20 in Clark County alone. It went from 21 in 2015 to 41 fatalities related to motorcyclists. Definitely a lot more work. I'm interested in how the conversation is going to go for that emphasis area team that is looking at motorcyclists and fatalities associated with those. Pedestrians had a slight increase in Clark County. Again, we have five critical emphasis areas that we look at including pedestrians and motorcycles where we're seeing significant increases that we want to tackle and lower.

With that, that concludes the Fatality Report. Willing to answer any questions from the Board.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
October 10, 2016

- Sandoval: Thank you Mr. Director. Do we keep track if any of these are associated with distracted driving? Do we go—I mean, I know we do keep track with regard to the DUIs and those things, but we do keep track with regard to distracted driving?
- Malfabon: It's difficult because often you see the aftermath and you can only—the investigators will measure skid distances. They sometimes feel that distracted driving was an element but they can't really prove it in many cases because they just come upon the aftermath of a crash. I'll inquire though Governor and see if there's anything we can bring back to the Board on that question.
- Sandoval: Well, really we don't need anything. I'm just curious because we do invest a lot of money in the public relations and the commercials on distracted driving and such. I guess it'd be nice to collect that information to see if we see a reduction in that.
- Malfabon: From what I'm reading nationwide is that, a lot of states are feeling and the federal government is feeling that distract driving is a significant portion in the increase in fatalities, as well as the improving economy and people driving more. Low gas prices, as we've reported before. Distracted driving definitely if an element of some of this increase in fatalities nationwide.
- Sandoval: All right Board Members, any other questions with regard to Agenda Item No. 12? All right. Let's move to Agenda Item 13, Public Comment. Is there any member of the public here—Mr. Lake? All right, thank you. Appreciate that Mr. Lake. Any other individuals interested in making public comment from Northern Nevada? Hearing and seeing none, any public comment from Southern Nevada?
- Skancke: No Governor.
- Sandoval: Thank you Member Skancke. Is there a motion to adjourn?
- Knecht: So moved.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
October 10, 2016

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

Savage: Second.

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

Secretary to Board

Preparer of Minutes

DRAFT



MEMORANDUM

November 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item #4: Approval of Contracts Over \$5,000,000 – For Possible Action

Summary:

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

Background:

The Department contracts for services relating to the construction, operation and maintenance of the State's multi-modal transportation system. Contracts listed in this item are all low-bid (or guaranteed maximum price for Construction Manager at Risk (CMAR) contracts) 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 September 16, 2016, through October 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, September 16, 2016, through October 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
September 16, 2016, through October 18, 2016

1. September 22, 2016, at 1:30 PM the following bids were opened for Contract 3651, Project No. IM-080-2(055), on I 80 from 1.776 miles east of the Humboldt Interchange to 0.516 miles west of the Dun Glen Interchange, in Pershing County, for cold milling and placing plant-mix bituminous surface with open grade.

Q & D Construction, Inc.....	\$10,449,000.00
Road and Highway Builders LLC.....	\$11,191,191.00
A & K Earth Movers, Inc.	\$11,272,000.00
W.W. Clyde & Co.	\$11,996,903.83
Engineer's Estimate.....	\$11,867,624.97

The Director recommends award to Q & D Construction, Inc. for \$10,449,000.00.

Line Item 1



Line Item #1: Contract 3651

Project Manager: Victor Peters

Proceed Date: March 3, 2017

Estimate Completion: Summer, 2017



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

MEMORANDUM
Administrative Services

October 10, 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. 3651, Project No. IM-080-2(055), I 80 from 1.776 miles east of the Humboldt Interchange to 0.516 miles west of the Dun Glen Interchange, in Pershing County, described as Cold milling and placing plantmix bituminous surface with open grade. The Engineer's Estimate \$11,867,624.97.

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

Bid proposals were opened on September 22, 2016. Q & D Construction, Inc. is the apparent low bidder at \$10,449,000.00 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 \$11,191,191.00.

The project is federally funded; required 3.40% DBE participation; and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Q & D Construction, Inc. have been reviewed and confirmed by Contract Services. The DBE information submitted by Q & D Construction, Inc. has been reviewed and certified by the External Civil Rights office. Q & D Construction, Inc. has met the required DBE participation with an 11.62% 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:

F8069DD9AE87415...
John Terry, Assistant Director

DocuSigned by:

22667DD707CB4CD...
Reid Kaiser, Assistant Director

DocuSigned by:

C4C7CE5CD684445...
Rudy Malfabon, Director

Enclosures:
Unofficial Bid Results Report
DBE Certification
BRAT Report



Nevada Department of Transportation
Unofficial Bid Results
 September 22, 2016

Contract Number: 3651	Bid Opening Date and Time: 9/22/2016 1:30 PM
Designer:	Liquidated Damages: \$5,000.00
Senior Designer: VICTOR PETERS	Working Days: 120
Estimate Range: R30 \$11,500,000.01 to \$13,500,000	District: DISTRICT 2
Project Number: IM-080-2(055)	

County: PERSHING
Location: I 80 from 1.776 miles east of the Humboldt Interchange to 0.516 miles west of the Dun Glen Interchange
Description: Cold milling and placing plantmix bituminous surface with open grade

	Actual Bid
Apparent Low Bidder: <u>Q & D Construction, Inc.</u>	<u>\$10,449,000.00</u>
Apparent 2nd: <u>Road and Highway Builders LLC</u>	<u>\$11,191,191.00</u>
Apparent 3rd: <u>A & K Earth Movers, Inc.</u>	<u>\$11,272,000.00</u>

Bidders:	Actual Bid Amount
1 Q & D Construction, Inc. 1050 South 21st Street Sparks, NV 89431 (775) 786-2677	\$10,449,000.00
2 Road and Highway Builders LLC PO Box 70846 Reno, NV 89570 (775) 852-7283	\$11,191,191.00
3 A & K Earth Movers, Inc. PO Box 1059 Fallon, NV 89407-1059 (775) 423-6085	\$11,272,000.00
4 W.W. Clyde & Co. PO Box 350 Springville, UT 84663- (801) 802-6800	\$11,996,903.83



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

MEMORANDUM
External Civil Rights Division
Contract Compliance Section

September 29, 2016

To: Jenni Eyerly, Administrative Services – Division Chief
From: *Ray Marshall*
701 Sonnie Braih, External Civil Rights Officer
Subject: NDOT Bidder Subcontractor and Supplier Information – Contract No. 3651

I 80 from 1.776 miles east of the Humboldt Interchange to 0.516 miles west of the Dun Glen Interchange

The DBE subcontractor Nevada Barricade & Sign Company, Inc., submitted by the Apparent Low Bidder, Q & D Construction Inc., has been received by Contract Compliance and we have concluded:

Nevada Barricade & Sign Company, Inc. holds an active State of Nevada Business License. The subcontractor was cleared through SAM.

The DBE goal of 3.4% is exceeded with a 11.62% (\$1,213,652.63) DBE committed participation by the apparent low bidder by a Nevada DBE-certified firm.

Therefore, the DBE subcontractor is approved on this contract.

cc: Ray Marshall
Contract Services



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

MEMORANDUM
Administrative Services

October 5, 2016

To: Jenni Eyerly, Chief - Administrative Services

From: Bid Review and Analysis Team

Subject: BRAT Summary Report for Contract # 3651

The Bid Review and Analysis Team met on October 4, 2016, to discuss the bids for the above referenced contract. The following were in attendance:

Paul Frost, Chief Roadway Design Engineer
Stephen Lani, Assistant Chief Construction Engineer
Shawn Peterson, Principal Roadway Design Engineer
Shawn Howerton, Principal Roadway Design Engineer
Jeff Cobb, Constructability
Austin McCoy, Roadway Design
Dale Wegner, FHWA
Kandee Worley, ASO II, Administrative Services
Teresa Schlaffer, BPA III, Administrative Services
Tianne Simpson, PO II, Administrative Services

Via Teleconference:

Mark Caffaratti, Constructability
David Schwartz, Associate Engineer

Although there was a bid item which was mathematically unbalanced, the small quantity of the item did not cause a significant impact to the project, nor was the bid materially unbalanced. Therefore, the overall bid amount was determined to be acceptable. The Bid Tab and the Price Sensitivity report, with comment, is attached.

The apparent low bidder, Q&D Construction, submitted a bid which is 88% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:
Paul Frost
916B64045CA947F...

Paul Frost, BRAT Co-Chair

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

Bid Tabulation September 22, 2016

Contract No.: 3651
Description: Cold milling and placing plantmix bituminous surface with open grade
Location: 1.80 from 1.776 miles east of the Humboldt Interchange to 0.516 miles west of the Dun Glen Interchange
Bid Opening: September 22, 2016, 1:30 PM

Project No.: IM-080-2(055)
Project Id: 73666
County: Pershing
Range: R30 \$11,500,000.01 to \$13,500,000
Working: 120

Item No.	Quantity	Unit	Description	Engineer's Estimate		Q & D Construction		Road and Highway Building		A & K Earth Movers		W. W. Clyde & Co	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	500.000	HOUR	TRAINING	\$0.80	\$400.00	\$0.80	\$400.00	\$0.80	\$400.00	\$0.80	\$400.00	\$0.80	\$400.00
2010100	1.000	LS	CLEARING AND GRUBBING	\$25,000.00	\$25,000.00	\$75,000.00	\$75,000.00	\$5,000.00	\$5,000.00	\$50,000.00	\$50,000.00	\$15,615.33	\$15,615.33
2020120	16,560.000	SQFT	REMOVAL OF PORTION OF BRIDGE DECK	\$7.00	\$115,920.00	\$2.00	\$33,120.00	\$3.00	\$49,680.00	\$4.50	\$74,520.00	\$2.21	\$36,597.60
2020140	8.000	LINFT	REMOVAL OF BRIDGE RAIL	\$500.00	\$4,000.00	\$260.00	\$2,080.00	\$150.00	\$1,200.00	\$400.00	\$3,200.00	\$142.50	\$1,140.00
2020160	320.000	LINFT	REMOVAL OF EXPANSION JOINTS	\$40.00	\$12,800.00	\$18.00	\$5,760.00	\$5.00	\$1,600.00	\$45.00	\$14,400.00	\$72.73	\$23,273.60
2020450	20.000	EACH	REMOVE END SECTION	\$300.00	\$6,000.00	\$200.00	\$4,000.00	\$300.00	\$6,000.00	\$100.00	\$2,000.00	\$275.04	\$5,500.80
2020475	7,247.000	LINFT	REMOVAL OF GUARDRAIL	\$3.50	\$25,364.50	\$4.00	\$28,988.00	\$3.00	\$21,741.00	\$4.00	\$28,988.00	\$4.20	\$30,437.40
2020476	7,247.000	LINFT	REMOVE AND RESET GUARDRAIL	\$3.75	\$27,176.25	\$1.00	\$7,247.00	\$3.00	\$21,741.00	\$1.00	\$7,247.00	\$1.05	\$7,609.35
2020530	5.000	EACH	REMOVAL OF HEADWALL	\$1,500.00	\$7,500.00	\$800.00	\$4,000.00	\$500.00	\$2,500.00	\$400.00	\$2,000.00	\$952.99	\$4,764.95
2020535	4.000	EACH	REMOVAL OF PORTION OF HEADWALL	\$800.00	\$3,200.00	\$3,000.00	\$12,000.00	\$1,500.00	\$6,000.00	\$1,900.00	\$7,600.00	\$2,082.46	\$8,329.84
2020585	1,288.000	LINFT	REMOVAL OF FENCE	\$3.00	\$3,864.00	\$4.00	\$5,152.00	\$2.00	\$2,576.00	\$5.25	\$6,762.00	\$2.75	\$3,542.00
2020925	11.000	EACH	REMOVAL OF PULL BOX	\$200.00	\$2,200.00	\$239.00	\$2,629.00	\$600.00	\$6,600.00	\$210.00	\$2,310.00	\$250.98	\$2,760.78
2020965	2,384.000	SQYD	REMOVAL OF BITUMINOUS SURFACE	\$7.00	\$16,688.00	\$6.24	\$14,876.16	\$6.00	\$14,304.00	\$8.00	\$19,072.00	\$5.02	\$11,967.68
2020990	509,748.800	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$0.75	\$382,311.60	\$0.33	\$168,217.10	\$2.50	\$1,274,372.00	\$0.81	\$412,896.53	\$1.00	\$509,748.80
2030140	23,943.000	CUYD	ROADWAY EXCAVATION	\$17.00	\$407,031.00	\$15.00	\$359,145.00	\$10.00	\$239,430.00	\$11.00	\$263,373.00	\$9.87	\$236,317.41
2030160	337.400	CUYD	DRAINAGE EXCAVATION	\$30.00	\$10,122.00	\$28.00	\$9,447.20	\$24.00	\$8,097.60	\$30.00	\$10,122.00	\$18.47	\$6,231.78
2030230	5,895.000	CUYD	BORROW EMBANKMENT	\$18.00	\$106,110.00	\$0.01	\$58.95	\$16.00	\$94,320.00	\$26.00	\$153,270.00	\$3.98	\$23,462.10
2030700	33,447.000	SQYD	GEOTEXTILE (CLASS 2)	\$1.25	\$41,808.75	\$1.00	\$33,447.00	\$1.00	\$33,447.00	\$2.10	\$70,238.70	\$1.08	\$36,122.76
2060110	454.800	CUYD	STRUCTURE EXCAVATION	\$40.00	\$18,192.00	\$25.00	\$11,370.00	\$60.00	\$27,288.00	\$102.00	\$46,389.60	\$21.68	\$9,860.06
2070110	941.300	CUYD	GRANULAR BACKFILL	\$50.00	\$47,065.00	\$50.00	\$47,065.00	\$60.00	\$56,478.00	\$100.00	\$94,130.00	\$12.48	\$11,747.42
2110150	9.200	ACRE	SEEDING	\$3,500.00	\$32,200.00	\$7,000.00	\$64,400.00	\$2,500.00	\$23,000.00	\$4,488.00	\$41,289.60	\$4,489.22	\$41,300.82
3020140	11,594.000	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$33.65	\$390,138.10	\$30.00	\$347,820.00	\$40.00	\$463,760.00	\$30.00	\$347,820.00	\$40.29	\$467,122.26
3020150	19.000	SQYD	TYPE 1 CLASS B AGGREGATE BASE (4-INCH DEPTH)	\$3.75	\$71.25	\$30.00	\$570.00	\$40.00	\$760.00	\$48.00	\$912.00	\$32.22	\$612.18
4020100	6,731.500	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$12.00	\$80,778.00	\$5.00	\$33,657.50	\$6.00	\$40,389.00	\$7.00	\$47,120.50	\$9.53	\$64,151.20
4020130	515.000	LINFT	PLANTMIX BITUMINOUS SHOULDER DIKES	\$15.00	\$7,725.00	\$10.00	\$5,150.00	\$16.00	\$8,240.00	\$9.00	\$4,635.00	\$34.61	\$17,824.15
4020190	71,458.000	TON	PLANTMIX SURFACING (TYPE 2C) (WET)	\$70.00	\$5,002,060.00	\$63.00	\$4,501,854.00	\$60.00	\$4,287,480.00	\$65.00	\$4,644,770.00	\$67.00	\$4,787,686.00
4030100	46.418	MILE	MILLED RUMBLE STRIPS	\$700.00	\$32,492.60	\$650.00	\$30,171.70	\$400.00	\$18,567.20	\$750.00	\$34,813.50	\$719.71	\$33,407.50
4030110	20,632.000	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$108.00	\$2,228,256.00	\$82.00	\$1,691,824.00	\$120.00	\$2,475,840.00	\$79.50	\$1,640,244.00	\$80.00	\$1,650,560.00
4060100	30.000	TON	CUTBACK ASPHALT, TYPE MC-70NV	\$600.00	\$18,000.00	\$600.00	\$18,000.00	\$100.00	\$3,000.00	\$818.00	\$24,540.00	\$924.36	\$27,730.80
4060180	0.100	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$375.00	\$37.50	\$600.00	\$60.00	\$4,000.00	\$400.00	\$1,000.00	\$100.00	\$5,133.80	\$513.38
4960130	2,384.000	SQYD	BRIDGE DECK PREPARATION AND CONCRETE PLACEMENT	\$40.00	\$95,360.00	\$22.00	\$52,448.00	\$30.00	\$71,520.00	\$42.00	\$100,128.00	\$42.00	\$100,128.00
4960160	209,376.000	POUND	POLYMER CONCRETE AGGREGATE	\$0.20	\$41,875.20	\$0.25	\$52,344.00	\$0.10	\$20,937.60	\$0.22	\$46,062.72	\$0.21	\$43,968.96
4960170	25,128.000	POUND	POLYMER CONCRETE RESIN	\$3.00	\$75,384.00	\$2.75	\$69,102.00	\$3.00	\$75,384.00	\$2.69	\$67,594.32	\$2.57	\$64,578.96
5020170	584.000	LINFT	CONCRETE BARRIER RAIL (TYPE FA)	\$50.00	\$29,200.00	\$160.00	\$93,440.00	\$200.00	\$116,800.00	\$115.00	\$67,160.00	\$129.49	\$75,622.16
5020360	1.000	FA	CONCRETE BRIDGE DECK REPAIR	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00	\$15,000.00
5020400	1.000	FA	REPAIR SUBSTRUCTURE	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00
5020740	187.630	CUYD	CLASS AA CONCRETE (MAJOR)	\$800.00	\$150,104.00	\$800.00	\$150,104.00	\$600.00	\$112,578.00	\$1,080.00	\$202,640.40	\$896.96	\$168,296.60
5020750	26.000	CUYD	CLASS AA CONCRETE (MINOR)	\$2,000.00	\$52,000.00	\$1,200.00	\$31,200.00	\$1,800.00	\$46,800.00	\$500.00	\$13,000.00	\$1,869.89	\$48,617.14
5021010	1.000	CUYD	CLASS EA CONCRETE, MODIFIED (MAJOR)	\$3,000.00	\$3,000.00	\$2,500.00	\$2,500.00	\$8,500.00	\$8,500.00	\$2,700.00	\$2,700.00	\$2,004.29	\$2,004.29
5021590	6.000	SQYD	FINE SURFACE FINISH	\$250.00	\$1,500.00	\$83.00	\$498.00	\$100.00	\$600.00	\$150.00	\$900.00	\$66.51	\$399.06
5021990	320.000	LINFT	PREFORMED JOINT FILLER, (1 1/2-INCH)	\$40.00	\$12,800.00	\$30.00	\$9,600.00	\$40.00	\$12,800.00	\$40.00	\$12,800.00	\$47.96	\$15,347.20
5050100	51,665.000	POUND	REINFORCING STEEL	\$1.25	\$64,581.25	\$1.35	\$69,747.75	\$2.00	\$103,330.00	\$1.50	\$77,497.50	\$1.68	\$86,797.20
5050120	146.000	POUND	REINFORCING STEEL (EPOXY COATED)	\$10.00	\$1,460.00	\$4.00	\$584.00	\$20.00	\$2,920.00	\$25.00	\$3,650.00	\$2.00	\$292.00
5050130	50.000	POUND	REINFORCING STEEL (EPOXY COATED) (DOWELED)	\$20.00	\$1,000.00	\$8.00	\$400.00	\$30.00	\$1,500.00	\$40.00	\$2,000.00	\$8.09	\$404.50
6030140	135.000	LINFT	15-INCH REINFORCED CONCRETE PIPE, CLASS III	\$100.00	\$13,500.00	\$85.00	\$11,475.00	\$300.00	\$40,500.00	\$55.00	\$7,425.00	\$76.21	\$10,288.35
6030170	66.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$110.00	\$7,260.00	\$75.00	\$4,950.00	\$350.00	\$23,100.00	\$65.00	\$4,290.00	\$259.46	\$17,124.36
6031030	2.000	EACH	18-INCH PRECAST END SECTION	\$800.00	\$1,600.00	\$1,000.00	\$2,000.00	\$1,800.00	\$3,600.00	\$700.00	\$1,400.00	\$853.72	\$1,707.44
6040470	205.000	LINFT	30-INCH CORR. METAL PIPE (16 GAGE)	\$90.00	\$18,450.00	\$120.00	\$24,600.00	\$250.00	\$51,250.00	\$80.00	\$16,400.00	\$234.55	\$48,082.75
6040545	62.000	LINFT	36-INCH CORR. METAL PIPE (16 GAGE)	\$100.00	\$6,200.00	\$160.00	\$9,920.00	\$300.00	\$18,600.00	\$130.00	\$8,060.00	\$402.83	\$24,975.46
6042465	16.000	EACH	30-INCH METAL END SECTION (SAFETY TYPE)	\$2,000.00	\$32,000.00	\$1,200.00	\$19,200.00	\$2,200.00	\$35,200.00	\$2,400.00	\$38,400.00	\$915.04	\$14,640.64
6042480	4.000	EACH	36-INCH METAL END SECTION (SAFETY TYPE)	\$3,500.00	\$14,000.00	\$1,000.00	\$4,000.00	\$2,500.00	\$10,000.00	\$3,600.00	\$14,400.00	\$976.35	\$3,905.40
6090620	6.000	EACH	ADJUST DROP INLET	\$2,000.00	\$12,000.00	\$1,400.00	\$8,400.00	\$300.00	\$1,800.00	\$725.00	\$4,350.00	\$1,689.81	\$10,138.86
6091040	2,130.000	POUND	STRUCTURAL STEEL GRATES	\$5.00	\$10,650.00	\$2.50	\$5,325.00	\$5.00	\$10,650.00	\$2.20	\$4,686.00	\$1.90	\$4,047.00
6100050	377.000	SQYD	GEOTEXTILE (CLASS 1)	\$3.00	\$1,131.00	\$1.60	\$603.20	\$5.00	\$1,885.00	\$5.20	\$1,960.40	\$1.58	\$595.66
6100170	177.000	CUYD	RIPRAP (CLASS 150)	\$250.00	\$44,250.00	\$125.00	\$22,125.00	\$120.00	\$21,240.00	\$51.00	\$9,027.00	\$53.11	\$9,400.47
6100190	84.000	CUYD	RIPRAP (CLASS 300)	\$110.00	\$9,240.00	\$135.00	\$11,340.00	\$150.00	\$12,600.00	\$60.00	\$5,040.00	\$82.53	\$6,932.52
6100460	42.000	CUYD	RIPRAP BEDDING (CLASS 150)	\$400.00	\$16,800.00	\$125.00	\$5,250.00	\$100.00	\$4,200.00	\$45.00	\$1,890.00	\$50.48	\$2,120.16
6100470	28.000	CUYD	RIPRAP BEDDING (CLASS 300)	\$125.00	\$3,500.00	\$150.00	\$4,200.00	\$120.00	\$3,360.00	\$51.00	\$1,428.00	\$75.97	\$2,127.16

Bid Tabulation

September 22, 2016

Item No.	Quantity	Unit	Description	Engineer's Estimate		Q & D Construction		Road and Highway Building		A & K Earth Movers		W. W. Clyde & Co	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6131340	19.000	SQYD	SPECIAL CONCRETE SLAB (4-INCH)	\$169.85	\$3,227.15	\$130.00	\$2,470.00	\$200.00	\$3,800.00	\$110.00	\$2,090.00	\$94.51	\$1,795.69
6160780	189.000	LINFT	TYPE A-832-3B FENCE	\$25.00	\$4,725.00	\$63.00	\$11,907.00	\$10.00	\$1,890.00	\$61.00	\$11,529.00	\$61.64	\$11,649.96
6161000	924.000	LINFT	TYPE C-NV-4B FENCE	\$15.00	\$13,860.00	\$12.67	\$11,707.08	\$12.00	\$11,088.00	\$12.50	\$11,550.00	\$12.37	\$11,429.88
6180230	1,752.000	LINFT	CABLE BARRIER	\$20.00	\$35,040.00	\$25.00	\$43,800.00	\$20.00	\$35,040.00	\$26.00	\$45,552.00	\$26.25	\$45,990.00
6180240	2.000	EACH	CABLE BARRIER TERMINAL	\$3,500.00	\$7,000.00	\$6,330.00	\$12,660.00	\$3,000.00	\$6,000.00	\$6,600.00	\$13,200.00	\$6,647.20	\$13,294.40
6180270	12.000	EACH	TRAILING END ANCHOR	\$1,250.00	\$15,000.00	\$1,606.00	\$19,272.00	\$1,000.00	\$12,000.00	\$1,700.00	\$20,400.00	\$1,686.48	\$20,237.76
6180350	8.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$2,500.00	\$20,000.00	\$2,624.00	\$20,992.00	\$2,000.00	\$16,000.00	\$2,750.00	\$22,000.00	\$2,755.49	\$22,043.92
6180360	4.000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	\$3,000.00	\$12,000.00	\$2,900.00	\$11,600.00	\$2,000.00	\$8,000.00	\$3,000.00	\$12,000.00	\$3,024.32	\$12,097.28
6180400	24.000	EACH	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	\$2,600.00	\$62,400.00	\$3,000.00	\$72,000.00	\$500.00	\$12,000.00	\$3,100.00	\$74,400.00	\$3,175.53	\$76,212.72
6180550	11,883.000	LINFT	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	\$26.00	\$308,958.00	\$32.00	\$380,256.00	\$16.00	\$190,128.00	\$34.00	\$404,022.00	\$33.60	\$399,268.80
6190200	942.000	EACH	GUIDE POSTS (RIGID)	\$40.00	\$37,680.00	\$37.00	\$34,854.00	\$25.00	\$23,550.00	\$39.00	\$36,738.00	\$48.61	\$45,790.62
6190270	60.000	EACH	OBJECT MARKERS, TYPE 2 (MODIFIED)	\$100.00	\$6,000.00	\$105.00	\$6,300.00	\$60.00	\$3,600.00	\$110.00	\$6,600.00	\$109.21	\$6,552.60
6210100	1.000	EACH	PERPETUATE SURVEY MONUMENTS	\$1,000.00	\$1,000.00	\$500.00	\$500.00	\$500.00	\$500.00	\$880.00	\$880.00	\$1,575.17	\$1,575.17
6230230	12.000	EACH	NO. 5 PULL BOX	\$650.00	\$7,800.00	\$650.00	\$7,800.00	\$500.00	\$6,000.00	\$750.00	\$9,000.00	\$777.08	\$9,324.96
6230520	1.000	EACH	SPECIAL POLE	\$7,000.00	\$7,000.00	\$7,000.00	\$7,000.00	\$5,000.00	\$5,000.00	\$7,455.00	\$7,455.00	\$7,064.09	\$7,064.09
6231055	1.000	EACH	SPECIAL CABINET	\$9,000.00	\$9,000.00	\$16,000.00	\$16,000.00	\$5,000.00	\$5,000.00	\$17,500.00	\$17,500.00	\$17,663.91	\$17,663.91
6231105	1.000	EACH	FLASHING BEACON CONTROLLER	\$1,500.00	\$1,500.00	\$6,000.00	\$6,000.00	\$1,000.00	\$1,000.00	\$6,700.00	\$6,700.00	\$6,668.20	\$6,668.20
6231261	1.000	EACH	FIELD HARDENED ETHERNET SWITCH	\$3,000.00	\$3,000.00	\$8,000.00	\$8,000.00	\$1,000.00	\$1,000.00	\$8,400.00	\$8,400.00	\$8,488.04	\$8,488.04
6231610	1.000	EACH	SOLAR PHOTOVOLTAIC ARRAY (POLE MOUNTED)	\$5,500.00	\$5,500.00	\$15,000.00	\$15,000.00	\$2,000.00	\$2,000.00	\$16,000.00	\$16,000.00	\$16,152.80	\$16,152.80
6231820	529.000	LINFT	3-INCH CONDUIT	\$15.00	\$7,935.00	\$44.00	\$23,276.00	\$20.00	\$10,580.00	\$45.00	\$23,805.00	\$46.20	\$24,439.80
6231980	535.000	LINFT	NO. 8 CONDUCTOR	\$1.00	\$535.00	\$2.00	\$1,070.00	\$2.00	\$1,070.00	\$2.00	\$1,070.00	\$2.10	\$1,123.50
6232550	2.000	EACH	SIGNAL HEAD 1W1C, POST TOP	\$2,000.00	\$4,000.00	\$1,900.00	\$3,800.00	\$1,000.00	\$2,000.00	\$1,800.00	\$3,600.00	\$1,862.90	\$3,725.80
6232630	40.000	EACH	LOOP DETECTOR (6-FOOT X 6-FOOT)	\$500.00	\$20,000.00	\$550.00	\$22,000.00	\$400.00	\$16,000.00	\$610.00	\$24,400.00	\$615.36	\$24,614.40
6232870	1.000	EACH	CELLULAR TELEPHONE MODEM	\$5,500.00	\$5,500.00	\$10,750.00	\$10,750.00	\$2,000.00	\$2,000.00	\$11,500.00	\$11,500.00	\$11,556.47	\$11,556.47
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00	\$96,000.00
6240190	40.000	HOUR	RENT EQUIPMENT (MOTOR GRADER)	\$170.00	\$6,800.00	\$210.00	\$8,400.00	\$140.00	\$5,600.00	\$125.00	\$5,000.00	\$176.84	\$7,073.60
6240240	40.000	HOUR	RENT EQUIPMENT (LOADER)	\$160.00	\$6,400.00	\$195.00	\$7,800.00	\$140.00	\$5,600.00	\$125.00	\$5,000.00	\$187.11	\$7,484.40
6240280	40.000	HOUR	RENT EQUIPMENT (DUMP TRUCK)	\$120.00	\$4,800.00	\$95.00	\$3,800.00	\$100.00	\$4,000.00	\$90.00	\$3,600.00	\$141.22	\$5,648.80
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$295,000.00	\$295,000.00	\$250,000.00	\$250,000.00	\$276,532.45	\$276,532.45	\$583,626.00	\$583,626.00	\$579,443.27	\$579,443.27
6270190	2,729.070	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$70.00	\$191,034.90	\$80.00	\$218,325.60	\$40.00	\$109,162.80	\$82.00	\$223,783.74	\$82.96	\$226,403.65
6270220	42.000	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$45.00	\$1,890.00	\$48.00	\$2,016.00	\$50.00	\$2,100.00	\$50.00	\$2,100.00	\$49.36	\$2,073.12
6270240	2,589.670	SQFT	PERMANENT SIGNS, REMOVE	\$6.00	\$15,538.02	\$5.00	\$12,948.35	\$5.00	\$12,948.35	\$5.20	\$13,466.28	\$5.25	\$13,595.77
6270250	42.000	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$15.00	\$630.00	\$23.00	\$966.00	\$10.00	\$420.00	\$24.00	\$1,008.00	\$24.15	\$1,014.30
6280120	1.000	LS	MOBILIZATION	\$670,814.23	\$670,814.23	\$746,968.56	\$746,968.56	\$120,000.00	\$120,000.00	\$544,820.21	\$544,820.21	\$1,105,004.25	\$1,105,004.25
6320830	433.000	LINFT	EPOXY PAVEMENT STRIPING (8-INCH DOTTED WHITE)	\$1.00	\$433.00	\$0.95	\$411.35	\$1.00	\$433.00	\$2.00	\$866.00	\$1.00	\$433.00
6320890	22.390	MILE	EPOXY PAVEMENT STRIPING (8-INCH BROKEN WHITE)	\$1,500.00	\$33,585.00	\$850.00	\$19,031.50	\$700.00	\$15,673.00	\$900.00	\$20,151.00	\$892.59	\$19,985.09
6320910	0.260	MILE	EPOXY PAVEMENT STRIPING (SOLID WHITE)	\$2,200.00	\$572.00	\$1,400.00	\$364.00	\$5,000.00	\$1,300.00	\$2,000.00	\$520.00	\$1,470.15	\$382.24
6320940	22.330	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$2,500.00	\$55,825.00	\$2,500.00	\$55,825.00	\$1,500.00	\$33,495.00	\$2,600.00	\$58,058.00	\$2,625.28	\$58,622.50
6320960	1.230	MILE	EPOXY PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$4,000.00	\$4,920.00	\$5,000.00	\$6,150.00	\$2,000.00	\$2,460.00	\$6,000.00	\$7,380.00	\$5,250.55	\$6,458.18
6321030	23.910	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	\$2,200.00	\$52,602.00	\$2,500.00	\$59,775.00	\$1,500.00	\$35,865.00	\$2,600.00	\$62,166.00	\$2,625.28	\$62,770.44
6321080	0.190	MILE	EPOXY PAVEMENT STRIPING (DOUBLE SOLID YELLOW)	\$5,000.00	\$950.00	\$4,500.00	\$855.00	\$5,000.00	\$950.00	\$5,000.00	\$950.00	\$4,725.47	\$897.84
6340410	298.000	SQFT	PERMANENT PAVEMENT MARKING FILM (TYPE 2) (VARIES)	\$20.00	\$5,960.00	\$13.00	\$3,874.00	\$20.00	\$5,960.00	\$14.00	\$4,172.00	\$13.65	\$4,067.70
6340570	180.000	LINFT	PERMANENT PAVEMENT MARKING FILM (TYPE 2) (12-INCH SOLID WHITE)	\$15.00	\$2,700.00	\$9.00	\$1,620.00	\$20.00	\$3,600.00	\$10.00	\$1,800.00	\$9.45	\$1,701.00
6340580	99.000	LINFT	PERMANENT PAVEMENT MARKING FILM (TYPE 2) (24-INCH SOLID WHITE)	\$20.00	\$1,980.00	\$10.00	\$990.00	\$20.00	\$1,980.00	\$11.00	\$1,089.00	\$10.50	\$1,039.50
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$15,000.00	\$15,000.00	\$2,500.00	\$2,500.00	\$30,000.00	\$30,000.00	\$20,000.00	\$20,000.00	\$10,749.32	\$10,749.32
6370190	1.000	LS	DUST CONTROL	\$16,173.67	\$16,173.67	\$2,500.00	\$2,500.00	\$30,000.00	\$30,000.00	\$40,000.00	\$40,000.00	\$132,414.84	\$132,414.84
Totals:					\$11,867,624.97		\$10,449,000.00		\$11,191,191.00		\$11,272,000.00		\$11,996,903.83

Price Sensitivity September 22, 2016

Contract No.: 3651
Project No.: IM-080-2(055)
Project Id: 73666
County: Pershing
Range: R30 \$11,500,000.01 to \$13,500,000
Working: 120

RE: David Schwartz
Designer: Harold McCoy

Engineer's Estimate	Q & D Construction	Road and Highway Building	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$11,867,624.97	\$10,449,000.00	\$11,191,191.00	\$742,191.00	-\$1,418,624.97	88%

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	\$25,000.00	\$75,000.00	\$5,000.00	N/A	N/A	300%	Yes	Quantity ok, EE ok
2020120	16,560.000	REMOVAL OF PORTION OF BRIDGE DECK	SQFT	\$7.00	\$2.00	\$3.00	-742,191.00	-4482%	29%	Yes	Quantity ok, EE high, \$2-\$3 ok
2020990	509,748.800	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$0.75	\$0.33	\$2.50	-342,023.50	-67%	44%	Yes	Quantity ok, EE ok
2030140	23,943.000	ROADWAY EXCAVATION	CUYD	\$17.00	\$15.00	\$10.00	148,438.20	620%	88%	No	Quantity ok, EE high, \$11-\$12 ok
2030230	5,895.000	BORROW EMBANKMENT	CUYD	\$18.00	\$0.01	\$16.00	-46,415.95	-787%	0%	Yes	Quantity ok, EE ok. Contractor may be able to use excavation reflected in bid price.
2110150	9.200	SEEDING	ACRE	\$3,500.00	\$7,000.00	\$2,500.00	164.93	1793%	200%	Yes	Quantity ok, EE ok
3020140	11,594.000	TYPE 1 CLASS B AGGREGATE BASE	CUYD	\$33.65	\$30.00	\$40.00	-74,219.10	-640%	89%	No	Quantity ok, EE ok
4020100	6,731.500	PLANTMIXING MISCELLANEOUS AREAS	SQYD	\$12.00	\$5.00	\$6.00	-742,191.00	-11026%	42%	Yes	Quantity ok, EE high, \$8 ok
4020190	71,458.000	PLANTMIX SURFACING (TYPE 2C)	TON	\$70.00	\$63.00	\$60.00	247,397.00	346%	90%	No	Quantity ok, EE a little high, \$67 ok
4030110	20,632.000	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	TON	\$108.00	\$82.00	\$120.00	-19,531.34	-95%	76%	No	Quantity ok, EE could be high, \$85-\$90 ok
4960130	2,384.000	BRIDGE DECK PREPARATION AND CONCRETE PLACEMENT	SQYD	\$40.00	\$22.00	\$30.00	-92,773.88	-3892%	55%	Yes	Quantity ok, EE ok
4960160	209,376.000	POLYMER CONCRETE AGGREGATE	POUND	\$0.20	\$0.25	\$0.10	4,947,940.00	2363%	125%	No	Quantity ok, EE ok
4960170	25,128.000	POLYMER CONCRETE RESIN	POUND	\$3.00	\$2.75	\$3.00	-2,968,764.00	-11815%	92%	No	Quantity ok, EE ok
5020170	584.000	CONCRETE BARRIER RAIL (TYPE FA)	LINFT	\$50.00	\$160.00	\$200.00	-18,554.78	-3177%	320%	Yes	Quantity ok, EE low for multiple short runs
5020740	187.630	CLASS AA CONCRETE (MAJOR)	CUYD	\$800.00	\$800.00	\$600.00	3,710.96	1978%	100%	No	Quantity ok, EE ok
5020750	26.000	CLASS AA CONCRETE (MINOR)	CUYD	\$2,000.00	\$1,200.00	\$1,800.00	-1,236.99	-4758%	60%	Yes	Quantity ok, EE high \$1500 ok
5050100	51,665.000	REINFORCING STEEL	POUND	\$1.25	\$1.35	\$2.00	-1,141,832.31	-2210%	108%	No	Quantity ok, EE ok
6180400	24.000	GUARDRAIL- BARRIER RAIL CONNECTION (TRIPLE CORRUGATION)	EACH	\$2,600.00	\$3,000.00	\$500.00	296.88	1237%	115%	No	Quantity ok, EE ok
6180550	11,883.000	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	LINFT	\$26.00	\$32.00	\$16.00	46,386.94	390%	123%	No	Quantity ok, EE ok
6250490	1.000	RENT TRAFFIC CONTROL DEVICES	LS	\$295,000.00	\$250,000.00	\$276,532.45	N/A	N/A	85%	No	Quantity ok, EE ok
6270190	2,729.070	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	\$70.00	\$80.00	\$40.00	18,554.78	680%	114%	No	Quantity ok, EE ok
6280120	1.000	MOBILIZATION	LS	\$670,814.23	\$746,968.56	\$120,000.00	N/A	N/A	111%	No	Fixed percentage
6320940	22.330	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	MILE	\$2,500.00	\$2,500.00	\$1,500.00	742.19	3324%	100%	No	Quantity ok, EE ok
6321030	23.910	EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	MILE	\$2,200.00	\$2,500.00	\$1,500.00	742.19	3104%	114%	No	Quantity ok, EE ok

Additional Comments: Recommend award



MEMORANDUM

November 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016, Transportation Board of Directors Meeting
Item #5: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from September 16, 2016, through October 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 September 16, 2016, through October 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, September 16, 2016, through October 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
September 16, 2016, through October 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	Dir. Office	Notes
1	247-16-050	00	STANTEC CONSULTING SERVICES	DESIGN SERVICES	N	590,000.00	-	590,000.00	-	11/14/2016	12/31/2018	-	Service Provider	Fred Shakal	Reid	11-14-16: CONSULTANT SERVICES TO COMPLETE THE DESIGN FOR DRAINAGE IMPROVEMENTS AND STORMWATER TREATMENT FACILITIES, NEW VEHICLE WASH PAD, WASH RACK, AND A SEDIMENTATION BASIN AT LAS VEGAS MAINTENANCE STATION (MY 921). ADDITIONALLY THE DRAINAGE ALONG SR 578 WASHINGTON AVE ADJACENT TO THE YARD ADVERSELY IMPACTS THE DRAINAGE OF THE LAS VEGAS MAINTENANCE STATION. NV B/L#: NVF20101021081 SUBMITTED PROPOSALS: LUMOS AND ASSOC., STANLEY CONSULTING, AND GCW INC.
2	326-12-101	02	JACOBS ENGINEERING	DESIGN SERVICES	N	697,550.00	419,572.00	2,417,122.00	-	7/8/2013	12/31/2019	11/14/2016	Service Provider	Jeff Lerud	John	AMD 2 11-14-16: INCREASE AUTHORITY BY \$419,572.00 FROM \$1,997,550.00 TO \$2,417,122.00, AND EXTEND TERMINATION DATE FROM 12-31-17 TO 12-31-19 DUE TO THE CHANGES TO THE SCOPE OF WORK OF THE PROJECT. AMD 1 04-23-15: INCREASE AUTHORITY BY \$1,300,000.00 FROM \$697,550.00 TO \$1,997,550.00, AND EXTEND TERMINATION DATE FROM 12-31-15 TO 12-31-17 DUE TO AN INCREASE IN THE SCOPE OF SERVICES. 07-08-13: DESIGN SERVICES FOR THE REMOVAL AND REPLACEMENT OF SIXTEEN ESCALATORS AT THE TROPICANA PEDESTRIAN BRIDGES, CLARK COUNTY. NV B/L#: NV20081035082 - R
3	476-16-002	00	CH2MHILL	FEDERAL POLICY ANALYSIS	N	317,300.00	-	317,300.00	-	11/14/2016	12/31/2018	-	Service Provider	Tracy Larkin-Thomason	Tracy	11-14-16: FEDERAL POLICY ANALYSIS AND SUCH PROJECTS AS NECESSARY FOR PROFESSIONAL AND SPECIALIZED SERVICES RELATED TO FEDERAL TRANSPORTATION PROGRAMS, PROJECTS, LEGISLATION AND REGULATIONS INCLUDING THE NEED FOR TIMELY INFORMATION REGARDING SUCH CONCERNS AND THEIR IMPACT ON NEVADA'S TRANSPORTATION PROGRAMS, STATEWIDE. NV B/L#: NVF19931065492-R SUBMITTED PROPOSALS: ONE PROPOSAL.
4	550-14-056	01	LUMOS AND ASSOCIATES	DESIGN SERVICES	N	850,000.00	850,000.00	1,700,000.00	-	5/11/2015	12/31/2019	11/14/2016	Service Provider	Don Twichell	John	AMD 1 11-14-2016: INCREASE AUTHORITY BY \$850,000.00 FROM \$850,000.00 TO \$1,700,000.00, AND EXTEND TERMINATION DATE FROM 12-31-16 TO 12-31-18 TO MAINTAIN CONTINUITY OF DESIGN FOR ALL 50 SITES THROUGHOUT THE STATE. THERE ARE 21 FUEL SITES LEFT TO DESIGN. 05-11-15: CIVIL ENGINEERING DESIGN SERVICES FOR PROJECT ELEMENTS INCLUDING: TRUCK AND HEAVY EQUIPMENT WASH PADS, SAND AND OIL SEPARATORS, RETENTION BASINS AND RELATED STORM WATER MANAGEMENT ISSUES, SEWAGE SYSTEM IMPROVEMENTS, AND INSPECTION FOR ADHERENCE TO INTERNATIONAL BUILDING CODES, STATEWIDE. NV B/L#: NV19791006982-R SUBMITTED PROPOSALS: CARDNO, EASTERN SIERRA, NCE ENG., POGGEMEYER, RESOURCE CONCEPTS, S&B CHRIST, VTN, WOOD RODGERS.
5	578-16-030 577-16-030 648-16-030 579-16-030 680-16-030	00	AZTEC ENG. CARDNO, INC HORROCKS ENG. KCI TECHNOLOGIES UTILITY MAPPING SVS	ON-CALL S.U.E. SERVICES	N	5,000,000.00	-	5,000,000.00	-	11/14/2016	6/30/2020	-	Service Provider	Britt Tucker	John	11-14-16: ON-CALL SUBSURFACE UTILITY ENGINEERING SERVICES PROCURED UNDER RFP 355-15-030. ALL 5 FIRMS WILL ENTER INTO MASTER AGREEMENTS. WORK WILL BE ISSUED BY TASK ORDER. THE TOTAL TASK ORDERS ISSUED ACROSS ALL 5 AGREEMENTS IS NOT TO EXCEED \$5,000,000. STATEWIDE. NV B/L#: NVF20111772626, NVF19991246016, NVD20001105833, NVF20131684211, NVF20141714519-R

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):

Type of Services: Engineering Services

Originated by: Fred Shakal

Division: Maint/Asset Mgmt

Date Originated: 4/27/2016

Division Head/District Engineer: Anita Bush

Budget Category #: 06

Object #: 814L

Organization #: 050

Estimated Cost: \$700,000

Type of Funding: State

% of Fund: 100

Funding Notes:

State Fiscal Year(s): 2017 2018

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

Purpose of, and Justification for, Budget Request:

The Las Vegas Maintenance Station (MY 921) has been identified as having inadequate drainage and treatment of stormwater runoff. Drainage improvements and stormwater treatment facilities, a new vehicle wash pad, a wash rack and a sedimentation basin are requested to meet stormwater requirements. Additionally the drainage along SR 578 Washington Ave adjacent to the Yard adversely impacts the drainage of the Las Vegas Maintenance station. Due to potential utility conflicts and the specialized design of the stormwater facilities the maintenance and asset management division is requesting consultant services to complete the design of this project.



Scope of Services:

The general scope of services for this RFP includes preparing plans, specifications, and estimates (PSE)s for stormwater improvements to the Las Vegas Maintenance station.

The Site improvements include:

- Site grading and drainage improvements to contain and treat stormwater within the yard including a retaining wall to separate the grade between the fuel pumps and the equipment shop.
- Contain and treat storm water near fuel pumps.
- Design of a new vehicle wash pad, wash rack, and a sedimentation basin.
- Drainage improvements on Washington Ave to mitigate impacts to the Las Vegas Maintenance station.
- Complete repave of the Las Vegas Maintenance station
- Utility review and designation of existing utilities.
- Perform quality level A,B,C & D SUE
- Utility relocation design

Additional Information Attached

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

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

Signed: DocuSigned by:
Donna Spelts 4/28/2016
6E5A12001A18451 Financial Management Date

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

Financial Management Comments:

\$350k each fiscal year.

Signed: DocuSigned by:
Norfa Lanza 5/2/2016
6C14DA73AE7549E Project Accounting Date

Project Accounting Comments:

In order to capture costs associated with Las Vegas Maintenance Station, the charges must be coded to Storm Water Activity.

Signed: DocuSigned by:
Rudy Mayhew 5/2/2016
C4C7CE5CD584445 Director Date

Director Comments:

Requires Transportation Board presentation

Does not require Transportation Board presentation

Subject to Transportation Board approval for professional services over \$300k. - RM

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

MEMORANDUM

October 14, 2016

TO: Reid Kaiser P.E., Assistant Director

FROM: Fred Shakal P.E., Project Manager

SUBJECT: Negotiation Summary for RFP 247-16-100 Design Services for Las Vegas Maintenance Station (MY 921)

A negotiation meeting was held at 1301 Old Hot Springs in Carson City on October 5, 2016 with Dave Diegle, Jason Barnes and Fred Shakal of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at six percent (6%).

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

The scope of services include improving on site drainage of the Las Vegas Maintenance Station (MY921) to comply with water quality requirements of the DEPARTMENT's MS4 permit. Additional site improvements to the yard include a new vehicle wash station, demolition of building "F" located in the North West corner of the maintenance yard and installation of a high security perimeter fence around the perimeter of the yard and relocation of the existing guard shack.

The following schedule was agreed to by both parties:

DATE	TASK TO BE COMPLETED
Within 2 months	Task 2 Data Collection
Within 3 months	Task 3 Preliminary Design
Within 4 months	Task 4 Intermediate Design
Within 6 months	Task 5 Quality Assurance Plans
Within 11 months	Task 6 Final Design

Key personnel dedicated to this project are as follows:

NAME	TITLE
John Welsh P.E.	Principal-In-Charge
Mike Wilkin P.E.	Project Manager
Dave Diegle P.E.	Project Coordinator

Sub-consultant information regarding Project Descriptions on active Agreements (please include agreement numbers):

SUB-CONSULTANT	PROJECT DESCRIPTION	AGREEMENT NUMBER
Horrocks Engineers	Engineering services	P351-15-110
Horrocks Engineers	SUE for SR-160	P439-15-030
Horrocks Engineers	SUE for Ely Maintenance Yard	P104-16-030
Horrocks Engineers	SUE for bus lane/ADA	P652-15-030
Horrocks Engineers	SUE for Virginia City Maintenance Yard	P236-16-030

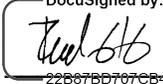
The DEPARTMENT's original estimate was \$692,859 including direct labor (3960 man-hours of work by the SERVICE PROVIDER), overhead rate of 70%, an 8% fee, and direct expenses at \$86340 (including sub-consultant expenses).

The SERVICE PROVIDER's original estimate was \$590,000, including full loaded labor (3075 man-hours of work by the SERVICE PROVIDER), and direct expenses at \$135,596 (including sub-consultant expenses).

The negotiations yielded the following:

1. The "specific rates of compensation" method of compensation shall be used for the SERVICE PROVIDER's services.
2. There will be 3075 total man-hours allotted to the PROJECT throughout the course of this agreement at a fully loaded labor cost of \$459,364
3. The direct expenses agreed to total \$135,596 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
4. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$590,000.

Reviewed and Approved:

DocuSigned by:

226676D707C84CD
Assistant Director

10/16/2016

Attachment A Scope of Services

PROJECT LOCATION

The project is located on 123 E. Washington Ave in Las Vegas, Nevada near the intersection of Washington Ave and N. Main Street.

GENERAL SERVICES

The general scope of services for this RFP includes preparing plans, specifications, and estimates for storm water and site improvements to the Las Vegas Maintenance station. The task areas for this RFP are:

- Project management
- Storm water design/engineering services
- Subsurface utility explorations and utility coordination

The SERVICE PROVIDER will follow Federal, Nevada State laws and regulations and comply with all DEPARTMENT standards.

PROJECT MANAGEMENT

The SERVICE PROVIDER will provide a licensed professional engineer in the State of Nevada as a Project Manager to deliver the services described above. The SERVICE PROVIDER working with the DEPARTMENT's Project Manager shall provide a project delivery schedule at a minimum to include the following:

- Kickoff meeting and field site review.
- Intermediate plans (60%) submittal
- Intermediate plans (60%) review meeting
- Quality Assurance plans (90%) submittal
- Plans Specifications and Estimates (100%) submittal
- Plans Specifications and Estimates (100%) review meeting
- Final Plans Submittal

DESIGN

The SERVICE PROVIDER will develop and prepare final construction plans and cost estimates for site improvements to the PROJECT. The site improvements to the Las Vegas Maintenance station include:

- Design of a new vehicle wash pad.
- Site grading and drainage improvements within the yard including a retaining wall to separate the grade between the fuel pumps and the equipment shop.
- Drainage improvements on Washington Ave to mitigate impacts to the Las Vegas Maintenance station.
- Complete repave of the Las Vegas Maintenance station.
- Design of a new perimeter security fence.
- Plans for the demolition of Building "F."

The SERVICE PROVIDER will prepare a Preliminary Design Report that includes construction cost estimates for the above items of work plus any additional items from the field site review. The DEPARTMENT will finalize the scope of the Project utilizing the Preliminary Design Report.

The SERVICE PROVIDER will be responsible for submitting plans for DEPARTMENT review during the design of the PROJECT. Plans shall conform to the DEPARTMENT standards set forth in the 2010 Road Design Guide. The following deliverables for plan submittals to the DEPARTMENT include:

- Intermediate plans submittal (60%)
- Quality Assurance plans submittal (90%)
- Plans Specifications and Estimates submittal (100%)
- Final Plans and cost estimate submittal

Plans for Intermediate, Quality Assurance, Plans Specifications, and Estimates submittal shall include but are not limited to:

- Cost estimate
- Title Sheet
- Location Sketch
- Typical sections
- Base and Surface Summaries
- Plan and Profile Sheets
- Grading Plan (if applicable)
- Geometrics and Elevation Control Sheets (if applicable)
- Location Control sheets
- Drainage Sheets
- Striping Sheets
- Structure List

UTILITIES

The SERVICE PROVIDER will perform quality levels (D, C) of utility designation within the projects limits. The areas will include the limits of the Las Vegas maintenance station as well as Washington Avenue from the entrance to the yard west to the intersection of Washington Avenue and North Main Street.

The SERVICE PROVIDER will perform quality levels (B, A) of utility designation within the projects limits for utilities in conflict with the new improvements in the project. For utilities impacted by the project, the SERVICE PROVIDER shall develop utility relocation plans and cost estimates for utilities owned by the DEPARTMENT.

Deliverables

- SUE Designation
- SUE Utility Relocation Plans and cost estimates (if applicable)

Line Item 2

326-12-101Amd2

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: 2 Agreement #: P326-12-101

If Amendment, name of Company: Jacobs Engineering, Inc.

Project ID #(s): 73824CEN

Type of Services: Design Services

Originated by: Jeff Lerud Division: Project Mgmt Date Originated: 10/5/2016

^{DS}
AS Division Head/District Engineer: Amir Soltani

Budget Category #: 46606 Object #: 8143 Organization #: 015

Estimated Cost: \$419,572 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 17/18

FY 17/18

Financial Management:

DocuSigned by:
Donna Spelts 10/12/2016
8A78D93AD715314 Signature Date

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

Project Accounting:

DocuSigned by:
Norfa Lanuza 10/12/2016
3BAB63AE0205114 Signature Date

Director:

Requires Transportation Board Presentation

Does not require Transportation Board presentation

DocuSigned by:
Rudy May 10/12/2016
C4C7CE5CD588114 Signature Date

326-12-101Amd2

Attachments:

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



If Amendment, attach original Agreement here:



Any additional information to attach: Yes

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

The purpose of this amendment is to provide enough budget for Jacob's Engineering to complete the project. Due to repackaging of the GMP's, Jacob's had to compensate their sub consultant, Studio West, as much of the burden to repackage fell upon them. In addition, the escalator vendor, OTIS Elevator Inc., did not provide an escalator system that conformed to the dynamic envelope at the existing escalators, as it was larger and heavier than the assumptions used in Jacobs' basis of design. As a result, Jacobs had to perform additional structural calculations to ensure adequate safety margins could be maintained utilizing the existing bridge and column capabilities.

The additional work previously described, was directed by NDOT. The additional work has eroded the budget and an amendment is needed in order to cover the remaining work of the project.

Scope of Services:

The scope of work is essentially the same as the original scope of work less the utility work.

1. Preparation, attendance and participation at the following: a. Weekly Progress Meetings (Las Vegas, NV) – estimate 84 meetings; b. Stakeholder Meetings as Requested (Las Vegas, NV – TBD) – estimate 4 meetings; c. Clark County Coordination Meetings as Requested (Las Vegas, NV) - estimate 4 meetings
2. Submittals and shop drawing reviews: a. Submittal Logging; Submittal review and comment; b. Submittal /Shop Drawing/Mock-up Review; Shop drawing review and comment; c. Resolution of Submittal Comments between all disciplines.
3. RFI Reviews: a. RFI Logging; b. RFI Review; c. Field Review as Requested; d. Resolution of RFI Comments
4. Substitution Request Reviews
5. QA Field Support for Architectural/MEP Improvements: a. Construction observation to insure installation per manufacturer's recommendations (Architectural/MEP improvements only); b. Report specs and/or man-rec's compliance or non-compliance based on observations. c. QA Issue resolution support; d. Observation of commissioning by others

326-12-101Amd2

Financial Management Comments:

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Project Accounting Comments:

\$

Director Comments:

Although this is amendment is approved, ensure that there is not a duplication of effort on design and shop drawing review, as each landing structure/elevator/escalator design doesn't have a lot of changes from a once the first quadrant is designed. For instance, structural design for the same elevator structure doesn't have to be repeated 8 times because the elevator load and elevator tower dimensions are similar. It's understood the structure spans differ and those designs require more unique designs. - RM

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

MEMORANDUM

October 14, 2016

TO: John Terry, P.E., Assistant Director

FROM: Jeff Lerud, P.E., Senior Project Manager DS
JL

SUBJECT: Negotiation Summary for Additional Services for the Tropicana Pedestrian Bridge Escalators Replacement (TPBER) Project (CMAR) ID 73824- Amendment No. 2 to Agreement No. P326-12-101

Negotiation meetings were held on September 15th and September 22nd with Mike McCarley, and Hank Skonieczny representing the SERVICE PROVIDER (Jacobs Engineering, Inc. and Studio West), and Jeff Lerud and Luis Garay representing the DEPARTMENT.

The Tropicana Pedestrian Bridge Escalators Replacement Project (Project) is a Construction Manager at Risk (CMAR) project. This Project has been executed in compliance with Nevada Revised Statutes (NRS) Chapter 338 and the Department's Pioneer Program Guidelines.

The scope of the continued construction support services that are to be provided by the SERVICE PROVIDER were reaffirmed by both parties. The scope of work will provide for the DEPARTMENT to address Requests for Information (RFI's) submitted by the CMAR Contractor. Examples include RFI's associated with the design and construction; improve the level of safety, aesthetics, reliability, and maintainability of bridges, escalators and elevators. Additionally, some project elements will be evaluated to ensure structural adequacy to support the architectural finishes and new escalators. Under this Amendment, the SERVICE PROVIDER will provide CMAR construction support services throughout the duration of the project.

The following schedule was confirmed by both parties:

Description	Date
South Bridge Completion Date	27-Dec-2016
East Bridge Completion Date	10-Jul-2017
North Bridge Completion Date	26-Jan-2018
West Bridge Completion Date	13-Aug-2018

Key personnel dedicated to this project are as follows:

Team Member	Title
Jeff Lerud	Senior Project Manager
Luis Garay	Senior Project manager
Mike McCarley	Project Management (Jacobs)
Hank Skonieczny	Project Management (Studio West)

The hours for the continued construction support scope of services was based on level of effort for the current construction of the south bridge and the projected level of effort for the east, north, and west bridges. The east bridge is unique among the four bridges where it is the only

bridge that is a two-span bridge and it incorporates a complicated touchdown overlying the Tropicana parking garage and associated air handling room. These facilities have not been encountered during the south bridge construction or the west bridge design and therefore may present some additional unknown issues when the structural components are uncovered. Based on the construction challenges to date in this highly developed area with minimal as-built information, it is reasonable to assume that there will be equal or greater effort to accommodate the unknown conditions once the structure is uncovered. For the construction of the south bridge, the consultant burn rate was an average of 291 hours per month. The contract has 21 months remaining or 6108 hours at the current burn rate. Considering the majority of the design work and utility work are complete, the Department assumed that the burn rate for the next 21 months would be 50% of the burn rate for the south bridge or 3054 hours. The Department's original estimate was \$421,984.00. The SERVICE PROVIDER's original estimate was \$419,572.00.

**Estimate of Hours and Direct Expenses
Amendment No. 2 to Agreement P326-12-101**

Man Hours Amendment No. 2 to Agreement P326-12-101			
Task	NDOT	Service Provider	Agreed
1. CMAR Construction Phase Support Services	3054	2980	2980
Totals	3054	2980	2980

Direct Expenses Amendment No. 2 to Agreement P326-12-101			
Item	NDOT	Service Provider	Agreed
1. CMAR Construction Phase Support Services	\$ 421,984.00	\$ 419,572.00	\$ 419,572.00
Totals	\$ 421,984.00	\$ 419,572.00	\$ 419,572.00

The negotiation for Amendment No. 2 yielded the following:

1. There will be 2980 total additional man-hours allotted to the SERVICE PROVIDER throughout the course of this Amendment No. 2 at a direct cost of \$171,505.00.
2. Based upon the direct labor costs and an overhead rate of 118.43%, the overhead amount will be \$203,113.00.
3. A fixed fee of 12%, as agreed to in the original agreement by both parties, will be \$44,954.00 for this agreement based upon direct labor costs and an overhead rate of 118.43%.
4. The total negotiated cost for this agreement, including direct labor, overhead, fee and direct expenses will be \$419,572.00.

Reviewed and Approved:

DocuSigned by:

John M. Terry

10/19/2016

Assistant Director

Attachment A
Scope of Work
73824 - Tropicana Pedestrian Bridges Escalator Replacement Project

Introduction

The original Agreement for the design of the Project provided for the replacement of 16 escalators together with upgrades to mechanical, electrical and plumbing systems and for the installation of new custodial maintenance rooms at each of 8 bridge landing sites including utility connections for sewer and water services. The scope of services for this Amendment No. 1 is being requested due to the addition of the following items of Project scope:

- Installation of LED handrails and retrofitting of existing lighting with LED fixtures
- Removal of existing metal fencing atop the bridge deck areas and replacement with a safety glazing system (1" thick tempered glass 7' high) with LED handrails
- Installation of support structures for new glazing and LED handrails
- Repainting of all exterior finishes to match existing colors
- Removal of exterior cladding system at sides of all bridges and landings, and replacement with a slimmer profile, pre-finished composite aluminum cladding system
- Installation of framing system to support new cladding
- Retrofitting existing sign structures and panels to new cladding system
- Bridge structural analyses based on addition loads imposed by new glazing and cladding
- Mitigation of structural uplift and seismic forces induced by new glazing
- Revisions to utility connections based on revised utility agency preferences
- CMAR delivery method preconstruction phase design support services (cost estimating, responding to comments from CMAR and ICE)
- CMAR construction phase services (submittal reviews, shop drawings, mock-ups, RFI's, progress meetings, payment application reviews, compliance verifications)
- Participation in stakeholder outreach

Goals for Amendment No. 1 Services

A primary goal for the Department is to immediately address the safety concerns associated with frequent escalator service disruptions at this heavily travelled intersection. A secondary goal of the Department is to improve the reliability and maintainability of the pedestrian bridge and associated vertical transportation systems (escalators and elevators) in a manner acceptable to Clark County sufficient for the County to assume ownership and maintenance following Project completion. Clark County and adjacent resort representatives have expressed their mutual desires that the Department proceed with Project improvements to achieve a level of aesthetics, functionality, durability and maintainability equivalent to the pedestrian bridges in place at other locations along Las Vegas Boulevard South, including structures at Harmon, Flamingo and Spring Mountain Roads. Upgrades to the vertical transportation components of the Project (escalators and elevators) were addressed with the original Agreement. This Amendment No. 1 addresses the above aesthetic improvements, and enhancements to durability and maintainability necessary to meet the desires expressed by the resort properties at this intersection, as well as the requirements of Clark County as a precondition to their

ultimate acceptance of the Project. This Amendment also evaluates and addresses the structural adequacy of the Project to accommodate installation of new features well beyond their original design intent.

Aesthetics, Safety and Maintainability Considerations

The Project’s 4 pedestrian bridges are presently clad with panels that extend outward from open-cell metal fencing atop the bridge deck walking surface. The relatively flat surfaces of these panels have attracted a 20+ year accumulation of gum, dirt and other debris and are currently referred to as the “gum ledge” (see Figures 1 and 2 below). Access for repairs and cleaning, while not impossible, is difficult and would require the use of a pressure washer and bucket truck parked in closed off traffic lanes on either Tropicana Avenue or Las Vegas Boulevard South. According to District 1 Maintenance, the gum ledge has not been cleaned since the pedestrian bridges were erected in 1994.



Figure 1: Existing Bridge Cladding



Figure 2: Existing Gum Ledge

The open cell design of the existing metal fencing barrier permits pedestrians to discard debris through the barrier onto the gum ledge and ultimately, to live traffic below. Lighting atop the bridge decks is also very poor as the current lighting system is incorporated into the short wall below the existing metal fencing barrier, providing illumination at roughly the ankle level (see Figure 3 below).



Figure 3: Existing Bridge Lighting

These issues are considered safety concerns by the Department. Additionally, as part of their requirements for Project acceptance, Clark County has required that the gum ledge be removed and replaced with a cladding system that will provide for ease of future maintenance.

Aesthetically, as shown in the above photos, in addition to the collection of miscellaneous debris on the gum ledge, the existing cladding is stained and discolored. During meetings with the adjacent resort properties, it was requested that the bridges be cleaned up to eliminate this noticeable discoloration and that the structures themselves be upgraded to an equivalent level to the remaining pedestrian facilities located elsewhere along Las Vegas Boulevard South.

This Amendment No.1 will provide for a glass and cladding system with no horizontal surfaces, improving both aesthetics and maintainability. The impermeable glass barrier will eliminate the possibility of pedestrians' easily passing debris from the bridge deck into live traffic below, although admittedly debris could still be thrown over the top of the 7-foot tall barrier if a pedestrian were determined to make this effort. Deck lighting improvements will include handrails with integral LED lights to improve safety. These LED lights are also more reliable and energy efficient than the deck-level lighting in place at present. This proposed system of glass, handrails and cladding has been in operation since 2005 on the pedestrian bridges at the Las Vegas Boulevard South and Spring Mountain Road intersection which is maintained by Clark County and continues to remain functional and attractive. See Figures 4 and 5 below.



Figure 4: Pedestrian Bridge Glass and Cladding System currently in place at Spring Mountain Road



Figure 5: Existing Handrail at Harmon Road with LED Lighting Incorporated

Structural Considerations

The introduction of the new glass, handrail and cladding system introduces an increase on structure dead-load, while removal of the existing metal barrier and gum ledge will serve to reduce the structural dead-load. These changes to dead-load require structural assessments to address deflections, thermal expansion, material compatibility, and seismic forces on the bridge's superstructure, substructure and bearings. Additionally, the introduction of 7' high glass panels must consider the structural forces resulting from a 90 MPH basic wind speed atop the bridge decks in accordance with code. These wind forces affect both the structural connections between the glazing support and decks, and the bridge

supports. Lastly, the introduction of possible additional dead-load atop the east bridge's continuous girder results in an uplift force on the outermost bent at the east bridge, south tower that must be addressed. This location is also of particular concern given its close proximity to a subsurface parking structure at the Tropicana Resort.

The structural approach for Amendment No. 1 will be 2 phase. During the first phase (estimated as 4 weeks), the Consultant will assess the forces induced by the addition of the design elements discussed above. The Consultant will provide the results of this assessment to the Department and advise if the structural modifications are minor or moderate (can be accommodated through the design of connections to the existing bridges without significant modifications to the underlying bridge framing and supports) or will require more extensive bridge modifications. The current assumption for Amendment #1 (based on preliminary analyses) is that only minor to moderate structural modifications will be required. The second phase as currently proposed in Amendment No. 1, advances the final structural analysis, design, plan and specification production to contract drawings and through the construction support phase.

Utility Considerations

The Project provides for new custodial maintenance rooms in each of the 8 bridge landing locations. Each room will provide for water and sewer services for custodial maintenance purposes (16 utility service connections total) to improvement the maintainability of the Project and meet the acceptance criteria of Clark County. Due to efforts during the original Agreement to accommodate adjacent resort redevelopment activities and recent changes in preferences for locations of utility connections, a redesign of the utility plans is required as part of this Amendment No. 1. This Amendment provides for the redesign of the utility service connections and processing the revised connection designs through the submittal and approval processes of the respective utility agencies.

Level of Design Detail

Retrofitting of the design features identified above onto existing structures is necessarily complex given the tolerances required for both design and construction. Each feature must be designed with tight dimensional control sufficient for production of detailed shop drawings, shop-drawing approvals and off-site manufacturing such that each component will install properly and function as intended. It is also important for a structure with dissimilar materials, varying coefficients of thermal expansion, and live load deflections, that all elements function as a system when installed considering seasonal conditions and variations in live loads. To address these needs, a high level of materials and product specification research and design detailing will be provided on the drawings. Installation per manufacturer's recommendations must also be verified to insure all products are eligible for their corresponding warranties.

Architectural, Mechanical, Plumbing and Electrical Preconstruction Phase Services

The following six discipline services provided by and contracted to the Project architect as a subconsultant for this Amendment No. 1:

- Architectural Design & Production
- Mechanical Design & Engineering
- Electrical Design & Engineering
- Plumbing Design & Engineering
- Estimating & Scheduling
- Escalator Consultant

For the GMP No. 1 “Vertical Transportation Package”, the services under this Amendment No.1 include:

Architectural:

- Coordinate project team and prepare plans for Escalator Procurement package.
- Specification development, review and comment resolution.
- Assemble documentation for printing and distribution to Department, CMAR and ICE.
- Respond to review comments from Department, CMAR and ICE for GMP No. 1
- Respond to vendor Bid questions

Plumbing:

- Isolate information for escalator sump pump single line diagrams and specifications for GMP No. 1 issue.

Electrical:

- Isolate information for electrical power requirements, circuit panels and gear for GMP No. 1 issue.

Escalator Consultant:

- Author specifications for final escalator procurement.
- Review escalator vendor documents (basis of design) for incorporation into GMP No. 1
- Review CMAR bids for compliance with plans & specs.

Cost Estimating:

- Prepare OPCC #1 Engineers Estimate for GMP No. 1
- Participate in OPCC #1 Resolution Meeting as necessary

For the GMP No. 2 “Design Development Documents” (60%), the services under this Amendment No. 1 include:

Architectural:

- Coordinate and produce 60% demolition drawings and specifications to remove the existing metal grille pedestrian barrier system and support structure.

- Coordinate and produce 60% demolition drawings and specifications for the removal of the existing bridge stucco cladding system and associated support framing.
- Incorporate the removal and replacement of the existing Department signage into new bridge cladding design.
- Produce 60% design documents and specifications to incorporate the new prefinished aluminum composite cladding system design to extend to bridge landings and along sides of all new escalators.
- Produce 60% design documents and specifications to incorporate a handrail / guardrail at the glass barrier supports with integral LED lighting at both sides of all bridges.
- Assemble 60% plans, specifications and probable cost estimate for printing and distribution to Department, CMAR and ICE for review.
- Prepare response to review comments from Department, CMAR and ICE.
- Prepare color presentation material (rendering boards) for Department's Public Information Officer, Clark County and meet with Stakeholders to describe the design direction.

Electrical:

- Prepare 60% engineered plans and specifications for power requirements, source and distribution for the LED drivers to serve the lighted handrails at all bridges.

Mechanical:

- Confirm BTU heat load calculation from purchased vendor escalator equipment / gear.
- Confirm / cooling load design requirements for vendor escalator equipment.

Plumbing:

- Assess existing conditions of all plumbing connections to bridge deck drainage scuppers for all bridges.
- Remove stucco cladding will expose plumbing lines for evaluation or replacement as necessary.

All disciplines:

- Review 60% plans & specs with Department, CMAR and ICE for constructability.
- Respond to 60% review comments and concerns from Department, CMAR and ICE.

Cost Estimating:

- Prepare and document OPCC #2 Engineers Estimate for 60% Design Development of plans and specifications.
- Participate in OPCC #2 Resolution Meeting as necessary.

For the GMP No. 2 "Design Development Documents" (90%), the services under this Amendment No. 1 include:

Architectural:

- Coordinate and produce 90% demolition drawings and specifications to remove the existing metal grille pedestrian barrier system and support structure.
- Coordinate and produce 90% demolition drawings and specifications for the removal of the existing bridge stucco cladding system and associated support framing.
- Finalized the removal and replacement of the existing Department signage with new bridge cladding design.
- Produce 90% design documents and specifications to incorporate the new prefinished aluminum composite cladding system design to extend to bridge landings and along sides of all new escalators. Provide details for all anticipated cladding conditions.
- Produce 90% design documents and specifications to incorporate a handrail / guardrail at the glass barrier supports with integral LED lighting at both sides of all bridges.
- Assemble all plans, specifications and probable cost estimate for printing and distribution to Department, CMAR, and ICE.
- Prepare presentation material (rendering boards) for Department's Public Information Officer and participate in Stakeholder meetings to describe the design direction.

Electrical:

- Prepare 90% engineered plans and specifications for power requirements to serve the lighted handrails at all bridges.

Plumbing:

- Engineer 90% plans and specs for new connections to bridge deck drainage scuppers.

All disciplines:

- Review 90% documents with Department, CMAR and ICE.
- Prepare responses to Department, CMAR and ICE review comments.

Cost Estimating:

- Prepare and document OPCC #3 Engineers Estimate for 90% Design Development of plans and specs.
- Participate in OPCC #3 Resolution Meeting as necessary.

For the GMP No. 2 "Construction Document Issue" (100%), the services under this Amendment include:

All disciplines:

- Incorporate GMP No. 1 and GMP No. 2 into one Construction Document set.
- Assemble plans and specifications for printing and distribution to Department and CMAR.
- Incorporate review comments to plans and specifications.
- Publish completed 100% Construction Documents.

Specific Consultant Tasks to be completed under this Amendment No. 1

Task 9.1 – CMAR Preconstruction Project Management Support

This task includes the items of required project management work in the preconstruction phase due to the change in delivery method from Design-Bid-Build to Construction Manager at Risk (CMAR) and the design revisions related to the structural and aesthetic improvements discussed above for Amendment No. 1. This task includes the following:

1. Preparation, attendance and participation at the following meetings:
 - a. CMAR Bi-Weekly Progress Meetings – Preconstruction Phase (Las Vegas, NV) – estimate 20 meetings.
 - b. OPCC #1 and GMP#1 Bid Item Development Meetings – estimate 2 meetings.
2. CMAR Cost Estimating – Engineers Estimate:
 - a. Preparation of OPCC #1 in support of GMP#1 Engineers Estimate.
 - b. OPCC #1 Resolution Meeting (Las Vegas, NV).
 - c. Preparation of CMAR GMP#1 Vertical Transportation Package Engineers Estimate (long lead-time items).
 - d. Preparation of OPCC #2 Engineers Estimate.
 - e. Participation in OPCC #2 Resolution Meeting (Las Vegas, NV).
 - f. Preparation of OPCC #3 Engineers Estimate (to be used in the event that the difference between the CMAR and ICE estimates for OPCC #2 exceed allowable variances).
 - g. Participation in OPCC #3 Resolution Meeting (Las Vegas, NV).
 - h. Preparation of CMAR GMP #2 Engineers Estimate.
3. Clark County Coordination and Agreement Support:
 - a. Participate in Clark County Meetings (Las Vegas, NV) – estimate 3 meetings.
 - b. Assistance with Department/Clark County Agreement Preparation.
4. Resort Stakeholder Outreach (task to be primarily taken on as part of the CMAR Contractor amendment, this will only be a support role to be used, if needed):
 - a. Revise Project Fact Sheet.
 - b. Preparation, attendance and participation at Resort Stakeholder Meetings (Las Vegas, NV) – estimate 4 meetings.
5. Contract / Specifications Preparation (General Conditions, Instructions to Bidders and Division 01):
 - a. Meetings to Support Specification Preparation – estimate 2 meetings.
 - b. Specifications Development, Review and Comment Resolution.

Task 9.2 - CMAR Designer Services

There is an existing 90% design for the replacement of the existing escalators and improvements to the existing elevators. None of the work described for this Amendment No.1 has been designed. This additional work is inclusive of the following:

- Removal of existing metal fencing atop the bridge deck areas and replacement with a safety glazing system (1" thick tempered glass 7' high) with LED handrails.

- Installation of support structures for new glazing and LED handrails.
- Installation of LED handrails and retrofitting of existing under-deck lighting with LED fixtures.
- Repainting of all exterior finishes to match existing colors.
- Removal of exterior cladding system at sides of all bridges and landings, and replacement with a slimmer profile, pre-finished composite aluminum cladding system.
- Installation of framing system to support new cladding.
- Retrofitting existing sign structures and panels to new cladding system.
- Bridge structural analyses based on addition loads imposed by new glazing and cladding.
- Mitigation of structural uplift and seismic forces induced by new glazing.
- Revisions to utility connections based on revised utility agency preferences.

This task includes the design of these new items of work in their entirety and finalizing the existing 90% design documents for the escalator replacements. Additionally, this task includes the items of required design work due to the change in delivery method from Design-Bid-Build to Construction Manager at Risk (CMAR). This task includes the following:

1. Preparing 30% Schematic Design Documents of new items of work for CMAR and ICE review.
2. Preparing Comment Responses to CMAR and ICE from 30% Schematic Design Documents.
3. Design and Specification Revisions following CMAR and ICE review of 30% Schematic Design Documents, and developing those documents into 90% Design Documents.
4. Design and Specification Revisions following CMAR and ICE review of 90% Revised Design Documents.
5. Preparing Comment Responses to CMAR and ICE from 90% Revised Design Documents.
6. Design Concept Development for Clark County Review.
7. Field Survey of Tropicana Subsurface Parking Structures and Bridge Spans.
8. Field Visits with CMAR Project Team – estimate 4 field visits.
9. Assisting with the Delineation of Temporary Construction Easements (if needed; survey to be conducted by the CMAR Contractor).
10. 90% Definitive Design Documents Re-Submittal (Plans, Specifications and Estimates).
11. Design and Specification Revisions following CMAR and ICE review of 90% Re-Submittal.
12. Preparing Comment Responses to CMAR and ICE from 90% Re-Submittal.
13. 100% Construction Documents Submittal.
14. Support issuance of GMP No. 1 & GMP No. 2.

Task 9.3 – CMAR Construction Phase Support

This task includes the items of work required in the CMAR construction phase. Construction duration is anticipated to be 18 months. This task includes the following services provided by the Consultant including and supported by the architect and all other disciplines as necessary:

1. Preparation, attendance and participation at the following:
 - a. Weekly Progress Meetings (Las Vegas, NV) – estimate 90 meetings.
 - b. Stakeholder Meetings as Requested (Las Vegas, NV – TBD) – estimate 4 meetings.
 - c. Clark County Coordination Meetings as Requested (Las Vegas, NV) – estimate 4 meetings.
2. Submittals and shop drawing reviews (Via SharePoint web site maintained by CMAR).

- a. Submittal Logging.
 - b. Submittal /Shop Drawing/Mock-up Review.
 - c. Resolution of Submittal Comments between all disciplines.
3. RFI Reviews (Via Sharepoint web site maintained by CMAR)
 - a. RFI Logging
 - b. RFI Review
 - c. Field Review as Requested
 - d. Resolution of RFI Comments
4. QA Field Support for Architectural/MEP Improvements
 - a. Construction observation to insure installation per manufacturer's recommendations (Architectural/MEP improvements only).
 - b. Report specs and/or man-rec's compliance or non-compliance based on observations.
 - c. QA Issue resolution support as requested.
 - d. Observation of commissioning by others.
5. Schedule of Values Payment Application Reviews - Support as Requested (Via Sharepoint web site maintained by CMAR).
6. Substitution Request Reviews (Via Sharepoint web site maintained by CMAR).

*** Project Amendment No. 1 - Scope Revisions Summary**

- Remove fencing and fence supports on all bridges
- Add full-height (7'+/-) glazing (1" laminated) to all bridges including stanchions and handrails
- Remove and replace bridge exterior cladding and replace with panelized system without gum ledge
- Modify overhead roadway sign structures to be compatible with new cladding system
- Add repainting of all exterior stucco finishes on bridges and landings
- Revise specifications as required due to revisions above and packaging discussed below
- Revise engineers estimate as required due to revisions above and packaging discussed below
- PREPARE AND ISSUE GMP NO. 1 "VERTICAL TRANSPORTATION PACKAGE", PLANS & SPECS. (New issue to buy escalators)
- PREPARE AND ISSUE GMP NO. 2 "BALANCE OF THE PROJECT". (This will be a new issue to include previously issued GMP No. 1 documents for 90% and 100% CDs)

Amendment No. 1 Schedule

PRODUCTION DURATION

- 1) 30% Schematic Design Phase = 10 weeks from NTP +/-
- 2) 90% Design Development Documents = 7 weeks from receipt of comments on 30% +/-
- 3) 100% Contract Documents = 3 weeks from receipt of comments on 90% +/-
- 4) Preliminary Structural Analyses = 4 weeks from NTP

Note: Task durations do not include any interim review times for any AGENCY, UTILITY, ICE, CMAR, NDOT, CCPW or Stakeholders

DELIVERABLES:

- GMP NO. 1: VERTICAL TRANSPORTATION PACKAGE ISSUE (5 weeks from NTP) +/-
- GMP NO. 2: BALANCE OF PROJECT ISSUE (15 weeks following issuance of GMP No. 1) +/-

Line Item 3

476-16-002

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): Na

Type of Services: Consulting, Analysis

Originated by: Caron Milstead Division: Directors' Ofc Date Originated: 10/27/2016

^{DS}  Division Head/District Engineer: Tracy Larkin-Thomason

Budget Category #: 35 Object #: 7434 Organization #: A002

Estimated Cost: 317,300 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 17

This 2A replaces former one with an additional amount of \$32.00. All other information remains the same. Agreement # 476-16-002

Financial Management:

DocuSigned by:
Nancy Jolly 10/27/2016
55BAAADA8B9C441 Signature Date

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

Project Accounting:

DocuSigned by:
Norfa Lanuza 10/27/2016
3BAB63AE0208141 Signature Date

Director:

Requires Transportation Board Presentation

Does not require Transportation Board presentation

DocuSigned by:
Rudy May 10/27/2016
C4C7CE5CD588141 Signature Date

476-16-002

Attachments:

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



If Amendment, attach original Agreement here:

Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

Provision of services is required for Federal Policy Analysis and such project is necessary for professional and specialized services related to federal transportation programs, projects legislation and regulations including the need for timely information regarding such concerns and their impact on Nevada's Transportation programs, The providers services will be of great benefit to the department of transportation and the people of the state of Nevada.

Scope of Services:

See Attached

476-16-002

Financial Management Comments:

This agreement is for CAT 06 object 813W. DO NOT USE CAT 35 OBJECT 7434.

Project Accounting Comments:

\$

Director Comments:

N/A

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

October 17, 2016

TO: Rudy Malfabon, P.E. Director
FROM: Tracy Larkin Thomason, P.E., Deputy Director
SUBJECT: Negotiation Summary for RFP P564-13-002, Washington consultant Agreement

A negotiation meeting was held via teleconference in Washington, DC/Las Vegas, NV, on October 13-14, 2016, with Matt Chiller of CH2M Hill, Inc. (SERVICE PROVIDER) and Tracy Larkin Thomason of the Nevada Department of Transportation (DEPARTMENT) in attendance.

There is no DBE goal set for this agreement.

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

Please see attached for detailed scope of services. Please note that while this firm was selected via a new RFP, they previously provided the same services for the last two (2) years under agreement number P564-13-002 Federal Policy Analysis (October 1, 2014, through November 30, 2016).

The following schedule was agreed to by both parties:

Monthly	Monthly report on congressional action on transportation related issues. Includes monitoring, reviewing and summarizing federally proposed. Analyzing legislation on how it will affect Nevada transportation program and developing strategies and guidance in working with Nevada congressional delegation, local legislature and partners on national issues.
As Needed	Meetings and Presentation Materials: Preparing as needed briefing papers, draft proposed testimony, national policy analysis, and local and regional policy analysis. Accompany DEPARTMENT in coordination meetings with the Nevada delegation or other members of congress on national strategy. Meeting with DEPARTMENT leadership to understand issues and concerns, presenting federal issues to the transportation board. Coordinating with the Nevada Office of the Governor in Washington DC, and attending meetings or other activities on the DEPARTMENT's behalf.

Key personnel dedicated to this project are as follows:

Matt Chiller, Project Manager,
Susan Martinovich, Senior Policy Advisor, Northern Nevada Liaison
Bardia Nezhati, Principal Professional, Southern Nevada Liaison

The DEPARTMENT's original estimate was \$317,268.00 for two (2) years of service, a lump sum amount which included direct labor, travel administrative support, indirects, overhead and profit.

The SERVICE PROVIDER's original estimate was \$317,300.00 for two (2) years of service, a lump sum amount which included direct labor, travel administrative support, indirects, overhead and profit.

The negotiations yielded the following:

1. The tasks will be performed as per the agreed scope of services and paid on a lump sum basis, paid monthly.
2. The expected hours for the Principal Professional will be minimal
3. Additional subject matter experts were included as the core team, but the expected hours would be minimal.
4. The DEPARTMENT would handle state legislature testimony and will not require SERVICE PROVIDER testimony before the state legislature.
5. SERVICE PROVIDER did not include the Senior Policy Advisor's travel to AASHTO and WASHTO related meetings as she will travel to those meetings at the expense of SERVICE PROVIDER.
6. The total negotiated cost for this agreement including direct labor, overhead, fee and direct expenses will be \$317,300.00 (\$13,220.00 per month).

SERVICE PROVIDER performed these services under contract P564-13-002 Federal Policy Analysis from October 1, 2014, through November 30, 2016, at a rate of \$13, 219.50 per month. The DEPARTMENT has been very pleased with their services and materials provided. Moving forward with an equivalent monthly payment is justified. This is a presidential election year and the analysis needed with the incoming new administration is expected to be higher than the last two (2) years.

Reviewed and Approved:

DocuSigned by:

C4C7CE5CD584445... 10/18/2016
Director

Attachment A Scope of Services

The SERVICE PROVIDER will serve as government relations advisor to the DEPARTMENT in Washington, D.C., with guidance from the DEPARTMENT Director and Deputy Directors. This work will be performed from approximately October 1, 2016, through September 30, 2018, and be led by the Project Manager with primary assistance from a Senior Policy Analyst. Both will be supported by administrative staff for document production and monthly reporting. Support by technical professionals in addition to the Project Manager and Senior Policy Analyst is expected to be infrequent and requires the DEPARTMENT's concurrence in advance.

Task 1: Monthly Government Relations and Federal Policy Analysis

This task will include the following activities:

- Monitoring and information gathering with the Administration and Congress with respect to matters in which the DEPARTMENT may have an interest.
- Review the State of Nevada's transportation program in relation to federal legislation and provide analysis of opportunities and barriers.
- Assist in the development of a federal/state transportation strategy to address the near-, mid-, and long-term goals of the DEPARTMENT in relationship to the federal transportation reauthorization.
- Provide assistance and technical guidance with the Nevada Congressional Delegation and the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee.
- Prepare testimony and briefing papers, assist in devising strategy, and implementation of that strategy with respect to House and Senate Committees. Serve as a liaison with key Committee members of the House and Senate Committees and their staff.
- Provide timely review and written comment on proposed reauthorization legislation and proposed policy.
- Work with local and regional legislative interests to advance the DEPARTMENT's transportation agenda and objectives.
- Provide the DEPARTMENT with an ongoing review of federal transportation activities, to include regular monthly updates and consultation required to assist implementation of the DEPARTMENT's objectives.
- Provide updates and reports on Congressional transportation or related committee actions/hearings as they are occurring (within twelve [12] hours of action taken) when committee actions are related to or can impact the DEPARTMENT. This can include transportation, finance and environmental policy.
- Coordinate with the Washington, D.C. Office of the State of Nevada (Washington Office) on communications with the Nevada Congressional delegation members and staff.
- Coordinate with the DEPARTMENT's Front Office and the Washington Office with the goal of maximizing effectiveness for the State in meeting its transportation objectives and maximizing return and benefit to the State of Nevada.

The Project Manager and Senior Policy Analyst will each spend approximately twenty (20) hours per month on this task, for two (2) years.

Deliverables: Meeting and telephone conversation notes in e-mail or written summary in PDF format (and hard copy, if desired); Summary reports or position papers in PDF format with appropriate charts and exhibits (and hard copy, if desired).

Task 2: Meetings

The SERVICE PROVIDER will facilitate a kick-off meeting with the DEPARTMENT Director and Deputy

Directors to outline the goals and objectives of this work, discuss roles and responsibilities, establish communication protocols, discuss general strategy and approach, and develop a list of priority issues for the DEPARTMENT. The Project Manager and Senior Policy Analyst will attend in person. Meeting notes will be prepared.

Meetings with the DEPARTMENT leadership in Carson City or Las Vegas an average of twice per year, and as requested.

A minimum of six (6) meetings over two (2) years is required. It is preferred that both the Project Manager and Senior Policy Analyst will attend in person. Meeting notes will be prepared. These meetings will be timed with meetings with the local MPO and their staff.

Present as needed to the DEPARTMENT Transportation Board, Nevada State Legislature or other entities and organizations in Nevada as requested by DEPARTMENT leadership. Alternately, prepare draft presentations for the DEPARTMENT leadership to deliver. A total of three (3) meetings attended by the Project Manager (traveling to Nevada), and three (3) meetings attended by the Senior Policy Analyst are required. Preparation of six (6) draft presentations for DEPARTMENT delivery is required.

Participate with the DEPARTMENT leadership on communications and meetings with Nevada's Congressional Delegation during AASHTO's annual Washington Briefing. Attendance at two (2) AASHTO meetings by the Project Manager or Senior Policy Analyst are required. Following the annual meeting, prepare a summary of items impacting Nevada.

Deliverables: Meeting and telephone conversation notes in e-mail or written summary in PDF format (and hard copy, if desired); Draft presentations in PPT and PDF format (and hard copy, if desired.)

Task 3: Project Administration

Provider will prepare a monthly invoice and progress report for submittal to the DEPARTMENT. The progress report will identify major activities for the previous month, meetings attended, and deliverables produced. Twenty-four (24) monthly invoices will be sent and each monthly invoiced amount will be equal to 1/24th of the total contract value.

Deliverables: Monthly progress reports and invoices.

Line Item 4

550-14-056Amd1

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request x Request for Amendment #: 1 Agreement #: P550-14-056

If Amendment, name of Company: Lumos and Associates

Project ID #(s): 73953

Type of Services: Civil Engineering

Originated by: Annette for Don Twichell Division: Maint/Asset Mgmt Date Originated: 9/29/2016

^{DS} AN Division Head/District Engineer: Anita Bush

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

Estimated Cost: \$850,000.00 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2017, 2018, 2019

Individual Task Orders will be written as needed for these projects throughout FY 2017, 2018 & 2019 using State Funds 2017 - 15%, 2018 - 60%, and 2019 - 25%.

Financial Management:

DocuSigned by:
Donna Spelts 10/3/2016
8A78D93AD71E514 Signature Date

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

Project Accounting:

DocuSigned by:
Norfa Lanuza 10/3/2016
3BAB63AE0205114 Signature Date

Director:

Requires Transportation Board Presentation

x Does not require Transportation Board presentation

DocuSigned by:
Rudy May 10/3/2016
C4C7CE5CD588114 Signature Date

550-14-056Amd1

Attachments:

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



If Amendment, attach original Agreement here:



Any additional information to attach: No

Purpose of, and Justification for, Budget Request:

There is only \$16,100.00 left in this On-Call Agreement. We are on a very short and aggressive schedule for completing all fuel site design and construction statewide in 2 biennium's and we have currently spent most of the design moneys obligated for the first biennium (2016-17). After discussion with Financial Management regarding the need for the aggressive schedule in order to meet requirements set forth by the legislature of completing the fuels systems retrofit program by the end of FY2019, NDOT Architecture would like to add an additional 850k to our current design On-Call Agreement with Lumos and Associates and also extend our agreement for another biennium (2018-19). This also allows us to maintain continuity of design for all 50 sites throughout the entire State. There are 21 fuel sites left to design which, represents the bulk of the additional funding.

Scope of Services:

The Scope of Services remains unchanged. The add is simply more sites Fuel Station sites.

The Scope is as follows:

To provide professional Civil Engineering Design Services to include but not limited to drawings and specifications for Department's Truck and Heavy Equipment Wash Pads with associated infrastructure at multiple sites (design is 75% completed), as well as designing Fuel Island Upgrades, Repairs, and Improvements throughout the State.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

October 13, 2016

TO: Reid Kaiser, Assistant Director - Operations

FROM: Don Twichell, Project Manager I DWT

SUBJECT: Negotiation Summary for RFP P500-14-056, Amendment No. 1 for On-Call Civil Engineering Services for NDOT Facilities Statewide

A negotiation meeting was held at Lumos & Associates Offices in Carson City NV on September 21, 2016, with Michael Bennett, Tim Russel and Don Twichell of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The current Statewide Fuel Station Retrofit and Upgrade Program was approved by Legislature for \$16,300,000.00 to upgrade and retrofit all 50 fuel sites in Fiscal Years 2015-17 and 2017-19. The total dollar amount for this On-Call Civil Engineering Agreement with Lumos and Associates was initially \$850,000.00 from which, upgrades to fuel sites at Fallon, Gardnerville, Yerington, Wellington, Blue Jay, Las Vegas, Elko, Ely, Panaca, Ruby Valley, Virginia City, and Winnemucca have been designed and some construction has begun. After discussion with Financial Management regarding the need for an aggressive schedule in order to design all fuel sites statewide in these fiscal year cycles, it was recommended to Amend this Agreement to continue the continuity and design schedule with Lumos and Associates for more fuel station sites. The recommended additional money to this Agreement is \$850,000.00 bringing the total Agreement to \$1,700,000.00. While these additional sites are in design with the Lumos and Associates Agreement, the Architecture Section is working on writing another RFP for Civil Engineering Design Services which, will allow for the remaining fuel station design as well as other civil project needs.

The following schedule was agreed to by both parties:

Lumos & Associates has agreed to provide Civil Design Services by schedules that will be defined in each Task Order as they are written.

The scope of services that are to be provided by the SERVICE PROVIDER remains the same scope, the only change is additional monies to allow for design and construction administration at approximately 21 more fuel sites, though these sites are subject to change if priorities of the Department and Districts change. In the original Scope design of truck and heavy equipment washpad was also part of the scope or services, thus these continued designs were discussed for bringing them to completion as well.

The added fuel station sites were discussed, project costs were negotiated and agreed probable costs assigned as detailed in the Estimated Budget Attachment. As each Task Order is written the scope of design and construction administration is further refined, identified and cost negotiated.

The DEPARTMENT's total dollar amount for this On-Call Agreement is \$1,700,000.00 from which, multiple Task Orders may be assigned until the dollar amount of individual Task Orders, added together, is \$1,700,000.00. There is no guarantee of work upon signing this On-Call agreement. The intent of the On-Call is to perform design services by negotiating individual Task Orders for design work assigned to this On-Call.

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

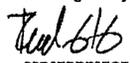
Future Civil Design Services, added by Task Order, will be negotiated separately based on the PROVIDER'S billing rate for man hours multiplied by the time required to perform each element of work contained in the Task Order. The LUMP SUM costs will be determined and negotiated in accordance with the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

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

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

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

Reviewed and Approved:

DocuSigned by:

22B87BD707CB4CD
10/16/2016
Assistant Director

Attachment A Scope of Services

A. PROJECT LOCATION AND GENERAL DESCRIPTION OF SERVICES

Provide full Civil Engineering Services to include plans and specifications for the DEPARTMENT truck and heavy equipment washpads and other civil and environmental construction projects with associated infrastructure at multiple sites throughout the State of Nevada.

B. SPECIFIC DESIGN REQUIREMENTS

Site development elements include: Site work, sand / oil separators, truck wash pads the relocation of existing vehicle yard access points, detention basins, retaining walls, fencing, roads and associated parking areas. Provide other civil and site improvements as necessary to assist in the DEPARTMENT's compliance with Federal EPA MS-4 permit. A site survey and topography by the SERVICE PROVIDER are required for these projects.

C. PROJECT COORDINATION

The SERVICE PROVIDER shall be responsible for the coordination and preparation of forms, and ascertaining all utility company connection and/or permit fees with other involved entities including, but not limited to the following:

- Utility Companies (telephone, data, gas, water, electricity, etc.)
- State Fire Marshal's Office (fire flow, fire access, hydrants, etc.)
- Environmental Impact Issues, if applicable
- State Public Works Board (if necessary)
- Cities and other municipalities (if necessary)

The DEPARTMENT shall be responsible to pay for connection and/or permit fees for the project.

The SERVICE PROVIDER shall be required to provide additional Project coordination including, but not limited to the following:

- Project meetings as needed with the DEPARTMENT's Architecture for the schematic, design development, and construction document phases. Also, meetings for plan review and bid documents as needed.
- Coordinate with the DEPARTMENT in the preparation of Supplemental Notices. Information for Supplemental Notices shall be provided to the DEPARTMENT for review not less than one (1) week prior to the bid opening date.
- Attend the pre-bid conference(s), if applicable, and the bid opening.
- Full Construction Administration (C/A) services
- Review all Operating & Maintenance Manuals with the DEPARTMENT prior to approval.
- As-built drawing documentation from information provided by the contractor.

D. PROJECT REQUIREMENTS

The scope of work for this Project will be phased as follows, with sign-offs from appropriate DEPARTMENT Assistant Directors or the Director.

1. Schematic Design Phase

Schematic design documents shall include drawings, outline specifications and cost estimates developed in sufficient detail to indicate the exterior design of the Project, the functional relationships of all interior areas, the relationship of the Project to the site and other existing buildings, the materials to be used in construction, and the

types of mechanical, electrical, and structural systems. The cost estimate shall be itemized to include all major categories of the Work.

In consultation with the DEPARTMENT and by independent analysis and investigations, the SERVICE PROVIDER shall determine the general requirements of the Project: The scope of work, site limits of the project, civil, structural, and architectural requirements, limitations of the established construction budget, the total project time schedule, availability and location of utilities, and the requirements of approving authorities.

The SERVICE PROVIDER shall provide an evaluation of the program, schedule, and construction budget, each and terms of the other.

The SERVICE PROVIDER shall meet with the DEPARTMENT to present and review the schematic design documents. The meeting location shall be as directed by the DEPARTMENT. Approval of the schematic design submittal shall be obtained before payment may be issued and before proceeding with the Design Development Phase.

2. Required Documents

Architectural design services during the Schematic Design Phase shall respond to program requirements and consist of:

- Site plans, including parking.
- Selection of products and materials.
- Development of dimensions, areas, and volumes.
- Perspective sketches, if required.
- Preliminary exiting plan and code analysis (Basis of Design).

Electrical design services during the Schematic Design Phase shall consist of considerations of alternate systems, recommendations regarding basic electrical materials, systems and equipment, analysis, and development of conceptual design solutions for:

- Lighting.
- Equipment (wash pad radiant heat)

Civil design services during the Schematic Design Phase shall consist of consideration of alternate materials and systems and development of conceptual design solutions for:

- On-site utility systems.
- Off-site utilities work, if applicable
- Drainage systems.
- Concrete, A/C, and other types of paving and striping (as applicable).

Outline specifications during the Schematic Design Phase shall consist of:

- Identification of potential materials, systems and equipment, and their criteria and quality standards.
- Investigation of availability and suitability of alternative materials, systems and equipment.
- Similar documentation for all other disciplines.

Construction cost estimate services during the Schematic Design Phase shall consist of development of a probable construction cost for the Project based on the most

recent schematic design studies, current and historic square foot costs, or other unit costs, including an appropriate design contingency and inflation factor.

3. Design Development Phase

Design development documents shall include drawings and abbreviated specifications developed from the schematic design documents in greater detail to confirm or adjust, as required, all aspects of the schematic design documents and shall include a revised cost estimate reflecting the more detailed development.

Based on the approved schematic design documents and any adjustments authorized by the DEPARTMENT in the program, schedule or construction budget, the Architect shall prepare, for approval by the DEPARTMENT, design development documents consisting of drawings and other documents to fix and describe the size and character of the Project as to architectural, structural, mechanical, and electrical systems, materials and such other elements as may be appropriate.

4. Required Documents

Design services during the Design Development Phase shall consist of continued development and expansion of architectural schematic design documents to establish the final scope, relationships, forms, size and appearance of the Project through:

- General Site plan
- Typical construction details.
- Final materials selections.
- Equipment layouts.
- Identification and resolution of all code issues.

Electrical design services during the Design Development Phase shall consist of continued development of electrical schematic design documents and development of abbreviated specifications to establish:

- Lighting
- Equipment

Civil design services during the Design Development Phase shall consist of continued development of civil schematic design documents and development of abbreviated specifications to establish:

- On-site utility systems
- Off-site utility work
- Grading and drainage systems
- Utility connections and layout
- Concrete, A/C, curb, gutter, sidewalk and striping
- Sand / Oil separator

The Design Development Phase construction cost estimate shall be a detailed line item estimate thoroughly broken down to include estimated quantities for all major items of work. The major categories of the estimate shall be formatted to include all of the 49 Master Specification Divisions. Each consultant shall prepare and submit to the SERVICE PROVIDER a cost estimate covering his portions of the work.

E. CONSTRUCTION DOCUMENTS PHASE

From approved design development documents, prepare and satisfactorily complete within the time allowed, construction documents and a detailed construction cost estimate for

approval by the DEPARTMENT. Thoroughly check and coordinate all drawings and specifications prior to submitting them to the DEPARTMENT.

1. Revise the construction documents as may be required as a result of plan checking.
2. The SERVICE PROVIDER shall meet with Architecture and the District(s) to present and review the construction documents after all plan check comments have been addressed and have been incorporated into the construction documents. The meeting location shall be as directed by the DEPARTMENT. Documents to be presented and reviewed at this meeting shall include Supplemental General Conditions and bid alternates. Approval of the construction documents submittal shall be obtained before payment may be issued and before proceeding with the printing of the bid documents.
3. Prior to submission of the bid documents, the SERVICE PROVIDER shall ascertain all utility company connection and/or permit fees, including fees to be charged by the utility company for work to be performed by the utility company.

a. Plan checking & Approvals

The SERVICE PROVIDER shall provide complete sets of construction documents and calculations for review by designated plan checkers. Construction documents shall be One Hundred percent (100%) complete, including all interdisciplinary coordination. Structural, mechanical and electrical calculations, if applicable, shall be bound and indexed. Computer calculations shall include both input and output and shall be clearly correlated to the construction documents.

Provide written responses to all plan check comments within fourteen (14) days of receipt thereof.

Incorporate appropriate solutions to all plan check into the construction documents and revise the construction cost estimate accordingly.

F. BIDDING PHASE

From approved construction documents, the SERVICE PROVIDER shall prepare and satisfactorily complete the bid documents within the time allowed.

Bid documents prepared by the SERVICE PROVIDER shall include the Drawings, specifications and Supplemental Notice(s). The documents shall be stamped and signed per NRS 623 and 625 respectively. No Supplemental Notice shall be issued less than one (1) week before the bid time established in the Notice to Contractors.

The DEPARTMENT will assemble, print and bind the required number of sets of bid documents, and shall distribute the sets as required.

Attend the bid opening and any pre-bid conferences.

Assist the DEPARTMENT with a recommendation for the award of the construction contract.

a. Bids in Excess of the Construction Budget

If the low bid received exceeds the construction budget by more than seven percent (7%), revise all bid documents and furnish new bid documents to the DEPARTMENT at no increase in fee and repeat all requirements of this Section.

G. CONSTRUCTION ADMINISTRATION PHASE

The Construction Administration Phase shall commence with the issuance of the Notice to Proceed, and terminate one (1) year after the effective date of when the DEPARTMENT issues the Certificate of Substantial Completion.

The SERVICE PROVIDER shall provide technical assistance to DEPARTMENT personnel.

The SERVICE PROVIDER shall attend the preconstruction conference and prepare and submit a list of significant issues to be addressed at the preconstruction conference.

a. Site Visits

The SERVICE PROVIDER and or his subcontractors shall make regular bi-monthly visits to the site to familiarize themselves with the progress and quality of the work to determine if the Work is proceeding in accordance with the Contract Documents. The SERVICE PROVIDER shall visit the site at least once per month, and not less than three (3) visits per Project site, and shall prepare and submit a written report describing their observations during each site visit.

Site visits shall be coordinated with the DEPARTMENT's Inspector.

b. Interpretations

The SERVICE PROVIDER will be the interpreter of the Drawings and Specifications. The SERVICE PROVIDER shall, within ten (10) working days, render such written interpretations as may be necessary for proper execution of the Work. All interpretations and decisions by the SERVICE PROVIDER shall be consistent with the intent of the Contract Documents.

c. Extra Work/Change Orders

The SERVICE PROVIDER shall coordinate the preparation of Extra Work/Change Orders and shall prepare Construction Change Directives for review and approval by the DEPARTMENT.

The SERVICE PROVIDER shall issue no order to contractors that might commit the DEPARTMENT to extra expenses, or otherwise amend the construction contract without first obtaining the approval of the DEPARTMENT.

The SERVICE PROVIDER shall prepare drawings, specifications and other supporting documentation as required clarifying and/or facilitating changes in the Work for review and approval by the DEPARTMENT.

The SERVICE PROVIDER shall review and evaluate proposals from the Contractor regarding changes in the Work and submit recommendations to the DEPARTMENT.

d. Minor changes in the Work

The SERVICE PROVIDER shall have authority to order minor changes in the Work which do not involve an adjustment in the Contract Sum or an extension of Contract Time. Such minor changes shall be consistent with the intent of the Contract Documents and shall be implemented only through written order.

e. Shop Drawing Review

The SERVICE PROVIDER shall review Shop Drawings and submittals within fourteen (14) calendar days of receipt thereof for conformance with the Contract Documents.

f. Contractor's Requests for Payment

Based upon site observations and the Contractor's Request for Payment, the SERVICE PROVIDER shall review and evaluate the amounts claimed by the Contractor and the DEPARTMENT's Inspector.

g. Contractor Claims

The SERVICE PROVIDER shall review and evaluate claims relating to the execution and progress of the Work. Decisions in matters relating to aesthetic effect shall be consistent with the intent of the Contract Documents. Decisions regarding performance by the Contractor are subject to approval by the DEPARTMENT.

h. As-Built Drawings

The SERVICE PROVIDER, and his consultants, shall continually monitor and evaluate the progress and quality of the Contractor's as-built drawings, which shall indicate the complete Project as constructed, including dimensioned locations and sizes of buried utility lines. At a minimum, the SERVICE PROVIDER and his consultants shall review the as-built drawings each month, prior to evaluating the Contractor's Request for Payment.

i. Project Completion and Guarantees

The SERVICE PROVIDER shall conduct inspections to determine the date of Substantial completion and the date of final completion and shall receive and forward to the DEPARTMENT all records, written warranties and related documents required by the Contract Documents and assembled by the Contractor.

j. Operating & Maintenance Manuals

The SERVICE PROVIDER shall review all O & M manuals with the User Group prior to approval.

k. Record Drawings

The SERVICE PROVIDER shall prepare one set of hard copy and one set of electronic record drawings on compact disks showing changes in the Work made during construction based on the as-built drawings and other data furnished by the Contractor to the SERVICE PROVIDER, as specified in the Agreement.

Reproducible record drawings shall be full size bond. The drawings shall incorporate all pertinent revisions and changes that may have occurred during the course of construction. Pertinent shop drawings related to the construction of the Project shall be of the same standard size and material and shall be incorporated and cross referenced into the record drawings. All revision and changes shall be properly drawn and noted by the SERVICE PROVIDER or his consultant. Each sheet shall be prominently noted "RECORD DRAWING" and will be signed and dated by the Architect or Engineer of record. On the cover sheet, the following information shall be recorded: general contractor, final contract amount, and the start and completion dates of construction. The reproducible shall all be of the same standard size and furnished at no added cost to the DEPARTMENT.

H. CONTRACT AND CONSTRUCTION CLOSEOUT PHASE

a. Warranty

The SERVICE PROVIDER and his consultants shall coordinate and attend a nine month warranty inspection at the Project site.

The SERVICE PROVIDER shall provide written opinions or interpretations regarding warranty items for the duration of the warranty period.

I. OWNER RESPONSIBILITIES

a. Existing Drawings

The DEPARTMENT will provide copies of existing DEPARTMENT drawings previously used that provide examples or standards for specific building elements. The consultant shall use these concepts as the basis for design in close coordination with the DEPARTMENT during the design development phase, however they are not intended to limit or replace the SERVICE PROVIDER's input or creativity in producing a project of the highest possible character within the budget.

b. Project Manager and Inspector

The DEPARTMENT shall designate a Project Manager and Inspector authorized to act on the DEPARTMENT's behalf with respect to the Project. The Project Manager and the Inspector shall render decisions in a timely manner pertaining to documents submitted by the SERVICE PROVIDER in order to avoid unreasonable delay in the orderly and sequential progress of the SERVICE PROVIDER's services.

c. Advertisement for Bids

The DEPARTMENT will prepare and advertise the Notice to Contractors.

d. Construction Inspection

During construction, the DEPARTMENT will provide an Inspector on site to observe the Contractor's work.

e. Geotechnical

Unless otherwise agreed, the SERVICE PROVIDER shall include the services of geotechnical engineers when such services are necessary. Such services may include, but are not limited to, test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, ground corrosion and resistivity tests, including necessary operations for anticipating subsoil conditions, with reports and appropriate professional recommendations.

f. Materials Testing

Unless otherwise agreed, the DEPARTMENT shall furnish the services of a materials testing laboratory when such services are necessary.

J. PERFORMANCE & SUBMITTAL REQUIREMENTS

As part of the SERVICE PROVIDER's services and fee, the following number of complete sets of Documents shall be submitted for each phase of work:

Schematic Phase - 4 sets

Design Development Phase - 4 sets

Construction Documents Phase/Plan checking - 5 sets

Bid Document Sets, produced by Owner, from signed drawings and specifications provided by consultant - 2 drawing set

K. STANDARDS OF DESIGN

1. As stated in the Consultant's Agreement
2. International Building Code (IBC), 2009 edition
3. International Mechanical Code (IMC), 2009 edition
4. International Plumbing Code (IPC), 2009 edition
5. National Electrical Code (NEC), 2008 edition
6. International Fire Code (IFC), 2009 edition
7. ADA/ADAAG, ICC/ANSI, Federal Accessibility Requirements

L. APPROVALS REQUIRED BY PROVIDER

the DEPARTMENT's Architecture, the DEPARTMENT's Director's Office, and the State Fire Marshall Office

M. PERFORMANCE SUBMITTALS REQUIRED OF PROVIDER

The following submittals will be required of the SERVICE PROVIDER:

Schematic design and approval - Due by mutually agreeable date established during Agreement process. Approximate time period, no more than three (3) months.

Design Development - Due by mutually agreeable date established during Agreement process. Approximate time period, no more than three (3) months.

Construction Documents - Due by mutually agreeable date established during Agreement process. Approximate time period, no more than four (4) months.

Plan Check and Review – By others. Approximate time period, no more than two (2) months.

Bidding Documents - Due by mutually agreeable date established during Agreement process. Approximate time period, no more than one (1) month.

Construction Administration - As required by the construction schedule provided by the awarded contractor.

N. CONSTRUCTION BUDGET

Seven Hundred Fifty Thousand and no/100 Dollars (\$750,000.00).

Included: All construction elements for a complete project as required, including landscape elements.

Excluded: All permits and fees from any required agencies shall be paid for separately by the DEPARTMENT.

Attachment B
Specification Document Requirements

SECTION 00 00 00 – SECTION TITLE

00 00 00 - 01

PART 1 GENERAL ALL CAPITALS, BOLD

1.1 PARAGRAPH TITLE (ALL CAPITALS, NON-BOLD)

- A. Mixed lettering, space between paragraph heading and A. (Paragraph settings = Indentation section set at Left 0.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)

1.2 PARAGRAPH TITLE (ALL CAPITALS, NON-BOLD)

- A. Mixed lettering, space between paragraph heading and A. (Paragraph settings = Indentation section set at Left 0.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
- B. Mixed lettering, space between A., B., C., etc. (Paragraph settings = Indentation section set at Left 0.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)

1.3 PARAGRAPH TITLE (ALL CAPITALS, NON-BOLD)

- A. Mixed lettering, space between paragraph heading and A. (Paragraph settings = Indentation section set at Left 0.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - 1. Mixed lettering, space between A. and 1., or B. and 1., etc. (Paragraph settings = Indentation section set at Left 1.0"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - 2. Mixed lettering, No space between 1. and 2., etc. (Paragraph settings = Indentation section set at Left 1.0"; Right 0", Special section = Hanging at 0.5", produces this effect.)

1.4 PARAGRAPH TITLE (ALL CAPITALS, NON-BOLD)

- A. Mixed lettering, space between paragraph heading and A. (Paragraph settings = Indentation section set at Left 0.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - 1. Mixed lettering, space between A. and 1., or B. and 1., etc. (Paragraph settings = Indentation section set at Left 1.0"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - a. Mixed lettering, No space between a. and number above. (Paragraph settings = Indentation section set at Left 1.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - b. Mixed lettering, No space between lower case letters. (Paragraph settings = Indentation section set at Left 1.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - 2. Mixed lettering, No space between numbered paragraph and lettered paragraph above it. (Paragraph settings = Indentation section set at Left 1.0"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - a. Mixed lettering, No space between a. and number above. (Paragraph settings = Indentation section set at Left 1.5"; Right 0", Special section = Hanging at 0.5", produces this effect.)
 - i. Mixed lettering, No spaces, This level counts i., ii., iii., etc. (Paragraph settings = Indentation section set at Left 2.0"; Right 0", Special section = Hanging at 0.5", produces this effect.)

PART 2 PRODUCTS (if no paragraphs then add "Not Used")

2.1 (same as above. Paragraphs count from 2.1)

PART 3 EXECUTION (if no paragraphs then add "Not Used")

3.1 (same as above. Paragraphs count from 3.1)

Line Item 5

355-16-814

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): None

Type of Services: On-call Subsurface Utility Engineering

Originated by: Britt Tucker Division: Right-of-Way Date Originated: 6/7/2016

^{DS}
^{RB} Division Head/District Engineer: Ruth Borrelli

Budget Category #: 06 Object #: 8140 Organization #: C030

Estimated Cost: 5,000,000.00 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): 2017,2018,2019,2020

8140 is a new object code specifically for on-call SUE services. Funds to be expended over the next 4 fiscal years as needed for NDOT projects.

Financial Management:

DocuSigned by:
Donna Spelts 6/17/2016
8A78D93AD71E514 Signature Date

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

Project Accounting:

DocuSigned by:
Norfa Lanuza 6/21/2016
3BAB63AE0208114 Signature Date

Director:

Requires Transportation Board Presentation

Does not require Transportation Board presentation

DocuSigned by:
Rudy May 6/21/2016
C4C7CE5CD588114 Signature Date

355-16-814

Attachments:

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



If Amendment, attach original Agreement here:

Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

See attached.

Scope of Services:

See attached.

355-16-814

Financial Management Comments:

.

Project Accounting Comments:

Per Agreement Services a separate master agreement is going to be issued to each firm, and a separate task order is going to be issue to each project.

Director Comments:

Actual amount of spending authority will be approved through the budget process. The state fiscal year 17 and future biennial budget requests are being developed, but generally there is support for timely on-call SUE services in order to not delay project development.

Final contract approval is subject to Transportation Board approval but a formal presentation is not required.. - RM

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

October 13, 2016

TO: John Terry, Assistant Director-Engineering

FROM: Britt Tucker, Project Manager

SUBJECT: Negotiation Summary for RFP P355-16-030 On-Call Subsurface Utility Engineering

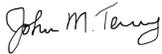
This RFP is to solicit and qualify Subsurface Utility Engineering firms for an on-call list for NDOT projects in an effort to speed up the process of obtaining SUE services. Five firms submitted proposals to this RFP, and all five firms have been qualified. The five firms are as follows:

1. Cardno, Inc
2. Horrocks Engineers, Inc
3. Aztec Engineering Group, Inc
4. KCI Technologies, Inc
5. Utility Mapping Services, Inc

As a result of RFP 355-16-030, five (5) Master Service Agreements shall be awarded with SERVICE PROVIDERS to perform the Scope of Services. Work will be issued by Task Order. All Master Service Agreement SERVICE PROVIDERS will be invited to submit a response to a Request for Approach (RFA) when each task is identified. RFAs will be evaluated and ranked by the DEPARTMENT's Project Manager, with final ranking approved by the Division Head. The top-ranked SERVICE PROVIDER will be awarded the Task Order. The total amount of Task Orders issued to all SERVICE PROVIDERS related to the Scope of Services under RFP 355-16-030 shall not exceed Five Million and No/100 Dollars (\$5,000,000.00).

The DBE goal for this agreement has been established at three and 5/10 percent (3.5%).

Reviewed and Approved:

DocuSigned by:

F36630D9AE87415
Assistant Director

Attachment A Scope of Services

Scope

To establish an on-call list for future Subsurface Utility Engineering (SUE) providers. The service providers shall perform four (4) quality levels (Levels D, C, B, and A) of utility designation within the project limits for future DEPARTMENT projects as described in ASCE Standard Guideline 38-02.

- **Quality Level 'D'**- Typically referred to as “records search”, this level provides information that has been obtained from existing records.
- **Quality Level 'C'**- This level adds field surveys of visible above-ground utility facilities such as valves, fire hydrants, manholes, etc., reconciled to existing utility records.
- **Quality Level 'B'**- This level involves using surface geophysical prospecting techniques to determine the existence and horizontal position of underground utilities.
- **Quality Level 'A'**- This level is the highest level of accuracy and generally uses vacuum excavation equipment at critical positions to determine the precise horizontal and vertical position of underground utilities. DEPARTMENT prefers the use of air-lance excavation for potholing.

SERVICE PROVIDER will submit designation data in MicroStation format to DEPARTMENT for review within two (2) weeks following completion of designation activities. DEPARTMENT design personnel will work with SERVICE PROVIDER to determine exact Pothole locations. All data in final submittal shall include northing, easting, and elevation.

Exact pothole locations will be determined by DEPARTMENT once designation has been completed. A Pothole Exhibit will be provided to the SERVICE PROVIDER showing approximate pothole locations.

Survey data and elevations to be tied to DEPARTMENT survey monuments. SERVICE PROVIDER to contact the DEPARTMENT Geodesy section to obtain information regarding DEPARTMENT monuments. You may also utilize the Location divisions online Location Information System (LOIS) with the link provided.

NDOT Geodesy
1263 South Stewart Street
Carson City, NV 89712
(775) 888-7255 or (775) 888-7256
geodesy@dot.state.nv.us
maps.nevadadot.com/Lois



MEMORANDUM

November 4, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016, Transportation Board of Directors Meeting
Item #6: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded September 16, 2016, through October 18, 2016
- Agreements under \$300,000 executed September 16, 2016, through October 18, 2016
- Settlements entered into by the Department which were presented for approval to the Board of Examiners September 16, 2016, through October 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 September 16, 2016, through October 18, 2016, and agreements executed by the Department from September 16, 2016, through October 18, 2016. There were no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded - Under \$5,000,000, September 16, 2016, through October 18, 2016
- B) State of Nevada Department of Transportation Executed Agreements – Under \$300,000, September 16, 2016, through October 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
September 16, 2016, through October 18, 2016

1. September 29, 2016, at 2:00 PM the following bids were opened for Contract 3639-READV, Project No. SPSR-0317(006), on SR 317, Rainbow Canyon, from 1 mile north of Elgin to the junction of US 93, in Lincoln County, to repair roadway damage and construct drainage structures.

Meadow Valley Contractors, Inc.	\$3,393,465.12
Road and Highway Builders LLC.	\$3,555,555.00
MKD Construction, Inc.	\$3,690,000.00

Engineer's Estimate \$3,216,025.25

The Director awarded the contract on October 14, 2016, to Meadow Valley Contractors, Inc. for \$3,393,465.12.



Line Item #1 – Contract 3639-READV

Project Manager: Steve Bird

Proceed Date: November 20, 2016

Estimate Completion: Summer, 2017

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
September 16, 2016, through October 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	Dir. Office	Note
1	41716	00	ACTION AIR CONDITIONING INC.	TENANT-OWNED IMPROVEMENTS	Y	5,525.00	-	5,525.00	-	16-Sep-16	30-May-18	-	Acquisition	TINA KRAMER	John	09-16-16: TO SELL ALL TENANT-OWNED IMPROVEMENTS LOCATED AT 2020 S. HIGHLAND AVENUE, PROJECT NEON, CLARK COUNTY. NV B/L#: NVD19691000804
2	01716	00	BRUCE BOYER	MAINTENANCE OF FENCING	N	-	-	-	-	9-Mar-16	30-May-19	-	Acquisition	TINA KRAMER	John	03-09-16: NO COST AGREEMENT FOR DEPARTMENT TO SUPPLY MATERIAL, LAND OWNER TO ERECT FENCE FOR THE PURPOSE OF KEEPING LIVESTOCK OFF STATE HIGHWAYS ALONG US 93 NEAR CLOVER VALLEY, ELKO COUNTY. NV B/L#: EXEMPT
3	41616	00	FERRIS INVESTMENTS, INC.	PROTECTIVE RENT AGREEMENT	Y	108,000.00	-	108,000.00	-	16-Sep-16	30-Jul-18	-	Acquisition	TINA KRAMER	John	09-16-16: PROTECTIVE RENT AGREEMENT FOR 2000 S. HIGHLAND AVE, PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20041124752
4	42516	00	GREYSTONE NEVADA, LLC	PLANS FOR WALL ON IR-15	N	-	-	-	-	19-Sep-16	31-Oct-19	-	Acquisition	TINA KRAMER	John	09-19-16: NO COST AGREEMENT TO MODERNIZE AND UPGRADE PLANS TO INSTALL 900.00 LINEAR FEET OF CINDERBLOCK WALL ALONG THE IR-15 FROM ST. ROSE PARKWAY, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19991020134
5	41516	00	IBARRA'S MOBILE KITCHEN	TENANT-OWNED IMPROVEMENTS	Y	21,610.00	-	21,610.00	-	16-Sep-16	30-May-19	-	Acquisition	TINA KRAMER	John	09-16-16: TO SELL ALL TENANT-OWNED IMPROVEMENTS LOCATED AT 1918 S. HIGHLAND AVENUE, PROJECT NEON. CLARK COUNTY. NV B/L#: NVD20161255362
6	55016	00	LV EAST GIBSON, LLC	PLANS FOR WALL/FENCE ON IR-215	N	-	-	-	-	19-Sep-16	31-Oct-19	-	Acquisition	TINA KRAMER	John	09-19-16: NO COST AGREEMENT TO MODERNIZE AND UPGRADE PLANS TO INSTALL 2,289.95 LINEAR FEET OF CINDERBLOCK WALL AND 134 LINEAR FEET OF WROUGHT IRON FENCE ALONG THE IR-215, FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVD20151293254
7	56916	00	PAUL J O'ROURKE	PROTECTIVE RENT AGREEMENT	Y	33,000.00	-	33,000.00	-	5-Oct-16	31-Dec-18	-	Acquisition	TINA KRAMER	John	10-05-16: PROTECTIVE RENT AGREEMENT FOR 1920 S. HIGHLAND AVENUE, UNIT A, FOR PROJECT NEON CLARK COUNTY. NV B/L#: EXEMPT
8	05116	01	DEPARTMENT OF ADMINISTRATION	CALL BEFORE YOU DIG POC	N	-	-	-	-	16-Apr-16	31-Dec-20	12-Oct-16	Coop	JIM WHALEN	John	AMD 1 10-12-16: INCLUDE ADDITIONAL FIBER LOCATION SERVICES. 04-16-16: NO COST AGREEMENT ENTERPRISE INFORMATION TECHNOLOGY SERVICES WILL SERVE AS THE POINT OF CONTACT FOR "CALL BEFORE YOU DIG" SERVICES, CARSON CITY. NV B/L#: EXEMPT
9	49116	00	DOUGLAS COUNTY	FIBER OPTICS USE DOUGLAS CO	N	-	-	-	-	22-Sep-16	1-Apr-21	-	Coop	JIM WHALEN	John	09-22-16: NO COST AGREEMENT TO ESTABLISH RESPONSIBILITIES CONCERNING THE INSTALLATION, OWNERSHIP, MAINTENANCE, AND OPERATION OF FIBER OPTICS AND COMMUNICATION EQUIPMENT, CARSON COUNTY, DOUGLAS COUNTY. NV B/L#: EXEMPT
10	06316	00	FAST RTC SOUTHERN NV	FAST ROLES & RESPONSIBILITIES	N	-	-	-	-	14-Jul-16	12-Dec-20	-	Coop	SETH DANIELS	John	07-14-16: NO COST AGREEMENT TO IDENTIFY EACH MEMBER-AGENCY'S ROLES AND RESPONSIBILITIES FOR FAST, CLARK COUNTY. NV B/L#: EXEMPT
11	56216	00	AT&T	MANHOLE AND VALVE ADJUSTMENT	Y	-	-	-	40,100.00	3-Oct-16	30-May-20	-	Facility	TINA KRAMER	John	10-03-16: REIMBURSEMENT FROM UTILITY FOR ROADBED MODIFICATION OF 11 MANHOLES AND 7 VAULTS LOCATED AT GLENDALE AVENUE FROM KIETZKE TO MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: NVD19131000017
12	42016	00	CEQUEL COMMUNICATIONS	UTILITY ADJUSTMENT	Y	6,203.38	-	6,203.38	-	16-Sep-16	13-Sep-19	-	Facility	TINA KRAMER	John	09-16-16: UTILITY ADJUSTMENT TO RELOCATE 340 LF OF OVERHEAD FIBER-OPTIC CABLE LOCATED ALONG SR372 FROM RIGHT OF HIGHWAY ENGINEER'S APPROXIMATE STATION 420+00, NYE COUNTY. NV B/L#: NVF20041069510
13	41316	00	NV ENERGY	LINE EXTENSION	Y	2,374.00	-	2,374.00	-	16-Sep-16	9-Sep-20	-	Facility	TINA KRAMER	John	09-06-16: TO PERFORM ALTERATION OF EXISTING FACILITIES, UTILITY WILL MODIFY THE ELECTRIC SYSTEM TITLED AS E-1253 US HWY 395-COL-SERV-E-NDOT, CARSON CITY. NV B/L#: NVD19831015840

14	41816	00	NV ENERGY	LINE EXTENSION	N	1,106.00	-	1,106.00	-	16-Sep-16	16-Jul-19	-	Facility	TINA KRAMER	John	09-16-16: LINE EXTENSION FOR KIETZKE LANE, ROBERTS STREET, TAYLOR AVENUE, APPLE STREET, AND GROVE STREET FOR PEDESTRIAN SAFETY, WASHOE COUNTY. NV B/L#: NVD19831015840
15	56116	00	NV ENERGY	LINE EXTENSION	Y	31,972.00	-	31,972.00	-	3-Oct-16	30-May-20	-	Facility	TINA KRAMER	John	10-03-16: TO PERFORM AN ALTERATION OF AN EXISTING FACILITY LOCATED AT US 93 BOULDER CITY BYPASS ON FOOTHILLS RD, CLARK COUNTY. NV B/L#: NVD19831015840
16	42316	00	NV ENERGY	MANHOLE AND VALVE ADJUSTMENT	N	-	-	-	38,400.00	16-Sep-16	30-Sep-20	-	Facility	TINA KRAMER	John	09-16-16: TO REIMBURSE THE DEPARTMENT FOR LOWERING 48 LOCATED GAS VALVES FOR PROJECT SPSR-0648(009) TO RECONSTRUCT THE ROADWAY ON SR-648, GLENDALE AVE FROM KIETZKE LANE TO MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: NVD19831015840
17	42416	00	NV ENERGY	MANHOLE AND VALVE ADJUSTMENT	N	-	-	-	22,200.00	16-Sep-16	30-Sep-20	-	Facility	TINA KRAMER	John	09-16-16: TO REIMBURSE THE DEPARTMENT FOR LOWERING OF 2 MANHOLES AND 5 VAULTS FOR PROJECT SPSR-0648(009) TO RECONSTRUCT THE ROADWAY ON SR-648, GLENDALE AVE FROM KIETZKE LANE TO MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: NVD19831015840
18	41416	00	SOUTHWEST GAS	SURFACE ADJUSTMENT	Y	-	-	-	-	16-Sep-16	9-Sep-20	-	Facility	TINA KRAMER	John	09-06-16: NO COST AGREEMENT TO LOCATE AND LOWER MANHOLES AND VALVES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, CLARK COUNTY. NV B/L#: NVF19571000091
19	42216	00	VALLEY ELECTRIC ASSOCIATION	LINE EXTENSION	Y	2,415.18	-	2,415.18	-	16-Sep-16	30-May-20	-	Facility	TINA KRAMER	John	09-16-16: LINE EXTENSION TO CONNECT TO VALLEY ELECTRIC ASSOCIATION'S DISTRIBUTION SYSTEM LOCATED AT SR 160 AND IRENE, NYE COUNTY. NV B/L#: NVD19651000140
20	42116	00	VALLEY ELECTRIC ASSOCIATION	LINE EXTENSION	N	2,415.18	-	2,415.18	-	26-Sep-16	30-May-20	-	Facility	TINA KRAMER	John	09-16-16: TO PROVIDE INSTALLATION OF ELECTRICAL DISTRIBUTION SYSTEM FOR PROPERTY LOCATED AT 2521 N NEVADA HIGHWAY AT BLOSSER RANCH, NYE COUNTY. NV B/L#: NVD19651000140
21	55516	00	VALLEY ELECTRIC ASSOCIATION	LINE EXTENSION	N	1,078.25	-	1,078.25	-	26-Sep-16	30-May-20	-	Facility	TINA KRAMER	John	09-26-16: LINE EXTENSION TO PROVIDE ELECTRICAL SERVICE AT 1850 S NEVADA HIGHWAY 160, NYE COUNTY. NV B/L#: NVD19651000140
22	48716	00	BOULDER CITY	FAA GRANT REIMBURSEMENT	Y	27,035.00	-	27,035.00	-	29-Sep-16	31-Dec-16	-	Grantee	KURT HAUKOHL	Sondra	09-29-16: PARTIAL REIMBURSEMENT TO CITY OF BOULDER CITY FOR FAA GRANT INVOLVING THE REHABILITATION OF RUNWAY AND DRAINAGE OF BOULDER CITY AIRPORT, CLARK COUNTY. NV B/L#: EXEMPT
23	49816	01	ELKO COUNTY JACKPOT AIRPORT	FAA GRANT REIMBURSEMENT	Y	13,121.00	50.00	13,171.00	-	19-Sep-16	30-Dec-16	6-Oct-16	Grantee	KURT HAUKOHL	Sondra	AMD 1 10-06-16: INCREASE AUTHORITY BY \$50.00 FROM \$13,121.00 TO \$13,171.00 DUE TO A SHORTAGE OF FUNDS ON ORIGINAL AGREEMENT. 09-21-16: PARTIAL REIMBURSEMENT FOR FAA AIP GRANT LOCAL MATCHING FUNDS TO REPLACE AIRPORT RUNWAY LIGHTING APPROACH LIGHTS AND SEGMENTED CIRCLE AT JACKPOT AIRPORT, ELKO COUNTY. NV B/L#: EXEMPT
24	62816	00	CHURCHILL COUNTY	NOXIOUS WEED CONTROL	N	80,000.00	-	80,000.00	-	12-Oct-16	31-Dec-18	-	Interlocal	GREG MINDRUM	Reid	10-12-16: TO PROVIDE NOXIOUS WEED CONTROL ON NDOT RIGHT-OF-WAYS, CHURCHILL COUNTY. NV B/L#: EXEMPT
25	54316	00	CHURCHILL COUNTY	ROADWAY IMPROVEMENTS	Y	20,021.70	-	18,019.53	2,002.17	5-Oct-16	30-Jun-17	-	Interlocal	BRANDON HENNING	Sondra	10-05-16: ROADWAY IMPROVEMENTS NECESSARY FOR THE INSTALLATION OF A NEW RAILROAD CROSSING SURFACE AT VARIOUS RAILROAD CROSSINGS IN FALLON, CHURCHILL COUNTY. NV B/L#: EXEMPT
26	62916	00	DOUGLAS COUNTY PARKS & REC	NOXIOUS WEED CONTROL	N	181,600.00	-	181,600.00	-	17-Oct-16	31-Dec-18	-	Interlocal	GREG MINDRUM	Reid	10-17-16: PROVIDE WEED SPRAYING WITHIN NDOT RIGHTS-OF-WAY TO CONTROL NOXIOUS WEEDS, CARSON CITY, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: EXEMPT
27	43016	00	DPS-OTS	IMPLEMENTATION OF NCATS	Y	3,000,000.00	-	3,000,000.00	-	19-Sep-16	30-Nov-19	-	Interlocal	JAIME TUDDAO	Sondra	09-21-16: IMPLEMENTATION OF NEVADA CITATION TRACKING SYSTEM (NCATS), STATEWIDE. NV B/L#: EXEMPT
28	63116	00	TRI-COUNTY WEED CONTROL	NOXIOUS WEED CONTROL	N	268,518.20	-	268,518.20	-	30-Sep-16	31-Dec-18	-	Interlocal	GREG MINDRUM	Reid	09-30-16: TO PROVIDE NOXIOUS WEED CONTROL FOR NDOT RIGHTS-OF-WAY IN LINCOLN, NYE, WHITE PINE, AND CLARK COUNTIES. NV B/L#: EXEMPT
29	36616	00	UNIVERSITY OF NEBRASKA LINCOLN	RESEARCH STUDY ON CONCRETE	Y	186,719.00	-	186,719.00	-	23-Sep-16	30-Sep-18	-	Interlocal	MANJU KUMAR	Sondra	09-23-16: CONDUCT RESEARCH STUDY ON DEVELOPMENT OF SPECIFICATIONS FOR HIGH-PERFORMANCE FIBER CONCRETE FOR NEVADA, STATEWIDE. NV B/L#: EXEMPT
30	50116	00	UNLV	HOSTING SERVICES FOR UDI UNLV	N	130,014.00	-	130,014.00	-	27-Sep-16	30-Sep-20	-	Interlocal	JOHN BURGESS	John	09-27-16: TO HOST SERVICES AT UNLV FOR UTILITY DATA INFORMATION AND RELATED APPLICATIONS AND DATABASES, CLARK COUNTY. NV B/L#: EXEMPT

31	61516	00	BRANDON CANADY	QUINN RIVER HOUSE #1	N	-	-	-	3,000.00	11-Oct-16	31-Oct-20	-	Lease	SANDY SPENCER	Tracy	10-11-16: FOUR YEAR LEASE TO DEPARTMENT EMPLOYEE OF HOUSE #1 AT QUINN RIVER MAINTENANCE STATION, HUMBOLDT COUNTY. NV B/L#: EXEMPT
32	28216	01	CLEAR CHANNEL OUTDOOR INC.	COMPENSATION FOR PROPERTY	Y	104,721.48	-	104,721.48	-	2-Jun-16	30-Nov-17	-	Lease	TINA KRAMER	John	AMD 1 09-19-16: TO EXTEND TERMINATION DATE FROM 08-31-17 TO 11-30-17 TO COMPENSATE CLEAR CHANNEL FOR LOSS OF ADVERTISING WHILE IN PROCESS OF RELOCATING BILLBOARD. 06-02-16: RIGHT OF ENTRY AGREEMENT FOR COMPENSATION FOR LOSS OF ADVERTISING WHILE IN PROCESS OF RELOCATION OF BILLBOARD DUE TO PENDING ACQUISITION FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19981236769
33	52416	00	STEVEN JIM	NORTHFORK HOUSE #271	N	-	-	-	3,000.00	3-Oct-16	30-Sep-20	-	Lease	SANDY SPENCER	Tracy	10-3-16: LEASE OF MAINTENANCE STATION HOUSE NORTHFORK #271 TO DEPARTMENT EMPLOYEE, ELKO COUNTY. NV B/L#: EXEMPT
34	56816	00	BLUE WATERS, LLC	LAND SALE WEST 6TH STREET	N	-	-	-	185,778.50	5-Oct-16	31-Dec-16	-	Property Sale	TINA KRAMER	John	10-05-16: SALE OF PROPERTY LOCATED ALONG SUR 13-15 785 WEST 6TH STREET IN RENO, WASHOE COUNTY. NV B/L#: NVD20021141356
35	41916	00	BOARD OF REGENTS	CONSTRUCTION OUTSIDE OF ROW	Y	-	-	-	-	16-Sep-16	30-Sep-19	-	ROW Access	TINA KRAMER	John	09-16-16: NO COST AGREEMENT FOR DRIVEWAY ACCESS LOCATED ON UNLV LAND TO RECONSTRUCT HASTINGS INTERSECTION ACCESS AND BEARDEN, CLARK COUNTY. NV B/L#: EXEMPT
36	53316	00	CHARTER COMMUNICATION	MANHOLE AND VALVE ADJUSTMENT	N	-	-	-	-	23-Sep-16	30-May-20	-	ROW Access	TINA KRAMER	John	09-23-16: NO COST AGREEMENT FOR MANHOLE AND VALVE COVER ADJUSTMENT OF 4 CABLE BOXES LOCATED ON SR-648, WASHOE COUNTY. NV B/L#: NVF120041300276
37	56416	00	JEFF & SHARI PHEASANT	RIGHT OF WAY ENTRY	N	-	-	-	-	3-Oct-16	30-May-20	-	ROW Access	TINA KRAMER	John	10-03-16: NO COST AGREEMENT FOR RIGHT OF WAY ENTRY FOR PARCEL LOCATED AT GLENDALE AVENUE FROM KIETZKE TO MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: EXEMPT
38	56316	00	JSS VENTURES,LLC	RIGHT OF WAY ENTRY	N	-	-	-	-	3-Oct-16	30-May-20	-	ROW Access	TINA KRAMER	John	10-03-16: NO COST AGREEMENT FOR RIGHT OF WAY ENTRY FOR PARCEL LOCATED AT GLENDALE AVENUE FROM KIETZKE TO MCCARRAN BLVD, WASHOE COUNTY. NV B/L#: EXEMPT
39	49516	00	THE NATURE CONSERVANCY	KODACHROME WASH PROJECT	N	114,253.00	-	114,253.00	-	20-Sep-16	31-Dec-20	-	Service Provider	JULIE ERVIN-HOLOUBEK	John	09-20-16: MITIGATION WORK AT KODACHROME WASH PROJECT AS A CONDITION OF ARMY CORP 404 PERMIT TO OFFSET DISTURBANCE TO 'WATERS OF THE US' FOR BOULDER CITY BYPASS PHASE 2, CLARK COUNTY. NV B/L#: NVF19621000306
40	54216	00	ADT, LLC	SECURITY SYSTEM INSTALLATION	N	5,000.00	-	5,000.00	-	30-Sep-16	31-Dec-20	-	Service Provider	ED MIRANDA		09-30-16: INSTALLATION OF NEW SECURITY SYSTEM, AND MONTHLY SECURITY MONITORING FOR PROJECT NEON OFFICE BUILDING LOCATED AT 3014 WEST CHARLESTON BLVD, CLARK COUNTY. NV B/L#: NVF20121199484-Q
41	46816	00	ARTISTIC FENCE COMPANY	INSTALL FENCE US50-US395	N	72,775.00	-	72,775.00	-	29-Sep-16	31-Dec-17	-	Service Provider	MARLENE REVERA	Tracy	9-29-16: CLEARING, GRUBBING EMBANKMENT AND INSTALLING CHAIN LINK FENCE NEAR THE JUNCTION OF US 50 AND US 395, CARSON CITY. NV B/L#: NV19711002179-Q
42	44216	01	ASSOCIATED GENERAL CONTRACTORS	TEACHER WORKFORCE DEVELOPMENT	N	15,000.00	10,000.00	25,000.00	-	28-Jul-16	30-Jun-17	-	Service Provider	TRACY LARKIN-THOMASON	Tracy	AMD 1 09-28-16: INCREASE AUTHORITY BY \$10,000.00 FROM \$15,000.00 TO \$25,000.00 FOR ADDITIONAL WORKFORCE DEVELOPMENT TO PROVIDE ADDITIONAL SAFETY AND TRAINING IN NORTHERN NEVADA SCHOOLS. 07-28-16: SERVICE AGREEMENT TO PROVIDE AN ACCREDITED TEACHER FOR WORKFORCE DEVELOPMENT TRAINING IN NORTHERN NEVADA AND OUTREACH PRESENTATION THROUGHOUT THE STATE, WASHOE COUNTY. NV B/L# NVD19391000135
43	55816	00	CARTER-OTT APPRAISAL INC.	APPRAISAL SERVICE COLLEGE PKWY	N	4,000.00	-	4,000.00	-	26-Sep-16	30-Dec-16	-	Service Provider	TINA KRAMER	John	09-26-16: APPRAISAL SERVICE FOR PARCEL LOCATED ON US-395 COLLEGE PARKWAY, CARSON CITY. NV B/L#: NVD12015078078

44	56413	02	CH2M HILL, INC.	FEDERAL POLICY ANALYSIS	N	317,268.00	35,000.00	450,268.00	-	11-Sep-14	30-Nov-16	16-Sep-16	Service Provider	TRACY LARKIN-THOMASON	Tracy	AMD 2 09-16-16: TO INCREASE AUTHORITY BY \$35,000.00 FROM \$415,268.00 TO \$450,268.00 AND EXTEND TERMINATION DATE FROM 09-30-16 TO 11-30-16 DUE TO THE NEED TO ALLOW TIME FOR THE COMPLETION OF AN RFP TO SOLICIT CONTINUATION OF SERVICES. AMD 1 03-28-16: INCREASE AUTHORITY BY \$98,000.00 FROM \$317,268.00 TO \$415,268.00 FOR CONTINUATION OF SERVICES, AND ADDING LITERATURE REVIEW OF NATIONAL AND INTERNATIONAL ACTIVITIES TO THE SCOPE OF SERVICES. 09-08-14: PROFESSIONAL AND SPECIALIZED SERVICES RELATING TO FEDERAL TRANSPORTATION PROGRAMS, PROJECTS, LEGISLATION, AND REGULATIONS, INCLUDING THE NEED FOR TIMELY INFORMATION REGARDING SUCH CONCERNS AND THEIR IMPACT UPON NEVADA'S TRANSPORTATION PROGRAMS. STATEWIDE. NV B/L#: NV19931065492-R
45	62116	00	CH2M HILL, INC.	AUTONOMOUS VEHICLE ACTIVITIES	N	112,000.00	-	112,000.00	-	13-Oct-16	30-Apr-17	-	Service Provider	TRACY LARKIN-THOMASON	Tracy	10-13-16: ADVANCE THE STATE OF NEVADA'S INTEREST IN EXISTING AND PROPOSED FEDERAL LEGISLATION, PROJECTS, POLICIES AND REGULATIONS PERTAINING TO AUTONOMOUS/CONNECTED VEHICLES AND DRONES IN SUPPORT OF THE IMPLEMENTATION OF THE CENTER OF AUTOMATED MOBILITY ACTIVITIES, STATEWIDE. NV B/L#: NVF19931065492
46	45212	03	CHAPMAN LAW FIRM	ROBARTS 1981 TRUST VS NDOT	Y	475,725.00	-	475,725.00	-	23-Oct-12	30-Sep-18	21-Sep-16	Service Provider	DENNIS GALLAGHER		AMD 3 09-21-16: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 09-30-16 TO 09-30-18 TO CONTINUE THE LEGAL SERVICES FOR PROJECT NEON. AMD 2 08-12-15: NO COST AMENDMENT TO EXPAND SCOPE OF SERVICES TO INCLUDE BOTH THE INVERSE AND THE DIRECT CONDEMNATION CASES. AMD 1 09-12-14: NO COST TIME EXTENSION FROM 09-30-14 TO 09-30-16 IN ORDER TO RESOLVE THE LAWSUIT. 10-23-12: REPRESENTATION BY CHAPMAN LAW FIRM RE: ROBARTS 1981 DECEDENTS TRUST VS NDOT; 8TH JD A-12-665880-C, WASHOE COUNTY. NV B/L#: NVD20011462722
47	55116	00	CITY OF LAS VEGAS	MANHOLE AND VALVE ADJUSTMENT	Y	-	-	-	175,200.00	21-Sep-16	31-Oct-20	-	Service Provider	TINA KRAMER	John	09-21-16: TO REIMBURSE THE DEPARTMENT FOR LOWERING OF 96 MANHOLES AND 3 VALVE COVERS BEFORE CONSTRUCTION LOCATED ON SR159 AT CHARLESTON BLVD, CLARK COUNTY. NV B/L#: NVD20161345271
48	55916	00	CRITERION GROUP	PARCEL APPRAISAL BLUE DIAMOND	Y	3,750.00	-	3,750.00	-	26-Sep-16	30-Dec-16	-	Service Provider	TINA KRAMER	John	09-26-16: APPRAISAL SERVICES FOR PROPERTY LOCATED ON SR SUR SRI-60 AT IR-15 BLUE DIAMOND, CLARK COUNTY.
49	21016	00	DICKSON COMMERCIAL GROUP	BROKER RESPONSIBILITIES	N	250,000.00	-	250,000.00	-	3-Oct-16	30-Jun-18	-	Service Provider	DIANA CALLAHAN	John	10-03-16: TO SERVE AS A BROKER FOR THE SALE OF PROPERTIES CURRENTLY OWNED BY THE DEPARTMENT, CARSON, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: NVD20141398561
50	22716	00	FORD FLEET TRAINING, DBA BUDCO	FORD POWERSTROKE TRAINING	N	25,200.00	-	25,200.00	-	5-Oct-16	31-Dec-17	-	Service Provider	BARBARA STEARNS	Bill	10-05-16: TO PROVIDE TRAINING ON MAINTENANCE, TROUBLE SHOOTING AND REPAIR OF FORD 6.4L POWERSTROKE DIESEL AND FORD 6.7L POWERSTROKE DIESEL IN ALL THREE DISTRICTS, CLARK, WASHOE, AND ELKO COUNTY. NV B/L#: NVD19951086045-S
51	54716	00	GEOSTABILIZATION INTERNATIONAL	SR157 SLOPE SCALING	N	166,375.65	-	166,375.65	-	17-Oct-16	30-Jun-17	-	Service Provider	JENNIFER MANUBAY	Tracy	10-17-16: SLOPE SCALING ON SR157 BETWEEN MP 0.20 AND MP 0.95, CLARK COUNTY. NV B/L#: NV20091194260-Q
52	63416	00	ICE TEAMS, LLC	INDEPENDENT COST ESTIMATOR	N	167,000.00	-	167,000.00	-	11-Oct-16	30-Dec-18	-	Service Provider	NICK JOHNSON	John	10-11-16: PERFORM INDEPENDENT COST ESTIMATOR (ICE) SERVICES FOR SR 28 FEDERAL LAND ACQUISITION PROJECT (FLAP) AS PART OF THE CONSTRUCTION MANAGER AT RISK (CMAR) PROGRAM, WASHOE, CARSON, AND DOUGLAS COUNTIES. NV B/L#: NVF20161541307-S
53	55716	00	JOHNSON VALUATION GROUP	APPRAISAL SERVICE FOR SR207	N	4,000.00	-	4,000.00	-	23-Sep-16	30-Dec-16	-	Service Provider	TINA KRAMER	John	09-23-16: APPRAISAL OF PROPERTY LOCATED AT SR 207 KINGSBURY GRADE EAST OF US-50, DOUGLAS COUNTY. NV B/L#: NVD2015078078
54	55616	00	JOHNSON VALUATION GROUP	APPRAISAL SERVICE FOR US395	N	12,500.00	-	12,500.00	-	26-Sep-16	30-Dec-16	-	Service Provider	TINA KRAMER	John	09-23-16: APPRAISAL SERVICE FOR PROPERTY LOCATED ON US-395 AT THE MARTIN SLOUGH AND MULLER LANE, DOUGLAS COUNTY. NV B/L#: NVD2015078078

55	29814	01	KIMLEY HORN AND ASSOCIATES	CENTRAL SYSTEM SOFTWARE	N	837,000.00	130,000.00	967,000.00	-	8-Sep-14	31-Dec-19	20-Sep-16	Service Provider	JEFF LERUD	John	AMD 1 09-20-16: INCREASE AUTHORITY BY \$130,000.00 FROM \$837,000.00 TO \$967,000.00 AND EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-19 DUE TO ADDITIONS TO THE SCOPE OF SERVICES. 09-08-14: UPDATE CENTRAL SYSTEM SOFTWARE IN ORDER TO SUPPORT THE DEPLOYMENT OF THE ACTIVE TRAFFIC MANAGEMENT SYSTEM FOR PROJECT NEON, CLARK COUNTY. NV B/L#: NVF19911015458
56	47916	00	LAS VEGAS PAVING CORP	EROSION CONTROL CRAIG I-15	N	124,990.00	-	124,990.00	-	3-Oct-16	30-Jun-17	-	Service Provider	JENNIFER MANUBAY	Tracy	10-3-16: EROSION CONTROL ON CRAIG ROAD OFF RAMP FROM I-15 NORTHBOUND, CLARK COUNTY. NV B/L#: NV19581000650-Q
57	56016	00	LEE B. SMITH	PARCEL APPRAISAL NEAR NIXON	Y	24,750.00	-	24,750.00	-	26-Sep-16	28-Apr-17	-	Service Provider	TINA KRAMER	John	09-26-16: APPRAISAL SERVICES FOR THE 10 PROPERTIES LOCATED ON SR 447 NEAR NIXON, WASHOE COUNTY. NVD20101536474
58	56616	00	LYN C NORBERG MAI	APPRAISAL OF PROPERTY	Y	9,000.00	-	9,000.00	-	3-Oct-16	17-Mar-17	-	Service Provider	TINA KRAMER	John	10-03-16: APPRAISAL OF MULTIPLE PARCELS U-395-DO-026.085,U-395-DO-026.085TE, U-395-DO026.202,U-395-DO-028.928, AND U-395-DO-028.928TE, LOCATED ALONG US 395, DOUGLAS COUNTY. NV B/L#: NVD20101027385
59	56716	00	LYN C NORBERG MAI	APPRAISAL OF PROPERTY	Y	6,000.00	-	6,000.00	-	3-Oct-16	31-Mar-17	-	Service Provider	TINA KRAMER	John	10-03-16: APPRAISAL OF MULTIPLE PARCELS U-395-DO-026.281 AND U-395-DO-026.281TE, LOCATED ALONG US 395, DOUGLAS COUNTY. NV B/L#: NVD20101027385
60	63916	00	MARK RESOLVE, INC	IDENTIFICATION OF DELAY CLAIMS	N	25,000.00	-	25,000.00	-	4-Oct-16	1-Apr-17	-	Service Provider	ALICE COFFMAN		10-04-16: IDENTIFICATION AND EVALUATION OF ALLEGED DELAY NDOT, WASHOE COUNTY AND CARSON CITY. NV B/L#: NVF20111277994
61	54816	00	Q & D CONSTRUCTION INC	TURN LANE SR659	N	177,815.84	-	177,815.84	-	6-Oct-16	30-Jun-17	-	Service Provider	GREG MINDRUM	Reid	10-6-16: CONSTRUCT TURN LANE EXTENSION ON SR659 AT NORTHTOWNE LN, WASHOE COUNTY. NV B/L#: NV19671000639-Q
62	46216	00	RICK'S FLOOR COVERING	HQ CARPETING	N	49,671.00	-	49,671.00	-	26-Sep-16	31-Jan-17	-	Service Provider	ANNETTE BALLEW	Reid	09-26-16: CARPET INSTALLATION IN DEPARTMENT HQ BUILDING, CARSON CITY. NV B/L#: NV20001249736-Q
63	51416	00	SILVER KNOLLS ELECTRIC INC	LIGHTING UPGRADE MINA MS	N	26,826.16	-	26,826.16	-	6-Oct-16	31-Jan-17	-	Service Provider	ANNETTE BALLEW	Reid	10-06-16: LIGHTING UPGRADE AT THE MINA MAINTENANCE STATION, MINERAL COUNTY. NV B/L#: NV19961096023-Q
64	47816	00	TAB CONTRACTORS	BRIDGE RAIL REPAIR I-515	N	62,402.20	-	62,402.20	-	4-Oct-16	30-Jun-17	-	Service Provider	JENNIFER MANUBAY	Tracy	10-4-16: TO RECONSTRUCT BRIDGE RAIL ON I-515 AT WAGONWHEEL, CLARK COUNTY. NV B/L#: NV19841002404-Q
65	51716	00	TRIUMPH ELECTRIC INC	ELECTRICAL UPGRADE FERNLEY MS	N	46,800.00	-	46,800.00	-	10-Oct-16	31-Jan-17	-	Service Provider	ANNETTE BALLEW	Reid	10-10-16: FOR ELECTRIC SERVICE UPGRADE AND MODULAR CONNECTIONS AT THE FERNLEY MAINTENANCE STATION, CHURCHILL COUNTY. NV B/L#: NV20061333657-Q
66	11212	01	UNION PACIFIC RAILROAD COMPANY	RR X AUTO FLASHING PRISON RD	Y	163,798.00	15,117.00	178,915.00	-	15-Feb-12	31-Dec-16	5-Oct-16	Service Provider	LORI CAMPBELL	Sondra	AMD 1 10-05-16: INCREASE AUTHORITY BY \$15,117.00 FROM \$163,798.00 TO \$178,915.00 DUE TO CONSTRUCTION COSTING MORE THAN ORIGINALLY ANTICIPATED. 2-15-12: AGREEMENT TO UPDATE EXISTING RAILROAD CROSSING SURFACE AND INSTALL AUTOMATIC FLASHING LIGHT SIGNALS WITH GATE AT PRISON ROAD IN JEAN, NV, CLARK COUNTY. NV B/L: NVF19691003146
67	05615	02	TOWN OF GARDNERVILLE	CROSSWALK IMPROVEMENTS	Y	378,317.00	90,000.00	468,317.00	17,556.00	21-May-15	31-Dec-18	22-Sep-16	Stewardship	TONIA ANDREE	John	AMD 2 9-22-16: TO INCREASE AUTHORITY BY \$90,000, FROM \$378,317.00 TO \$468,317.00 DUE TO ADDITIONAL WORK REQUIRED BY THE DEPARTMENT. AMD 1 05-09-16: TO CHANGE TERMINATION DATE FROM 12-31-17 TO 12-31-18 AND TO CLARIFY RIGHT OF WAY RESPONSIBILITIES. 05-21-15: TO AUTHORIZE THE TOWN OF GARDNERVILLE TO CONSTRUCT CROSSWALK IMPROVEMENTS ON US395 AT FOUR INTERSECTIONS, DOUGLAS COUNTY. NV B/L#: EXEMPT
68	62216	00	GOODFELLOW CORPORATION	TRUCK PERMIT	N	600.00	-	-	600.00	15-Sep-16	1-Oct-25	-	Truck Permits	KANDEE BAHR WORLEY	Robert	09-15-16: ESTABLISHMENT OF TRUCK PERMIT PAYMENTS, CARSON COUNTY. NV B/L#: NVF20121467123



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

MEMORANDUM

November 7, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item # 7: Action Item: Condemnation Resolution No. 459
I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange; Project NEON; in the City of Las Vegas; Clark County. 2 Owners, 4 Parcels – For possible action

Summary:

The department is acquiring property and property rights for the widening and reconstruction of the I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange, in the City of Las Vegas, Clark County. These properties are for the design/build phase of Project NEON. The department is seeking the Board's approval of a condemnation action for the unresolved acquisitions as described below.

Background:

Grant Properties LV LLC - The negotiations are unresolved for the acquisitions from Grant Properties LV LLC. It is necessary to acquire a 42,522 square foot (0.98 acre) acquisition in fee and an 8,126 square foot (0.19 acre) permanent easement for construction and maintenance purposes, both from a 107,595 square foot (2.47 acre) Industrial-zoned parcel. The acquisitions fall within the westerly portion of the site. The improvements to be acquired consist of two ancillary buildings totaling 1,660 square feet, portions of the paved parking area with light standards and an outdoor advertising sign and sign site. The remaining portion of the site is improved with a building totaling 13,844 square feet, two on-premise advertising signs, and site improvements. **The acquisitions in question, which lie east of the I-15 Freeway, along the northwest side of Western Avenue, approximately 445 feet northeasterly of Oakey Boulevard, in the City of Las Vegas, are highlighted in green on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).**

Grant Family Holdings I LLC - The negotiations are also unresolved for the acquisitions from Grant Family Holdings I LLC. It is necessary to acquire a 3,616 square foot (0.08 acre) acquisition in fee and a 1,562 square foot (0.04 acre) permanent easement for construction and maintenance purposes, both from a 31,315 square foot (0.72 acre) Industrial-zoned parcel. The site is improved with a warehouse/office building totaling 5,790 square feet, a corrugated metal canopy, paved parking with light standards, and an outdoor advertising sign and sign site. **The acquisitions in question, which lie east of the I-15 Freeway, along the northwest side of Western Avenue, approximately 1,080 feet northeasterly of Oakey Boulevard, in the City**

Department of Transportation Board of Directors
November 7, 2016
Page 2

of Las Vegas, are **highlighted in blue** on the right-of-way plans that are part of the **Condemnation Resolution (Attachment 2)**.

Analysis:

A condemnation resolution is requested so that the Department can certify the right-of-way to the Federal Highway Administration to meet the project schedule. Prior to construction all environmental testing, demolition and utility relocations must be accomplished. Pursuant to Chapter 241 of the Nevada Revised Statutes, the required notices regarding this open meeting have been served.

Recommendation for Board Action:

Board approval of this resolution of condemnation is respectfully requested.

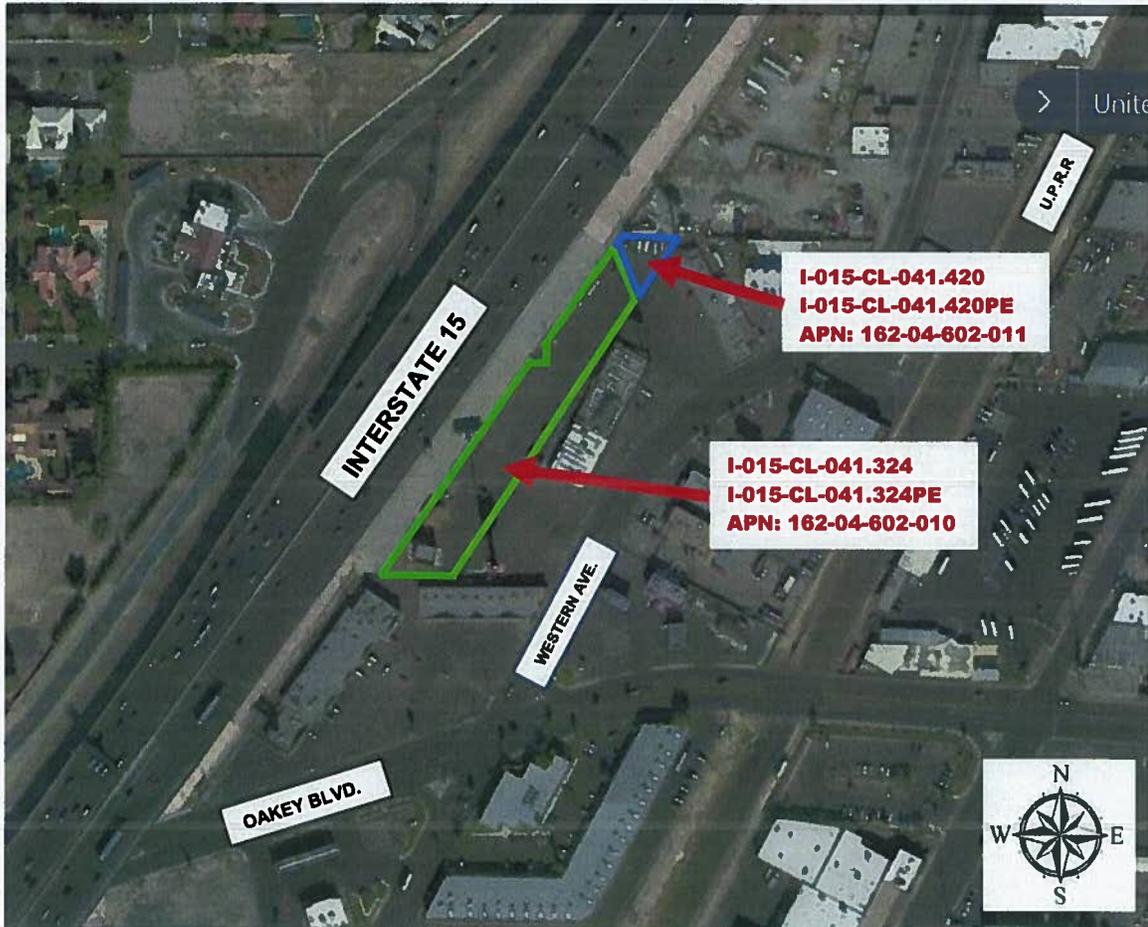
List of Attachments:

1. Location map
2. Condemnation Resolution No. 459 with Right-of-Way plans
3. Section 408.503 of the Nevada Revised Statutes
4. Section 241.034 of the Nevada Revised Statutes

Prepared by:

Ruth Borrelli, Chief RW Agent 

LOCATION MAP



CONDEMNATION RESOLUTION No. 459

DESCRIPTION: I-15 Freeway, from Desert Inn Road to the US-95/I-515 Interchange; Project NEON in the City of Las Vegas, County of Clark, State of Nevada

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE WIDENING AND RECONSTRUCTION OF THE I-15 FREEWAY, FROM DESERT INN ROAD NORTH TO THE U.S. 95/I-515 INTERCHANGE, IN THE CITY OF LAS VEGAS, CLARK COUNTY, NEVADA.

CONDEMNATION RESOLUTION NO. 459

WHEREAS, the Department of Transportation of the State of Nevada (hereinafter the "Department") is empowered by chapter 408 of the Nevada Revised Statutes to acquire real property, interests therein, and improvements located thereon for the construction and maintenance of highways; and

WHEREAS, the Department has determined that the public interest and necessity require the acquisition, reconstruction, and completion by the State of Nevada, acting by and through the Department, of a public improvement, namely the widening and reconstruction of the I-15 Freeway, from Desert Inn Road north to the U.S. 95/I-515 Interchange, in the City of Las Vegas, Clark County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

WHEREAS, the right-of-way plans are attached hereto and incorporated herein depicting the parcels described herein; and

WHEREAS, the Department plans to obligate federal-aid funds for this project, and let a construction contract for said project, and the real property hereinafter described will be needed for said freeway project; and

WHEREAS, pursuant to section 408.503 of the Nevada Revised Statutes, the Department shall not commence any legal action in eminent domain until the Board of Directors of the Department adopts a resolution declaring that the public

interest and necessity require the highway improvement and that the property described is necessary for such improvement.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Department, pursuant to section 408.503 of the Nevada Revised Statutes:

That the public interest and necessity require the acquisition, construction, reconstruction, improvement, maintenance or completion by the State of Nevada, acting through the Department, of a public improvement, namely a freeway; and that the real property hereinafter described is necessary for said public improvement; and

That the proposed construction of said public highway improvement on and along an alignment heretofore approved is planned and located in a manner which will be the most compatible with the greatest public good and the least private injury.

BE IT FURTHER RESOLVED THAT the Department be and is hereby authorized and directed:

To acquire in the name of and in behalf of the State of Nevada, in fee simple absolute, unless a lesser estate is hereinafter described, the following described real property and interests therein by the exercise of the power of eminent domain in accordance with the provisions of chapters 37 and 408 of the Nevada Revised Statutes;

To commence and prosecute, if necessary, in the name of the State of Nevada, condemnation proceedings in the proper court to condemn said real property and interests therein; and

To make application to said court for an order permitting the Department to take possession and use of said real property as may be necessary for construction of said public highway improvement, and to pledge the public faith and credit of the State of Nevada as security for such entry or, should the Department deem such advisable, to deposit with the Clerk of such court, in lieu of such pledge, a sum equal to the value of the premises sought to be condemned as appraised by the Department, and to acquire the following real property:

PARCEL NOS. I-015-CL-041.324 and I-015-CL-041.324PE, owned by Grant Properties LV LLC, a Nevada Limited-Liability Company

Said real property situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada, and more particularly described as being portions of the SW 1/4 of the NE 1/4 of Section 4, T. 21 S., R. 61 E., M.D.M., and more fully described by metes and bounds as follows:

PARCEL NO. I-015-CL-041.324 to be acquired in fee simple.

COMMENCING at the section corner common to Sections 3, 4, 9 and 10, a FOUND 2" BRASS CITY OF LAS VEGAS DISK FLUSH ON A 0.6' CONC CYLINDER STAMPED "CLV S4/S3/S10/S9 PLS 5094" shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on that certain Plat Map of WESTERN FLEX WAREHOUSE, filed for record on August 23, 2005, as Instrument No. 200508230001630, as Map File 126, Page 31, Official Records Clark County, Nevada; thence

N. 4°23'15" E., along the east line of said Section 4, a distance of 2,783.81 feet (Record N. 4°23'41" E. – 2,783.89 feet per said Plat Map), to the 1/4 corner common to Sections 3 and 4, a FOUND 2" BRASS CAP ON A 0.6' CONC POST STAMPED "CITY OF LAS VEGAS PLS 5094", shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on said Plat Map; thence N. 57°48'25" W. a distance of 2,030.34 feet to the POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of IR-15, 213.52 feet right of and at right angles to Highway Engineer's Station "Le" 783+97.25 P.O.T., said point being on the northeast boundary line of Lot 1 on that certain Parcel Map of FULSTONE ENTERPRISES INC., filed for record on December 1, 1994, as Instrument No. 94120100760, as File 80, Page 91, Official Records Clark County, Nevada; thence along said right or southeasterly right-of-way line, the following three (3) courses and distances:

- 1) from a tangent which bears S. 31°07'05" W., curving to the right with a radius of 3,644.00 feet, through an angle of 3°27'49", an arc distance of 220.28 feet;
- 2) S. 34°34'54" W. – 247.91 feet;

3) from a tangent which bears the last described course, curving to the right with a radius of 3,433.00 feet, through an angle of 1°22'54", an arc distance of 82.79 feet to the south boundary line of Lot 1 of said Parcel Map;

thence S. 89°36'01" W., along said south boundary line, a distance of 93.60 feet to the former right or southeasterly right-of-way line of IR-15; thence along said former right or southeasterly right-of-way line, the following four (4) courses and distances:

- 1) N. 35°17'37" E. – 416.48 feet;
- 2) N. 89°55'25" E. – 27.81 feet;
- 3) N. 2°01'07" E. – 41.34 feet;
- 4) N. 35°17'37" E. – 169.85 feet to said northeast boundary line of Lot 1;

thence S. 28°13'18" E. along said boundary line, a distance of 70.97 feet to the point of beginning; said parcel contains an area of 42,522 square feet.

TOGETHER WITH the access rights, including the abutter's rights, in and to IR-15.

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PARCEL NO. I-015-CL-041.324PE to be acquired as a permanent easement for highway construction and maintenance purposes.

COMMENCING at the section corner common to Sections 3, 4, 9 and 10, a FOUND 2" BRASS CITY OF LAS VEGAS DISK FLUSH ON A 0.6' CONC CYLINDER STAMPED "CLV S4/S3/S10/S9 PLS 5094" shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on that certain Plat Map of WESTERN FLEX WAREHOUSE, filed for record on August 23, 2005, as Instrument No. 200508230001630, as Map File 126, Page 31, Official Records Clark County, Nevada; thence N. 4°23'15" E., along the east line of said Section 4, a distance of 2,783.81 feet (Record N. 4°23'41" E. – 2,783.89 feet per said Plat Map), to the 1/4 corner common to Sections 3 and 4, a FOUND 2" BRASS CAP ON A 0.6' CONC POST STAMPED "CITY OF LAS VEGAS PLS 5094", shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on said Plat Map; thence N. 57°48'25" W. a distance of 2,030.34 feet to the POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of IR-15, 213.52 feet right of and at right angles to Highway Engineer's Station "Le" 783+97.25 P.O.T., said point being on the northeast boundary line of Lot 1 on that certain Parcel Map of

FULSTONE ENTERPRISES INC., filed for record on December 1, 1994, as Instrument No. 94120100760, as File 80, Page 91, Official Records Clark County, Nevada; thence along the following four (4) courses and distances:

- 1) S. $28^{\circ}13'18''$ E. – 17.42 feet to a non-tangent curve;
- 2) from a tangent which bears S. $31^{\circ}15'25''$ W., curving to the right with a radius of 3,659.00 feet, through an angle of $3^{\circ}19'28''$, an arc distance of 212.30 feet;
- 3) S. $34^{\circ}34'54''$ W. – 247.92 feet;
- 4) from a tangent which bears the last described course, curving to the right with a radius of 3,448.00 feet, through an angle of $1^{\circ}11'53''$, an arc distance of 72.10 feet to the south boundary line of Lot 1 of said Parcel Map;

thence S. $89^{\circ}36'01''$ W., along said boundary line, a distance of 18.61 feet to said right or southeasterly right-of-way line and a non-tangent curve; thence along said right-of-way line, the following three (3) courses and distances:

- 1) from a tangent which bears N. $35^{\circ}57'49''$ E., curving to the left with a radius of 3,433.00 feet, through an angle of $1^{\circ}22'54''$, an arc distance of 82.79 feet;

- 2) N. 34°34'54" E. – 247.91 feet;
- 3) from a tangent which bears the last described course, curving to the left with a radius of 3,644.00 feet, through an angle of 3°27'49", an arc length of 220.28 feet to the point of beginning; said parcel contains an area of 8,126 square feet.

PARCEL NOS. I-015-CL-041.420 and I-015-CL-041.420PE, owned by Grant Family Holdings I LLC, a Nevada Limited-Liability Company

Said real property situate, lying and being in the City of Las Vegas, County of Clark, State of Nevada, and more particularly described as being portions of the SW 1/4 of the NE 1/4 of Section 4, T. 21 S., R. 61 E., M.D.M., and more fully described by metes and bounds as follows:

PARCEL NO. I-015-CL-041.420 to be acquired in fee simple.

COMMENCING at the section corner common to Sections 3, 4, 9 and 10, a FOUND 2" BRASS CITY OF LAS VEGAS DISK FLUSH ON A 0.6' CONC CYLINDER STAMPED "CLV S4/S3/S10/S9 PLS 5094" shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on that certain Plat Map of WESTERN FLEX WAREHOUSE, filed for record on August 23, 2005, Instrument No. 200508230001630, as Map File 126, Page 31, Official Records Clark County, Nevada; thence N. 4°23'15" E., along the east line of said Section 4, a distance of 2,783.81 feet

(Record N. 4°23'41" E. – 2,783.89 feet per said Plat Map), to the 1/4 corner common to Sections 3 and 4, a FOUND 2" BRASS CAP ON A 0.6' CONC POST STAMPED "CITY OF LAS VEGAS PLS 5094", shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on said Plat Map; thence N. 57°48'25" W. a distance of 2,030.34 feet to the POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of IR-15, 213.52 feet right of and at right angles to Highway Engineer's Station "Le" 783+97.25 P.O.T., said point also being on the southwest boundary line of Lot 2 on that certain Parcel Map of FULSTONE ENTERPRISES INC., filed for record on December 1, 1994, as Instrument No. 94120100760, as File 80, Page 91, Official Records Clark County, Nevada; thence N. 28°13'18" W., along said southwest boundary line of Lot 2, a distance of 70.97 feet to the former right or southeasterly right-of-way line of IR-15; thence N. 35°17'37" E., along said former right or southeasterly right-of-way line, a distance of 25.56 feet to the north boundary line of said Lot 2; thence S. 89°04'32" E., continuing along said former right or southeasterly right-of-way line, which is coincident with the north boundary line of Lot 2, a distance of 67.03 feet to said right or southeasterly right-of-way line and a non-tangent curve; thence from a tangent which bears S. 29°37'04" W.,

curving to the right along said right-of-way line, with a radius of 3,644.00 feet, through an angle of 1°30'00", an arc distance of 95.40 feet to the point of beginning; said parcel contains an area of 3,616 square feet.

TOGETHER WITH the access rights, including the abutter's rights, in and to IR-15.

PARCEL NO. I-015-CL-041.420PE to be acquired as a permanent easement for highway construction and maintenance purposes.

COMMENCING at the section corner common to Sections 3, 4, 9 and 10, a FOUND 2" BRASS CITY OF LAS VEGAS DISK FLUSH ON A 0.6' CONC CYLINDER STAMPED "CLV S4/S3/S10/S9 PLS 5094" shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on that certain Plat Map of WESTERN FLEX WAREHOUSE, filed for record on August 23, 2005, Instrument No. 200508230001630, as Map File 126, Page 31, Official Records Clark County, Nevada; thence N. 4°23'15" E., along the east line of said Section 4, a distance of 2,783.81 feet (Record N. 4°23'41" E. – 2,783.89 feet per said Plat Map), to the 1/4 corner common to Sections 3 and 4, a FOUND 2" BRASS CAP ON A 0.6' CONC POST STAMPED "CITY OF LAS VEGAS PLS 5094", shown and delineated as a FOUND WELL MONUMENT STAMPED "PLS 5094" on said Plat Map; thence N. 57°48'25" W. a distance of 2,030.34 feet to the

POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of IR-15, 213.52 feet right of and at right angles to Highway Engineer's Station "Le" 783+97.25 P.O.T., said point also being on the boundary line common to Lot 1 and Lot 2 on that certain Parcel Map of FULSTONE ENTERPRISES INC., filed for record on December 1, 1994, as Instrument No. 94120100760, as File 80, Page 91, Official Records Clark County, Nevada; thence from a tangent which bears N. 31°07'05" E., curving to the left along said right or southeasterly right-of-way line, with a radius of 3,644.00 feet, through an angle of 1°30'00", an arc distance of 95.40 feet to the north boundary line of said Lot 2; thence S. 89°04'32" E., along said right-of-way line, which is coincident with said boundary line, a distance of 17.09 feet to a non-tangent curve; thence from a tangent which bears S. 29°29'22" W., curving to the right with a radius of 3,659.00 feet, through an angle of 1°46'04", an arc distance of 112.89 feet to said common boundary line; thence N. 28°13'18" W., along said boundary line, a distance of 17.42 feet to the point of beginning; said parcel contains an area of 1,562 square feet.

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

BE IT FURTHER RESOLVED that the Director, Deputy Director, and Chief Counsel of the Department have the power to enter into any stipulations or file any necessary pleadings in any condemnation proceeding and to bind the Department of Transportation in the completion of this project.

Adopted this _____ day of November, 2016.

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

Secretary to the Board
William H. Hoffman

Chairman – Brian Sandoval
Governor

APPROVED AS TO LEGALITY
AND FORM

Dennis Gallagher, Chief Counsel
Department of Transportation

STATE	C.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73652	NH-STP-015-1(147)	CLARK	01

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PROJECT

FOUND MONUMENTS

- | | |
|------------|-------------|
| 1 265051L | 11 447010L |
| 2 265052L | 12 761032L |
| 3 420200L | 13 761046L |
| 4 438011L | 14 118200BL |
| 5 438026L | 15 1182010L |
| 6 438027L | 16 1182023L |
| 7 438028L | 17 1182026L |
| 8 438030L | 18 447011L |
| 9 438045L | 19 1182029L |
| 10 447007L | 20 NCL407 |

SEE SHEET 32 FOR MONUMENT DESCRIPTIONS

"Le" ϵ
 $\Delta = 35^\circ 31' 35''$
 $R = 1,800.00'$
 $L = 1,116.09'$



SAHARA AVENUE INTERCHANGE

DISCOVERY DRIVE GRADE SEPARATION

ALTA DRIVE GRADE SEPARATION

PROJECT LOCATION

NH-STP-015-1(147)

GLEN HEATHER ESTATES UNIT NO. 3
 SAHARA/RANCHO OFFICE PARK
 TO DESERT INN OVERPASS

SCOTCH EIGHTY ADDITION RESUBDIVISION

SARATOGA MEADOWS

BUENA VISTA ADDITION

PARKWAY CENTER

TO BONANZA ROAD GRADE SEPARATION

DOWNTOWN EXPRESSWAY INTERCHANGE

OAKLEY BLVD. GRADE SEPARATION

SUBJECT

END ACQUISITION

"Le" 854+24.71 P.O.C.

BEGIN ACQUISITION

"Le" 752+26.76 P.O.T.

"Le" ϵ
 $\Delta = 55^\circ 25' 55''$
 $R = 6,600.00'$
 $L = 6,697.48'$

APPROVED:
 DIVISION ADMINISTRATOR DATE

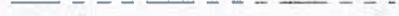
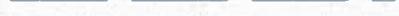
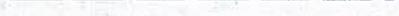
CITY OF LAS VEGAS

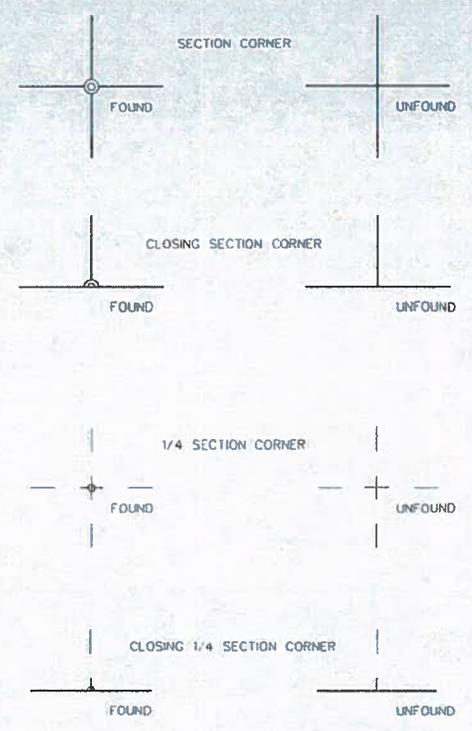
NEVADA DOT	R/W DIVISION	
	TRACED	DBW JMO MRW WIG MFC
	CHECKED	JHH
	PHONE (775) 888-7470	

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 DATE: APRIL 24, 2014
 115 DESERT INN
 NEON PACKAGE 1
 COVER SHEET
 SCALE: 1"=100'

LEGEND OF RIGHT-OF-WAY SYMBOLS

C/A	CONTROL OF ACCESS
CL	CENTERLINE
C/P	PERMISSION TO CONSTRUCT
Δ	DELTA
L	ARC LENGTH
LT	LEFT
P.C.	POINT OF CURVE
P.C.C.	POINT OF COMPOUND CURVATURE
PE	PERMANENT EASEMENT
P/L	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT ON CURVE
P.O.E.	POINT OF ENDING
P.O.T.	POINT ON TANGENT
P.R.C.	POINT OF REVERSE CURVATURE
P.T.	POINT OF TANGENCY
R	RADIUS
REM	REMAINDER
RT	RIGHT
R/W	RIGHT-OF-WAY
TE	TEMPORARY EASEMENT
	SUBDIVISION BLOCK

	CONTROL OF ACCESS WITH FENCE OR BARRIER
	CONTROL OF ACCESS WITHOUT A FENCE OR BARRIER
	LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE
	SUBDIVISION BOUNDARY
	RESERVATION OR PARK BOUNDARY
	STATE LINE
	COUNTY LINE
	CITY OR TOWN LIMITS
	SECTION LINE
	1/4 SECTION LINE
	1/16 SECTION LINE
	1/64 SECTION LINE
	FENCE LINE



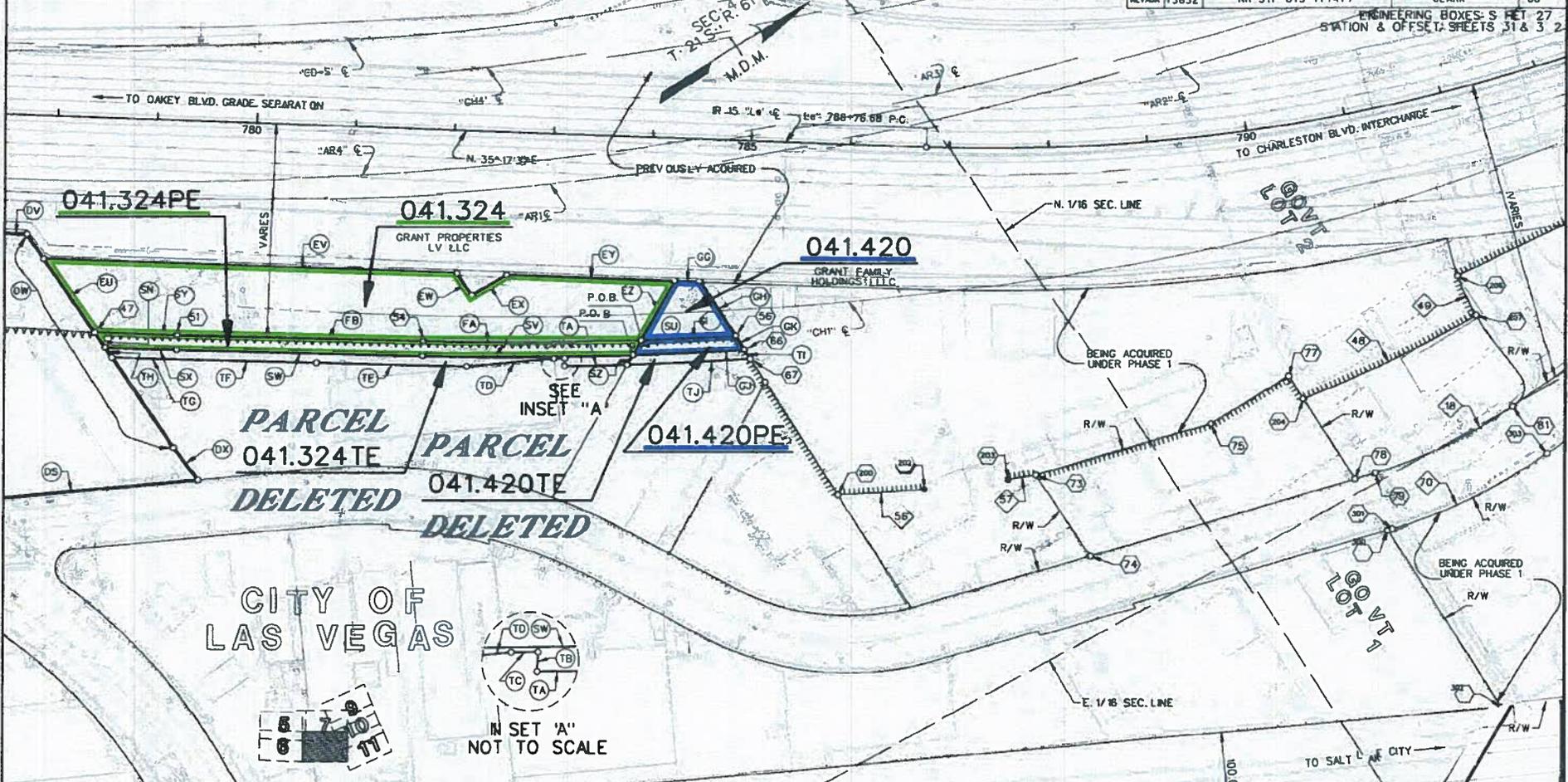
STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 DATE: MAY 1, 2014
R/W PLANS



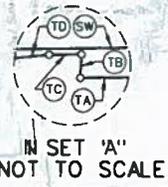
PARCEL NUMBER PREFIX: I-015-CL-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73652	NH-STP-015-1(147)	CLARK	08

ENGINEERING BOXES: SHEET 27
STATION & OFFSET: SHEETS 31 & 32



CITY OF LAS VEGAS



ProjectWise\NDOT Projects\District 1\73652\037_RI\015\015\RW Plans\73652Sheet08.dwg



DATE OF LAST REVISION:	10/11/2016
R/W DIVISION	
TRACED	DBW JMD MWB WTC MFC
CHECKED	JHM
PHONE (775) 888-7470	

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: MAY 1, 2014

R/W PLANS

APPROVED: *[Signature]*

SCALE: 1"=100'

SHEET 8 OF 40

PARCEL NUMBER PREFIX: I-015-CL-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73652	NH-STP-015-1(147)	CLARK	27

041.275TE	
P.O.B. = 230.73' LT. "Le" 775+65.74 P.O.T. TIE: N 77°39'18" E - 2,627.69' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
RC	N. 2°27'06" E. - 19.93'
RD	N. 32°33'37" E. - 127.35'
RE	N. 89°35'49" E. - 11.92'
RF	S. 32°33'37" W. - 151.08'

041.309	
P.O.B. = 258.13' LT. "Le" 779+05.04 P.O.T. TIE: N 72°40'55" E - 2,870.74' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
EL	N. 89°35'33" E. - 41.68'
EM	A = 15°12'19" R = 464.95' L = 123.39' T.B. = S. 20°04'17" W.
EN	S. 54°42'17" E. - 8.00'
EO	S. 35°17'37" W. - 63.49'
EP	S. 89°35'49" W. - 46.74'
EQ	N. 29°10'28" E. - 189.47'

041.309TE	
P.O.B. = 258.13' LT. "Le" 779+05.04 P.O.T. TIE: N 72°40'55" E - 2,870.74' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
EQ	S. 29°10'28" W. - 189.47'
ER	S. 89°35'49" W. - 11.50'
ES	N. 29°10'28" E. - 189.47'
ET	N. 89°35'33" E. - 11.50'

041.324	
P.O.B. = 213.52' RT. "Le" 783+97.25 P.O.T. TIE: N 57°48'25" W. - 2,030.34' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
FA	A = 3°27'49" R = 3,644.00' L = 220.28' T.B. = S. 31°07'05" W.
FB	S. 34°34'54" W. - 247.91'
FC	A = 1°22'54" R = 3,433.00' L = 82.79'
FD	S. 89°36'01" W. - 93.60'
FE	N. 35°17'37" E. - 416.48'
FF	N. 89°55'25" E. - 27.81'
FG	N. 2°01'07" E. - 41.34'
FH	N. 35°17'37" E. - 169.85'
FI	S. 28°13'18" E. - 70.97'

041.324PE	
P.O.B. = 213.52' RT. "Le" 783+97.25 P.O.T. TIE: N 57°48'25" W. - 2,030.34' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
FL	S. 28°13'18" E. - 17.42'
FM	A = 3°19'28" R = 3,659.00' L = 212.30' T.B. = S. 31°15'25" W.
FN	S. 34°34'54" W. - 247.92'
FO	A = 1°11'53" R = 3,448.00' L = 72.10' T.B. = S. 35°46'49" E.
FP	S. 89°36'01" W. - 18.61'
FQ	A = 1°22'54" R = 3,433.00' L = 82.79' T.B. = N. 35°57'49" E.
FR	N. 54°34'54" E. - 247.91'
FS	A = 3°27'49" R = 3,644.00' L = 220.28'

041.324TE	
P.O.B. = 229.11' RT. "Le" 783+89.48 P.O.T. TIE: N 58°03'05" W. - 2,015.21' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
GA	S. 28°13'18" E. - 11.60'
GB	A = 0°59'37" R = 3,669.00' L = 63.63' T.B. = S. 31°20'57" W.
GC	N. 54°42'23" W. - 8.02'
GD	A = 0°10'27" R = 3,660.99' L = 11.13' T.B. = S. 32°20'11" W.
GE	S. 27°46'56" W. - 87.89'
GF	S. 34°34'51" W. - 151.95'
GH	S. 34°34'54" W. - 140.99'
GI	A = 1°04'38" R = 3,458.00' L = 65.01'
GJ	S. 89°36'01" W. - 12.38'
GK	A = 1°11'53" R = 3,448.00' L = 72.10' T.B. = N. 35°46'49" E.
GL	N. 34°34'54" E. - 247.92'
GM	A = 3°19'28" R = 3,659.00' L = 212.30'

041.344	
P.O.B. = 258.13' LT. "Le" 779+05.04 P.O.T. TIE: N 72°40'55" E - 2,870.74' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
HN	N. 26°59'28" E. - 30.74'
HO	N. 36°13'07" E. - 53.90'
HP	N. 25°10'32" E. - 87.49'
HQ	N. 1°53'10" E. - 25.30'
HR	N. 25°10'11" E. - 171.72'
HS	N. 89°35'24" E. - 22.45'
HT	A = 17°05'47" R = 536.00' L = 159.94' T.B. = S. 35°53'22" W.
HU	S. 18°47'37" W. - 189.53'
HV	A = 1°15'39" R = 464.95' L = 10.23' T.B. = S. 18°48'38" W.
HW	S. 89°35'33" W. - 41.68'

041.344TE	
P.O.B. = 260.10' LT. "Le" 779+18.54 P.O.T. TIE: N 72°29'16" E - 2,880.29' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
IX	N. 63°16'00" W. - 25.85'
IY	N. 25°50'27" E. - 59.49'
IZ	S. 65°02'59" E. - 10.99'
JA	N. 23°21'44" E. - 105.79'
JB	N. 68°14'25" W. - 19.91'
JC	N. 22°50'33" E. - 114.42'
JD	S. 66°43'32" E. - 33.90'
JE	S. 25°10'11" W. - 99.55'
JF	S. 1°53'10" W. - 25.30'
JG	S. 25°10'32" W. - 87.49'
JH	S. 36°13'07" W. - 53.90'
JI	S. 26°59'28" W. - 17.09'

041.410	
P.O.B. = 321.18' LT. "Le" 782+65.63 P.O.T. TIE: N 67°45'05" E - 3,130.55' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
KA	N. 25°10'11" E. - 79.27'
KB	N. 2°26'05" E. - 93.39'
KC	N. 89°35'26" E. - 156.82'
KD	S. 49°47'12" W. - 109.76'
KE	A = 13°54'15" R = 536.00' L = 130.07' T.B. = S. 49°47'38" W.
KF	S. 89°35'24" W. - 22.45'

041.410TE	
P.O.B. = 321.18' LT. "Le" 782+65.63 P.O.T. TIE: N 67°45'05" E - 3,130.55' FROM THE W 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
KG	S. 89°35'24" W. - 11.09'
KH	N. 25°10'11" E. - 82.04'
KI	N. 2°26'05" E. - 90.88'
KJ	N. 89°35'26" E. - 10.01'
KK	S. 2°26'05" W. - 93.39'
KL	S. 25°10'11" W. - 79.27'

041.420	
P.O.B. = 213.52' RT. "Le" 783+97.25 P.O.T. TIE: N 57°48'25" W. - 2,030.34' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
LA	N. 28°13'18" W. - 70.97'
LB	N. 35°17'37" E. - 25.56'
LC	S. 89°04'32" E. - 67.03'
LD	A = 1°30'00" R = 3,644.00' L = 95.40' T.B. = S. 29°37'04" W.

041.420PE	
P.O.B. = 213.52' RT. "Le" 783+97.25 P.O.T. TIE: N 57°48'25" W. - 2,030.34' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
LE	A = 1°30'00" R = 3,644.00' L = 95.40' T.B. = N. 31°07'05" E.
LF	S. 89°04'32" E. - 17.09'
LG	A = 1°46'04" R = 3,659.00' L = 112.89' T.B. = S. 29°29'22" W.
LH	N. 28°13'18" W. - 17.42'

041.420TE	
P.O.B. = 229.11' RT. "Le" 783+89.48 P.O.T. TIE: N 58°03'05" W. - 2,015.21' FROM THE E 1/4 COR. SEC. 4, T. 21 S., R. 61 E., M.D.M.	
LI	A = 1°46'04" R = 3,659.00' L = 112.89' T.B. = N. 31°15'25" E.
LJ	S. 89°04'32" E. - 11.38'
LK	A = 1°56'41" R = 3,669.00' L = 124.53' T.B. = S. 29°24'16" W.
LL	N. 28°13'18" W. - 11.60'

DATE OF LAST REVISION:	1/8/2015
R/W DIVISION	
TRACED	DBW JMO MRW MTG MFC
CHECKED	JHH
PHONE	(775) 888-7470

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: MAY 1, 2014

R/W PLANS

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

SHEET 27 OF 40

PARCEL NO. PREFIX: I-015-CL-		PROPERTY SCHEDULE								PROJECT NO.		E.A. NO.	COUNTY	SHEET NO.
STATE OF NEVADA DEPT. OF TRANSPORTATION										NH-STP-015-1(147)		73852	CLARK	36
PARCEL NO.	GRANTOR	GROSS AREA OF ACQSN.	RW AREA	EXCESS AREA	REMAINDER		ACQUISITION RECORDING DATA			SURPLUS LAND DATA			REMARKS	
					LT.	RT.	INST. OR DOC.	BK. PG.	DATE TYPE	AREA	INST. OR DOC.	BK. PG.		DATE TYPE
041.190	THE SOUTHLAND CORP	9,526	9,526			62,119								
041.190PE	THE SOUTHLAND CORP	2,999												Maintenance Easement
041.190TE	THE SOUTHLAND CORP	1,907												Temporary Construction Easement
041.202	CITY OF LAS VEGAS	11,915	11,915											
041.236	MVR CORP	2.20 AC.	2.20 AC.							46,370				Total Acquisition A Portion To Be Deeded to City of Las Vegas
041.247	CLARK COUNTY TREASURER	5,267	5,267		34,683									
041.247TE	CLARK COUNTY TREASURER	1,886												Temporary Construction Easement
041.271	MARLON FAMILY TRUST	116	116											Total Acquisition
041.275	CLARK COUNTY TREASURER	6,319	6,319		4,610									
041.275TE	CLARK COUNTY TREASURER	1,392												Temporary Construction Easement
041.309	CLARK COUNTY TREASURER	7,904	7,904		19,531									
041.309TE	CLARK COUNTY TREASURER	1,895												Temporary Construction Easement
041.324	GRANT PROPERTIES LV LLC	42,522	42,522			65,073								
041.324PE	GRANT PROPERTIES LV LLC	8,126												Maintenance Easement
041.324TE	GRANT PROPERTIES LV LLC	4,823												Parcel Deleted Per Memo Dated 5/08/15
041.344	CITY OF LAS VEGAS	6,130	6,130		78,118									
041.344TE	CITY OF LAS VEGAS	7,232												Temporary Construction Easement
041.410	JACKSON, D.E. ET AL	12,137	12,137											Parcel Revised to include 041.418 from Phase 1
041.410TE	JACKSON, D.E. ET AL	1,728												Temporary Construction Easement
041.420	GRANT FAMILY HOLDINGS I LLC	3,616	3,616			27,699								
041.420PE	GRANT FAMILY HOLDINGS I LLC	1,562												Maintenance Easement
041.420TE	GRANT FAMILY HOLDINGS I LLC	1,187												Parcel Deleted Per Memo Dated 5/08/15
041.455	GIBSON, C.A. ET AL	8,531	8,531											Total Acquisition

MAP ID NO. 27182

CKD BY:
JHH

STATE OF NEVADA
DEPT. OF TRANSPORTATION RW DIVISION
DATE: MAY 1, 2014
RW PLANS
SHEET 36 OF 40 SHEETS

DATE OF LAST REVISION: 10/13/2016 JHH

NRS 408.503 Eminent domain: Resolution by Board; precedence over other legal actions.

1. The Department shall not commence any legal action in eminent domain until the Board adopts a resolution declaring that the public interest and necessity require the acquisition, construction, reconstruction, improvement or completion by the State, acting through the Department, of the highway improvement for which the real property, interests therein or improvements thereon are required, and that the real property, interests therein or improvements thereon described in the resolution are necessary for such improvement.

2. The resolution of the Board is conclusive evidence:

(a) Of the public necessity of such proposed public improvement.

(b) That such real property, interests therein or improvements thereon are necessary therefor.

(c) That such proposed public improvement is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

3. All legal actions in all courts brought under the provisions of this chapter to enforce the right of eminent domain take precedence over all other causes and actions not involving the public interest, to the end that all such actions, hearings and trials thereon must be quickly heard and determined.

(Added to NRS by 1957, 691; A 1960, 392; 1987, 1810; 1989, 1306)

NRS 241.034 Meeting to consider administrative action against person or acquisition of real property by exercise of power of eminent domain: Written notice required; exception.

1. Except as otherwise provided in subsection 3:
 - (a) A public body shall not consider at a meeting whether to:
 - (1) Take administrative action against a person; or
 - (2) Acquire real property owned by a person by the exercise of the power of eminent domain,
 - ↪ unless the public body has given written notice to that person of the time and place of the meeting.
 - (b) The written notice required pursuant to paragraph (a) must be:
 - (1) Delivered personally to that person at least 5 working days before the meeting; or
 - (2) Sent by certified mail to the last known address of that person at least 21 working days before the meeting.
 - ↪ A public body must receive proof of service of the written notice provided to a person pursuant to this section before the public body may consider a matter set forth in paragraph (a) relating to that person at a meeting.
2. The written notice provided in this section is in addition to the notice of the meeting provided pursuant to NRS 241.020.
3. The written notice otherwise required pursuant to this section is not required if:
 - (a) The public body provided written notice to the person pursuant to NRS 241.033 before holding a meeting to consider the character, alleged misconduct, professional competence, or physical or mental health of the person; and
 - (b) The written notice provided pursuant to NRS 241.033 included the informational statement described in paragraph (b) of subsection 2 of that section.
4. For the purposes of this section, real property shall be deemed to be owned only by the natural person or entity listed in the records of the county in which the real property is located to whom or which tax bills concerning the real property are sent.

(Added to NRS by 2001, 1835; A 2001 Special Session, 155; 2005, 2247)



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

MEMORANDUM

October 25, 2016

To: Department of Transportation Board of Directors

From: Rudy Malfabon, Director

Subject: November 14, 2016 Transportation Board of Directors Meeting

Item # 8: Disposal of NDOT right-of-way, a parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE ¼ of Section 6, T. 17 N., R. 20 E., M.D.M.

SUR 15-06 - For Board Approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above referenced right-of-way by Public Auction. The right-of-way parcel to be sold is a parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE ¼ of Section 6, T. 17 N., R. 20 E., M.D.M. The parcel is vacant land, irregular in shape and is 9.84 acres as depicted on the attached sketch map marked Exhibit "A".

Background:

On June 14, 2002, the Department originally acquired the property, in fee, for the construction of the US-395/IR-580 Freeway, project EB-STP-NH-395-2(017). The Department has received public interest to purchase this property. Since this portion of the project is completed, operational and no longer required, the Department now has the opportunity to sell this surplus property at a Public Auction.

Analysis:

The Department has completed an appraisal of the surplus property, to obtain fair market value, in the amount of \$125,000.00 as required by N.R.S. 408.533. A public auction will benefit the State in potential revenue with the elimination of liability and maintenance responsibilities. The release of NDOT's interest in this parcel is being made in accordance with N.R.S. 408.533.

**Department of Transportation Board of Directors
October 25, 2016**

List of Attachments:

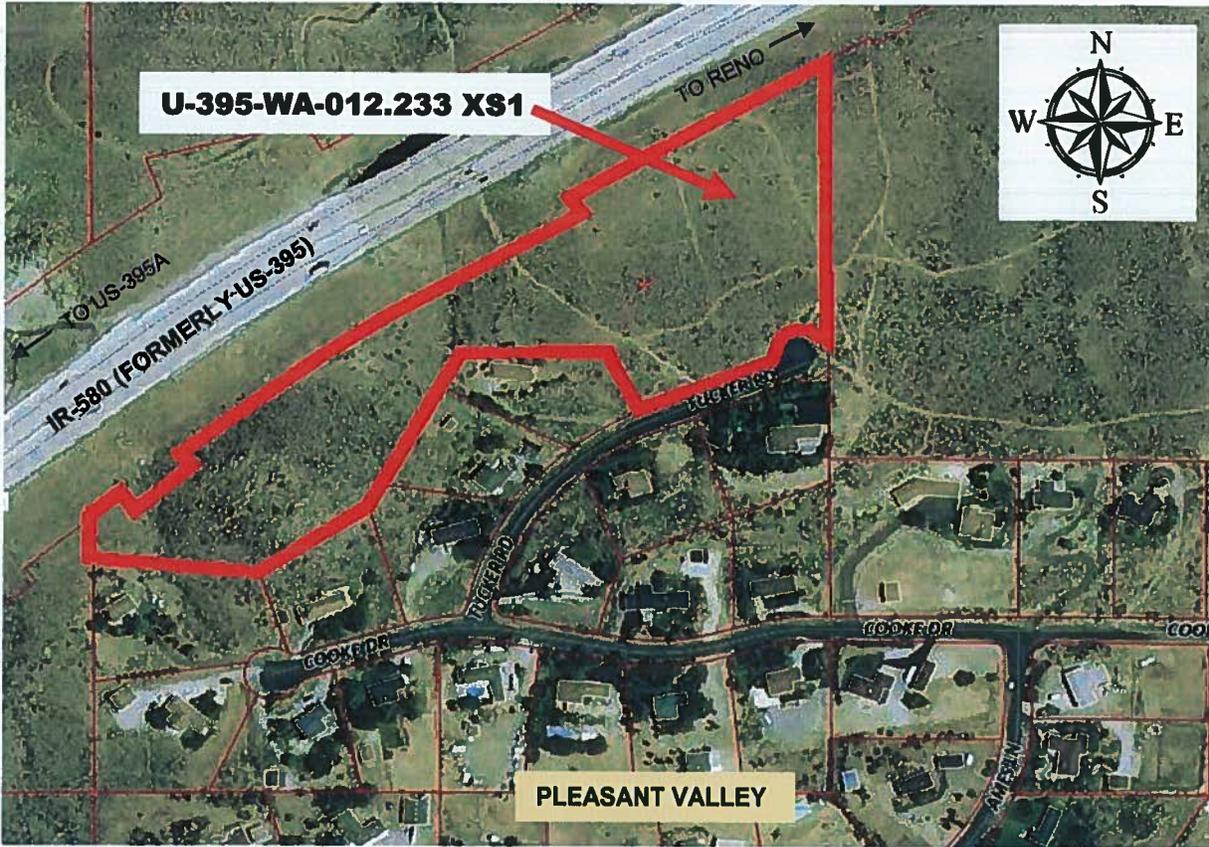
1. Location Map
2. Sketch Map Marked Exhibit "A"
3. Copy of Proof and Affidavit of Publication
4. Environmental Approval
5. FHWA Approval
6. N.R.S. 408.533

Recommendation for Board Action:

Approval of disposal of NDOT right-of-way, a parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE ¼ of Section 6, T.17 N., R. 20 E., M.D.M.

Prepared by: Ruth Borrelli, Chief R/W Agent 

LOCATION MAP



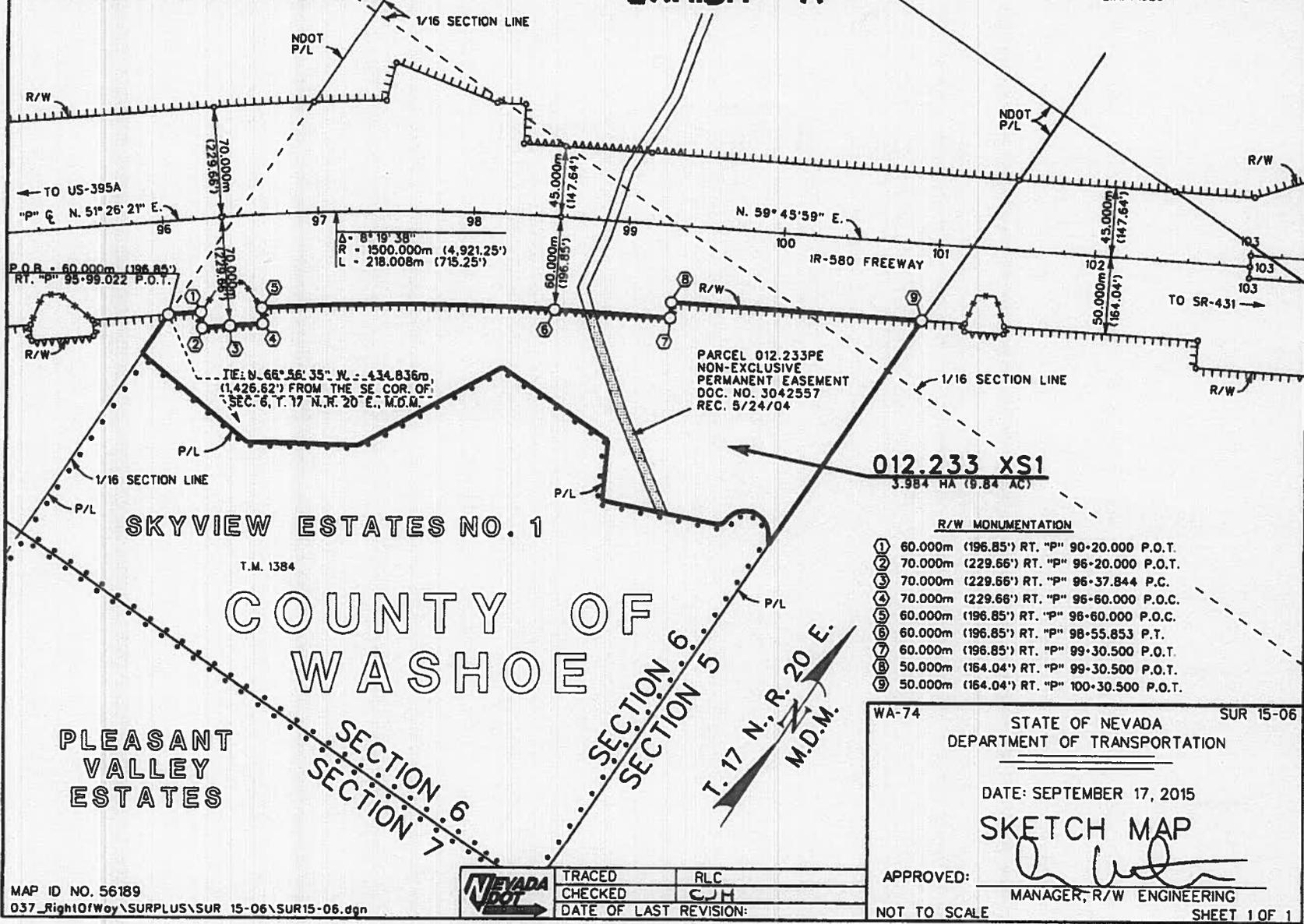
SUR 15-06

DESCRIPTION: A parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE 1/4 of Section 6, T. 17 N., R. 20 E., M.D.M.

PARCEL PREFIX: U-395-WA-

EXHIBIT "A"

PROJECT: EB-STP-NH-395-2(017)
E.A. 71323



- R/W MONUMENTATION**
- ① 60.000m (196.85') RT. "P" 90-20.000 P.O.T.
 - ② 70.000m (229.66') RT. "P" 96-20.000 P.O.T.
 - ③ 70.000m (229.66') RT. "P" 96-37.844 P.C.
 - ④ 70.000m (229.66') RT. "P" 96-60.000 P.O.C.
 - ⑤ 60.000m (196.85') RT. "P" 96-60.000 P.O.C.
 - ⑥ 60.000m (196.85') RT. "P" 98-55.853 P.T.
 - ⑦ 60.000m (196.85') RT. "P" 99-30.500 P.O.T.
 - ⑧ 50.000m (164.04') RT. "P" 99-30.500 P.O.T.
 - ⑨ 50.000m (164.04') RT. "P" 100-30.500 P.O.T.

WA-74 STATE OF NEVADA SUR 15-06
DEPARTMENT OF TRANSPORTATION

DATE: SEPTEMBER 17, 2015

SKETCH MAP

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

NOT TO SCALE SHEET 1 OF 1

MAP ID NO. 56189
037_RightOfWay\SURPLUS\SUR 15-06\SUR15-06.dgn

NEVADA DOT	TRACED	RLC
	CHECKED	CJH
	DATE OF LAST REVISION:	

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Publishers of
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955 Kuenzli St - P.O. Box 22,000 - Reno, NV 89520 - 775.788.6200
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NV DEPT OF TRANSPORTATION/ADM
1263 S STEWART ST # 101
CARSON CITY, NV 89712
Attn:

Customer Acct# REN-314745
PO#
Ad# 0001452851
Legal Ad Cost: \$507.00

STATE OF NEVADA
COUNTY OF WASHOE

Being first duly sworn, deposes and says: That as the legal clerk of the Reno Gazette-Journal, a daily newspaper of general circulation published in Reno, Washoe County, State of Nevada, that the notice referenced below has published in each regular and entire issue of said newspaper between the date: 07/27/2016 - 08/07/2016, for exact publication dates please see last line of Proof of Publication below.

Subscribed and sworn to before me

Signed: _____

Kim Bnd



AMERICA ACEVEDO
NOTARY PUBLIC - STATE OF NEVADA
My Commission Expires: 08-28-2018
Certificate No: 14-14488-2

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY
Pursuant to Nevada Revised Statute 408.533, the State
of Nevada Department of Transportation (Department)
hereby gi

Publish Dates:

07/27/16, 07/31/16, 08/03/16, 08/07/16

NOTICE OF INTENT TO DISPOSE OF REAL PROPERTY
Pursuant to Nevada Revised Statute 408.533, the State of Nevada Department of Transportation (Department) hereby gives notice that it intends to dispose of the following property, subject to final approval of the Transportation Board of Directors, SUR 15-06 A parcel of land lying southeasterly of the I-80 Freeway (formerly US-395) in the County of Washoe, State of Nevada, being a portion of the SE 1/4 Section 6, T. 17 N., R. 20 E., M.D.M.; General Rural (GR) vacant land containing approximately 9.84 +/- acres (428,630 +/- square feet); Assessor's Parcel Number 045-561-13; NDOT Parcel U-395-WA-012,233 X51. The Department's appraisal of fair market value is \$125,000 as established by a certified appraiser. Any person from whom the property was originally purchased by the Department or their heir or grantee may purchase the property at its fair market value by direct sale. Any person or entity who believes that they have the right to directly purchase and who desires to exercise their right must respond in writing within sixty (60) calendar days from the last publication of this notice. If no written responses are received, all rights pursuant to NRS 408.533 (1)(d) shall be extinguished and the property will be sold by public auction with sealed bids accepted. Please submit all written responses to: Nevada Department of Transportation, Right-of-Way Division, Attn: Glendyne Shull, 1263 S. Stewart Street, Carson City, NV 89712. For more information, please refer to NRS 408.533 and/or contact Glendyne Shull at (775) 888-7615 or by email at gshull@dot.state.nv.us.

No 1452851

July 27, 31, August 3, 7, 2016

ATTACHMENT 3



1283 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

September 29, 2015

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

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

Subject: Environmental Clearance for Transportation Board *lc*
Surplus No.: SUR 15-06
Project No.: EB-STP-NH-395-2(017)
EA: 71323
Description: IR580, Pleasant Valley, Washoe County, NV
Parcel: U-395-WA-012.233 XS1
Surplus Property Disposal

The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern. The Categorical Exclusion for disposal was approved by the Federal Highway Administration on September 29, 2015.

EC: Project E-File

ATTACHMENT 4



STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

BRIAN SANDOVAL
Governor

October 5, 2016

RUDY MALFABON, P.E., Director

In Reply, Refer to:

FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
ATTN DANIEL HAWK
RIGHT OF WAY PROGRAM MANAGER
CIVIL RIGHTS PROGRAM MANAGER
705 NORTH PLAZA STREET SUITE 220
CARSON CITY NV 89701

Disposal by Public Auction

Surplus No.: SUR 15-06

Portion of Route: IR-580 (Former US-395)

Project: EB-STP-NH-395-2(017)

Surplus Parcel No.: U-395-WA-012.233

XS1

Location: A parcel of land lying
southeasterly of the IR-580 Freeway
(formerly US-395 Freeway) in the County
of Washoe, State of Nevada

Dear Ms. Klekar:

Enclosed are Exhibit "A" (sketch map) and a location map depicting the area of surplus property, proposed to be sold at public auction, pursuant to N.R.S. 408.533. It has been determined that the surplus property is no longer needed by NDOT. The aforementioned property is located in Washoe County, Nevada.

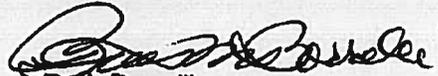
The proposal has been reviewed and it has been determined that:

1. The subject property right will not be needed for Federal-aid Highway purposes in the foreseeable future;
2. The release will not adversely affect the Federal-aid Highway facility or the traffic thereon;
3. The property to be sold is not suitable for retention in order to restore, preserve, or improve the scenic beauty adjacent to the highway consonant with the intent of 23 U.S.C. 319 and PL 89-285, Title III, Section 302-305 (Highway Beautification Act of 1965);
4. The property to be sold does require clearance through the Environmental Division in accordance with CEQ regulations 40 CFR 1508.4 and 23 CFR 771.117(d);
5. The auction of the property is being made in accordance with N.R.S. 408.533.

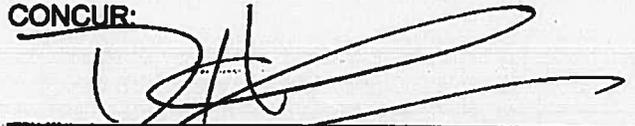
FEDERAL HIGHWAY ADMINISTRATION
SUSAN KLEKAR DIVISION ADMINISTRATOR
October 5, 2016

Your concurrence in the proposal is requested.

Sincerely,


Ruth Borrelli
Chief Right-of-Way Agent

CONCUR:


Daniel Hawk, Right-of-Way Program Manager

10/11/16

Date

rb/dtc/aa
Enclosures

cc: J. Henkelman, Interim Manager Right-of-Way Engineering
G. Shull, Assistant Chief RW Agent

LOCATION MAP



SUR 15-06

DESCRIPTION: A parcel of land lying southeasterly of the IR-580 Freeway (formerly US-395 Freeway) in the County of Washoe, State of Nevada, being a portion of the SE 1/4 of Section 6, T. 17 N., R. 20 E., M.D.M.

NRS 408.533 Disposal of property.

1. All real property, interests therein or improvements thereon and personal property acquired before, on or after April 1, 1957, in accordance with the provisions of NRS 408.487 and 408.489 must, after approval by the Board and if no longer needed for highway purposes, be disposed of by the Director in accordance with the provisions of subsection 2, except that:

(a) When the property was originally donated to the State, no charge may be made if it is returned to the original owner or to the holder of the reversionary right.

(b) When the property has been wholly or partially paid for by towns, cities or counties, disposal of the property and of money received therefor must be agreed upon by the governing bodies of the towns, cities and counties and the Department.

(c) When the title to the real property has been acquired in fee pursuant to NRS 408.487 and 408.489 and, in the opinion of the Board, a sale by means of a public auction or sealed bids is uneconomical or impractical because:

(1) There is no access to the property;

(2) The property has value or an increased value only to a single adjoining property owner; or

(3) Such a sale would work an undue hardship upon a property owner as a result of a severance of the property of that owner or a denial of access to a public highway,

the Board may enter into a direct sale of the property with such an owner or any other person for its fair market value.

(d) When the property has been acquired and the property or any portion of the property is no longer needed for highway purposes, the Department shall give notice of its intention to dispose of the property by publication in a newspaper of general circulation in the county where the property is situated. The notice must include the Department's appraisal of the fair market value of the property. Any person from whom the property was purchased or his heir or grantee may purchase the property at its fair market value by direct sale from the Department within 60 days after the notice is published. If more than one person qualified to purchase the property by direct sale pursuant to this paragraph so requests, the person with the superior claim, as determined by the Department in its sole discretion, is entitled to purchase the property by direct sale. If a person who is entitled to purchase the property by direct sale pursuant to this paragraph reasonably believes that the Department's appraisal of the property is greater than the fair market value of the property, the person may file an objection to the appraisal with the Department. The Department shall set forth the procedure for filing an objection and the process under which a final determination will be made of the fair market value of the property for which an objection is filed. The Department shall sell the property in the manner provided in subsection 2 if:

(1) No person requests to purchase the property by direct sale within 60 days after the notice is published pursuant to this paragraph; or

(2) A person who files an objection pursuant to this paragraph fails, within 10 business days after he receives a written notice of the final determination of the fair market value of the property, to notify the Department in writing that he wishes to purchase the property at the fair market value set forth in the notice.

(e) When the property is sought by another public agency for a reasonable public use, the Department may first offer the property to the public agency at its fair market value.

2. All property, interests or improvements not included within the provisions of subsection 1 must first be offered for sale by the Department singly or in combination at public auction or by sealed bids. If the highest bid received is 90 percent or more of the Department's appraisal of the fair market value of the property, the property may be sold to the highest bidder. The notice and the terms of the sale must be published in a newspaper of general circulation in the county where the property is situated. The auctions and openings of bids must be conducted by the Department. If the property cannot be sold for 90 percent or more of its fair market value, the Department may enter into a written listing agreement with a person licensed pursuant to chapter 645 of NRS to sell or lease the property for 90 percent or more of its fair market value.

3. It is conclusively presumed in favor of the Department and any purchaser for value that the Department acted within its lawful authority in acquiring and disposing of the property, and that the Director acted within his lawful authority in executing any conveyance vesting title in the purchaser. All such conveyances must be quitclaim in nature and the Department shall not warrant title, furnish title insurance or pay the tax on transfer of real property.

4. No person has a right of action against the Department or its employees for a violation of this section. This subsection does not prevent an action by the Attorney General on behalf of the State of Nevada or any aggrieved person.

5. All sums of money received by the Department for the sale of real and personal property must be deposited with the State Treasurer to be credited to the State Highway Fund, unless the Federal Highway Administration participated in acquisition of the property, in which case a pro rata share of the money obtained by disposal of the property must be paid to the Federal Highway Administration.

6. The Department may reserve and except easements, rights or interests from the conveyance of any real property disposed of in accordance with this section or exchanged pursuant to subsection 5 of NRS 408.489. The easements, rights or interests include, but are not limited to:

(a) Abutter's rights of light, view or air.

(b) Easements of access to and from abutting land.

(c) Covenants prohibiting the use of signs, structures or devices advertising activities not conducted, services not rendered or goods not produced or available on the real property.

(Added to NRS by 1957, 693; A 1959, 599; 1963, 978; 1967, 1743; 1971, 140; 1979, 1781; 1985, 707; 1987, 1812; 1989, 1308; 1991, 1691; 1995, 1140; 2001, 2132)

ATTACHMENT 6



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

MEMORANDUM

October 25, 2016

To: Department of Transportation Board of Directors

From: Rudy Malfabon, Director

Subject: November 14, 2016 Transportation Board of Directors Meeting

Item # 9: Disposal of NDOT Right-of-Way a parcel of land in the City of Reno, County of Washoe, State of Nevada

SUR 16-07 - For Board Approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced parcel of land by Resolution of Relinquishment. The parcel to be relinquished to the City of Reno is located in the City of Reno, County of Washoe, State of Nevada, consisting of 2,346 sq. ft. of existing roadbed and pavement on the attached sketch maps depicted as Exhibits "A" through "C".

Background:

The Department originally acquired a fee interest on October 1, 2014, for construction of a replacement bridge over the Truckee River on North Virginia Street between Mill Street and East First Street, Project NHP-0191(081). Acquisition of the parcel was necessary because the replacement bridge was longer than the existing bridge which was over 100 years old. Additionally the abutments needed to be placed further to the south changing the high water line of the river at this location.

Analysis:

On October 26, 2016, the City of Reno signed a Resolution Consenting to Relinquishment and Land Transfer Agreement accepting the relinquishment of this parcel. The relinquishment of NDOT's interest in this parcel is being made in accordance with NRS 408.527. The Department currently holds a fee simple interest in this parcel.

**Department of Transportation Board of Directors
October 25, 2016**

List of Attachments:

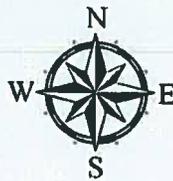
1. Location Map
2. Original Resolution of Relinquishment with attached sketch map marked Exhibits "A" through "C"
3. Copy of the Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibits "A" through "C".
4. Environmental Approval
5. NRS 408.527

Recommendation for Board Action:

Approval of disposal of NDOT parcel located in the City of Reno, County of Washoe, State of Nevada.

Prepared by: Ruth Borrelli, Chief Right-of-Way Agent *RB*

LOCATION MAP



SUR 16-07
DESCRIPTION: Multiple parcels of land in the City of Reno, County of Washoe, State of Nevada

ATTACHMENT 1

301

Adjacent to APN: 011-605-02
Control Section: Off System
Route: S. Virginia St. Former Route: SR-430
Project: NHP-0191(081)
E.A.: 73813
Ptn. of Parcels: 011-605-01 FA1
 011-605-01 PE1
Surplus No.: SUR 16-07
Surplus Parcels: 011-605-01 FA1 XS2
 011-605-01 PE1 XS1

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

LEGAL DESCRIPTION PREPARED BY:
JEFFREY J. HENKELMAN, P.L.S.
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

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

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds easement and fee simple interests in that certain right-of-way for portions of S. Virginia St., lying within the City of Reno, County of Washoe, State of Nevada; and

WHEREAS, said right-of-way is delineated and identified as Parcels 011-605-01 FA1 XS2 and 011-605-01 PE1 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof; and

WHEREAS, as set forth in NRS 408.527, the Nevada Department of Transportation may, by resolution of the board, relinquish to cities and counties any portion of any state highway which has been superseded by relocation or which the Department determines exceeds its needs; and

WHEREAS, said right-of-way is of no further contemplated use by the Department due to those portions of S. Virginia St. being in excess of its needs; and

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

WHEREAS, the City of Reno has agreed to accept the relinquishment of said right-of-way for the aforesaid portions of S. Virginia St. together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way; and

WHEREAS, the City of Reno entered into an agreement with the Department on October 26, 2016, to accept the hereinafter described designated street as a part of the City of Reno street system; and

WHEREAS, the City Council of the City of Reno, State of Nevada, consented by resolution passed and adopted on October 26, 2016, to the Department relinquishing the aforesaid portions of said street to the City of Reno; and

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

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcels 011-605-01 FA1 XS2 and 011-605-01 PE1 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof, is hereby relinquished to the City of Reno of the State of Nevada. Said right-of-way is described as follows:

Parcel: 011-605-01 FA1 XS2:

A portion of a parcel of land conveyed to 50 SOUTH VIRGINIA, LLC, as described in Document Number 4147549, Official Public Records, Washoe County, Nevada, and a portion of that parcel of land deeded to the State of Nevada Department of Transportation as Parcel 011-605-01 FA1, lying within Section 11, Township 19 North, Range 19 East, M.D.M., City of Reno, County of Washoe, Nevada, more particularly described as follows;

COMMENCING at a FOUND 1.5 INCH BRASS COUNTY MONUMENT NUMBER S61SM01078 STAMPED PLS 16841, thence North 42°52'59" East, a distance of 912.88 feet to the northwesterly corner of said 50 SOUTH VIRGINIA Parcel, thence along the westerly line of said 50 SOUTH VIRGINIA Parcel, South 27°10'08" East, a distance of 17.17 feet to the POINT OF BEGINNING: thence departing said westerly line, North 63°16'59" East, a distance of 12.97 feet to the easterly right-of-way line of South Virginia Street (width varies); thence along said easterly right-of-way line the following two courses and distances:

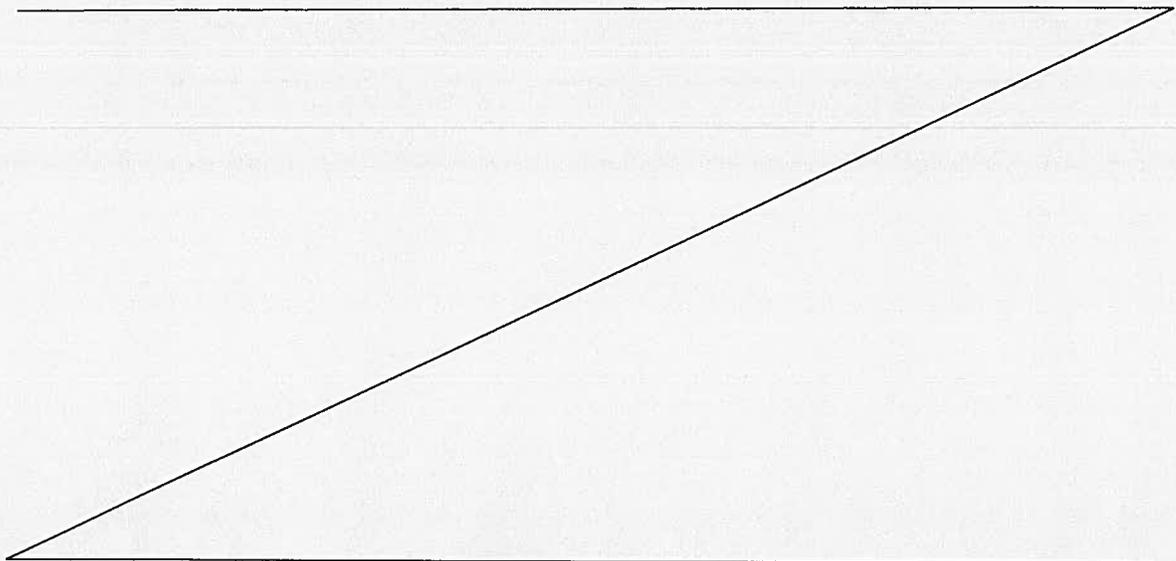
- 1) South 23°12'42" East, a distance of 9.53 feet;
- 2) South 66°47'18" West, a distance of 12.34 feet to said westerly line of 50 SOUTH VIRGINIA Parcel;
thence departing said easterly right-of-way line, along said westerly line of 50 SOUTH VIRGINIA Parcel, North 27°10'08" West, a distance of 8.76 feet to the point of beginning, containing 121 square feet of land, more or less.

It is the intent of this document to convey and it does convey all of the GRANTOR'S right, title, and interest in and to a portion of that real property described in that certain DEED, filed for record on October 1, 2014, as Document No. 4397050, in the Office of the Washoe County Recorder, Nevada.

Parcel: 011-605-01 PE1 XS1:

A portion of a parcel of land conveyed to 50 SOUTH VIRGINIA, LLC, as described in Document Number 4147549, Official Public Records, Washoe County, Nevada, and all of that parcel of land deeded to the State of Nevada Department of Transportation as Parcel 011-605-01 PE1, lying within Section 11, Township 19 North, Range 19 East, M.D.M., City of Reno, County of Washoe, Nevada, more particularly described as follows;

COMMENCING at a FOUND 1.5 INCH BRASS COUNTY MONUMENT NUMBER S61SM01078 STAMPED PLS 16841, thence North 53°27'37" East a distance of 849.43 feet to a point on the easterly right-of-way line of South Virginia Street (80 feet wide) and the northerly right-of-way line of Mill Street (60 feet wide), same being the POINT OF BEGINNING: thence along said easterly right-of-way line, North 15°25'08" West, a distance of 98.30 feet; thence continuing along said right-of-way line, North 27°10'08" West, a distance of 50.97 feet; thence departing said right-of-way line, North 66°47'18" East, a distance of 12.34 feet; thence North 23°12'42" West, a distance of 9.53 feet; thence North 39°25'22" East, a distance of 31.13 feet, to a point on the northerly line of said 50 SOUTH VIRGINIA Parcel; thence along said northerly line, North 69°33'40" East, a distance of 8.49 feet; thence departing said northerly line, South 20°34'38" East, a distance of 10.31 feet; thence South 11°49'32" West, a distance of 65.87 feet to the beginning of a non-tangent curve concave to the west, having a radius of 443.00 feet, with a radial bearing of South 66°48'53" West; thence southerly along the arc of said curve, through a central angle of 2°34'10", a distance of 19.87 feet; thence South 69°22'59" West, a distance of 2.50 feet to the beginning of a non-tangent curve concave to the west, having a radius of 440.50 feet, with a radial bearing of South 69°23'03" West; thence southerly along the arc of said curve, through a central angle of 6°50'05", a distance of 52.55 feet; thence South 13°46'52" East, a distance of 36.55 feet, to said northerly right-of-way line of Mill Street; thence along said right-of-way line, South 72°50'12" West, a distance of 5.57 feet to the point of beginning, and containing 2,225 square feet or 0.05 acres of land, more or less.



It is the intent of this document to convey and it does convey all of the GRANTOR'S right, title, and interest in and to all that real property described in that certain EASEMENT DEED, filed for record on October 1, 2014, as Document No. 4397022, in the Office of the Washoe County Recorder, Nevada.

The Basis of Bearing for these descriptions is the NEVADA COORDINATE SYSTEM OF 1983, West Zone. Distances shown are ground values with a grid to ground scale factor of 1.000175791.

It is the intent of the Department to relinquish to the City of Reno all of the Department's right, title and interest in and to the aforesaid described right-of-way as shown on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof. DATED this ____ day of _____, 2016.

APPROVED AS TO LEGALITY AND FORM:

Dennis Gallagher, Deputy Attorney General

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

Brian Sandoval, Chairman

ATTEST:

William H. Hoffman, Secretary to the Board

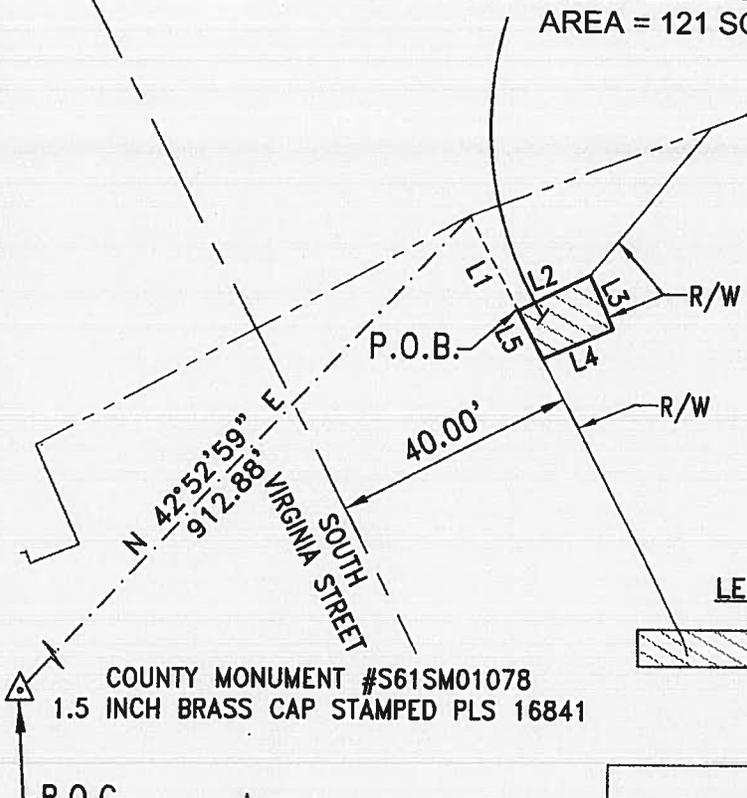
MAP ID. NO. 56275

TRUCKEE RIVER
NDSL

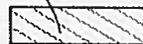
011-605-01 FA1 XS2

AREA = 121 SQ. FT.

DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01



LEGEND



AREA TO BE DEEDED
TO CITY OF RENO AFTER
COMPLETION OF PROJECT

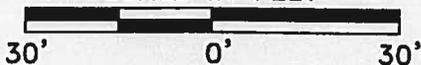
COUNTY MONUMENT #S61SM01078
1.5 INCH BRASS CAP STAMPED PLS 16841

P.O.C.



SEC. 11
T. 19 N.
R. 19 E.

1" = 30 FEET
SCALE IN FEET



LINE TABLE		
LINE	LENGTH	BEARING
L1	17.17'	S 27°10'08" E
L2	12.97'	N 63°16'59" E
L3	9.53'	S 23°12'42" E
L4	12.34'	S 66°47'18" W
L5	8.76'	N 27°10'08" W

JOB#W4X56200_6200-RW-03-R-O-W-TO_COR.dwg

EXHIBIT "A"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
RIGHT-OF-WAY

DATE:	1/20/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW

MAP ID. NO. 56276

SEE EXHIBIT "C"
FOR LINE /
CURVE TABLE

TRUCKEE RIVER

SEC. 11
T. 19 N.
R. 19 E.

011-605-01 PE1 XS1

(0.05 ACRES)

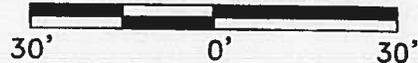
DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01



SEC. 11
T. 19 N.
R. 19 E.

SOUTH
VIRGINIA STREET

SCALE IN FEET



LEGEND



PERMANENT
EASEMENT
AREA

RECORD OF SURVEY
DOCUMENT NO. 3366018

40.00'

S66° 48' 53"W
RADIAL

S69° 23' 03"W
RADIAL

80.00'

S13° 46' 52"E
36.55'

P.O.B.

N 53°27'37" E
849.43'

MILL STREET
60' RIGHT-OF-WAY

COUNTY MONUMENT #S61SM01078
.5 INCH BRASS CAP STAMPED PLS 16841

P.O.C.

JOB#W4X56200_6200-RW-03-R-O-W-COUNTY.dwg

EXHIBIT "B"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
PERMANENT EASEMENT

DATE:	2/4/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW

MAP ID. NO. 56277

011-605-01 PE1 XS1		
LINE TABLE		
LINE	LENGTH	BEARING
L1	12.34'	N 66°47'18" E
L2	9.53'	N 23°12'42" W
L3	8.49'	N 69°33'40" E
L4	10.31'	S 20°34'38" E
L5	2.50'	S 69°22'59" W
L6	5.57'	S 72°50'12" W

011-605-01 PE1 XS1				
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	19.87'	443.00'	2° 34' 10"	9.94'
C2	52.55'	440.50'	6° 50' 05"	26.30'

JOB#W4X56200_6200-RW-03-R-0-W-COUNTY.dwg

EXHIBIT "C"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
PERMANENT EASEMENT

DATE:	2/4/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW

302
[City]

Adjacent to APN: 011-605-02
Control Section: Off System
Route: S. Virginia St. Former Route: SR-430
Project: NHP-0191(081)
E.A.: 73813
Ptn. of Parcel: 011-605-01 FA1
All of Parcel: 011-605-01 PE1
Surplus No.: SUR 16-07
Surplus Parcels: 011-605-01 FA1 XS2
011-605-01 PE1 XS1

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

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish portions of S. Virginia St. lying within the City of Reno, County of Washoe, State of Nevada, delineated and identified as Parcels 011-605-01 FA1 XS2 and 011-605-01 PE1 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof; and

WHEREAS, the City Council of the City of Reno, State of Nevada, desires that the aforesaid portions of said street be relinquished to the City of Reno; and

WHEREAS, the City of Reno has requested the relinquishment of aforesaid portions of street for the purpose of a transportation facility; and

WHEREAS, the City of Reno has agreed to accept the relinquishment of said right-of-way for the aforesaid portions of S. Virginia St. together with any and all revocable leases and licenses entered into between the Department and the adjoining owners for the multiple use of the right-of-way.

NOW THEREFORE be it resolved that the City Council of the City of Reno, does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the City of Reno, those portions of S. Virginia St. lying within the City of Reno, County of Washoe, State of Nevada, said right-of-way is delineated and identified as Parcels 011-605-01 FA1 XS2 and 011-605-01 PE1 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof.

ATTACHMENT 3

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

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this _____ day of _____, 20__.

ATTEST:

Ashley D. Turney
City Clerk Ashley D. Turney



Hillary L. Schiene
MAYOR HILLARY L. SCHIENE

REVIEWED AND RECOMMENDED BY _____ APPROVED AS TO LEGALITY AND FORM:

Chief Right-of-Way Agent

Chief Deputy Attorney General
Chief Counsel, Department of Transportation

S
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S
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L

STATE OF NEVADA acting by and through its
Department of Transportation

Director

STATE OF NEVADA
CARSON CITY

On this _____ day of _____, 20__, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, _____ personally known (or proved) to me to be the _____ Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

S
E
A
L

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

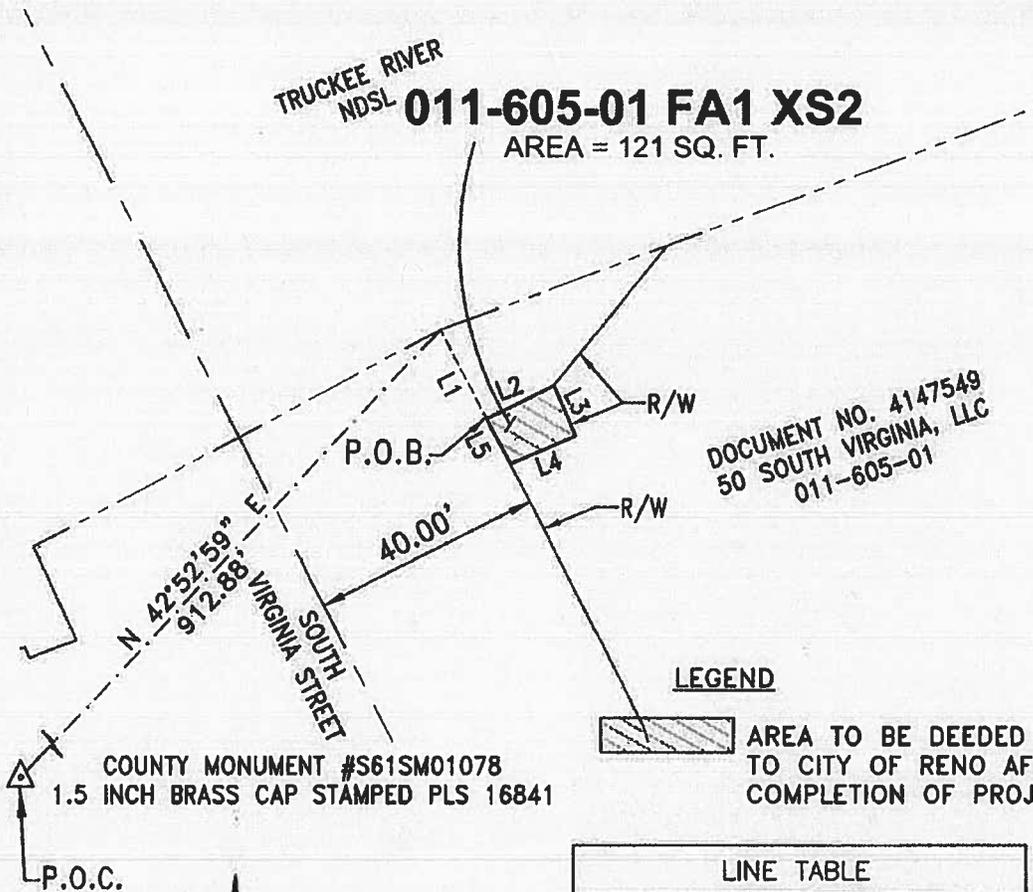
MAP ID. NO. 56275

TRUCKEE RIVER
NDSL

011-605-01 FA1 XS2

AREA = 121 SQ. FT.

DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01



LEGEND



AREA TO BE DEEDED
TO CITY OF RENO AFTER
COMPLETION OF PROJECT

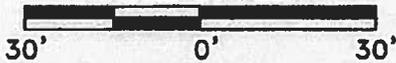
COUNTY MONUMENT #S61SM01078
1.5 INCH BRASS CAP STAMPED PLS 16841

P.O.C.



SEC. 11
T. 19 N.
R. 19 E.

1" = 30 FEET
SCALE IN FEET



LINE TABLE		
LINE	LENGTH	BEARING
L1	17.17'	S 27°10'08" E
L2	12.97'	N 63°16'59" E
L3	9.53'	S 23°12'42" E
L4	12.34'	S 66°47'18" W
L5	8.76'	N 27°10'08" W

JOB#W4X56200_6200-RW-03-R-O-W-TO_COR.dwg

EXHIBIT "A"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
RIGHT-OF-WAY

DATE: 1/20/14
DRAWN BY: CCM, DR
CHECKED BY: CW

MAP ID. NO. 56276

SEE EXHIBIT "C"
FOR LINE /
CURVE TABLE

SEC. 11
T. 19 N.
R. 19 E.

011-605-01 PE1 XS1

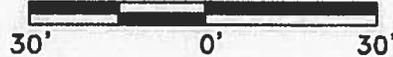
(0.05 ACRES)

DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01



SEC. 11
T. 19 N.
R. 19 E.

SCALE IN FEET



LEGEND

 PERMANENT
EASEMENT
AREA

TRUCKEE RIVER

SOUTH
VIRGINIA STREET

MILL STREET
60' RIGHT-OF-WAY

RECORD OF SURVEY
DOCUMENT NO. 3366018
4696

COUNTY MONUMENT #S61SM01078
.5 INCH BRASS CAP STAMPED PLS 16841

JOB#W4X56200_6200-RW-03-R-0-W-COUNTY.dwg

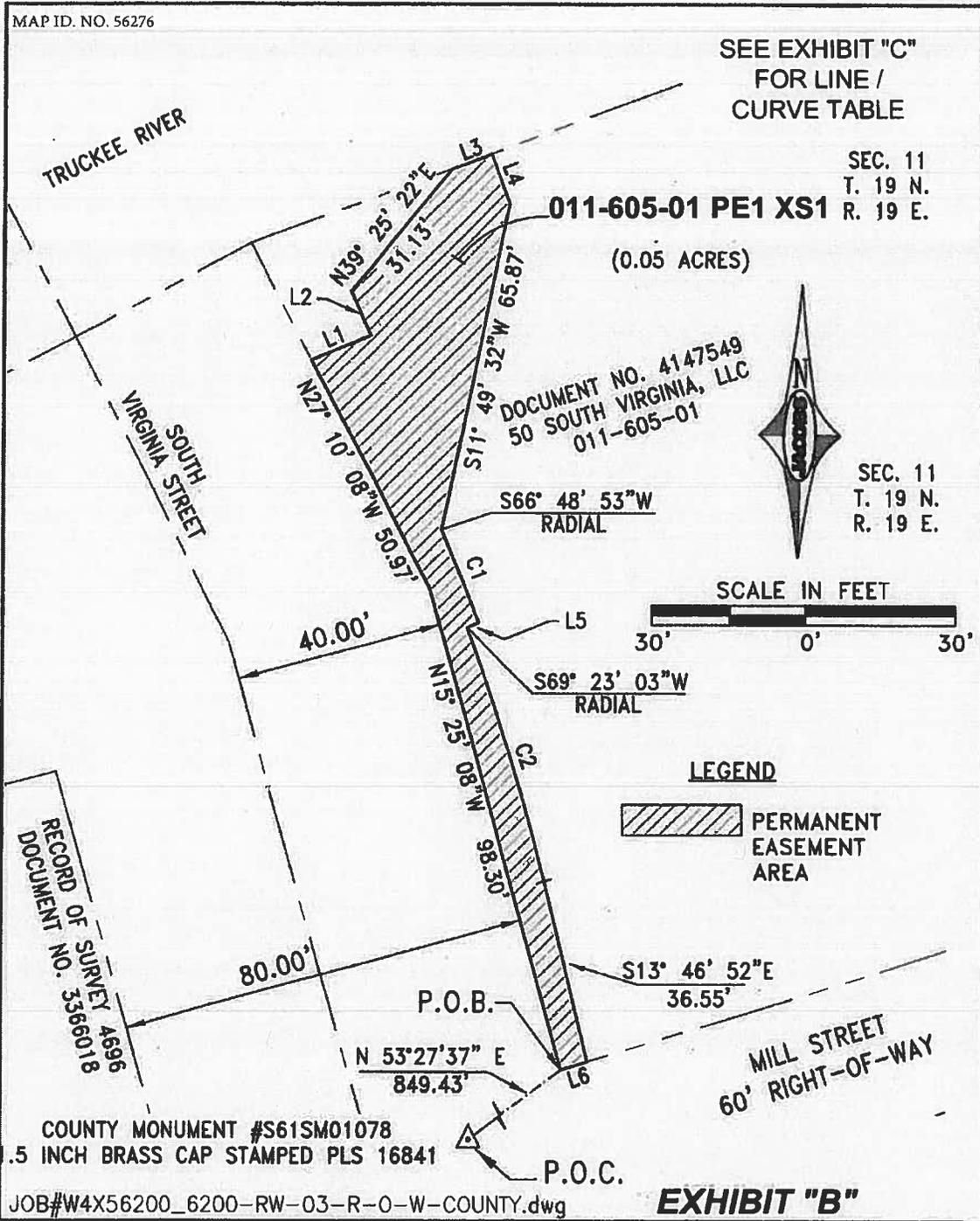
EXHIBIT "B"

JACOBS

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
PERMANENT EASEMENT

DATE:	2/4/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW



MAP ID. NO. 56277

011-605-01 PE1 XS1		
LINE TABLE		
LINE	LENGTH	BEARING
L1	12.34'	N 66°47'18" E
L2	9.53'	N 23°12'42" W
L3	8.49'	N 69°33'40" E
L4	10.31'	S 20°34'38" E
L5	2.50'	S 69°22'59" W
L6	5.57'	S 72°50'12" W

011-605-01 PE1 XS1				
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	19.87'	443.00'	2° 34' 10"	9.94'
C2	52.55'	440.50'	6° 50' 05"	26.30'

JOB#W4X56200_6200-RW-03-R-0-W-COUNTY.dwg

EXHIBIT "C"

JACOBS

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET
PERMANENT EASEMENT

DATE:	2/4/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW



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

MEMORANDUM

Environmental Services Division

October 6, 2016

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

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

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 16-07
Project: NHP-0191(081)
EA: 73813
Surplus Parcels: 011-605-01 FA1 XS1 & 011-605-01- PE1 XS1
Reno, NV
Disposal to the City of Reno

Per FHWA opinion expressed on March 30, 2016, this request does not appear a qualifying action and does not require NEPA or FHWA approval of NEPA, as outlined in 23CFR771 and the active Programmatic Agreement between FHWA and NDOT. The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern.

EC: Project E-File

ATTACHMENT 4

NRS 408.527 Procedure for relinquishment of roadways; regulations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 5



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

MEMORANDUM

October 25, 2016

To: Department of Transportation Board of Directors

From: Rudy Malfabon, Director

Subject: November 14, 2016 Transportation Board of Directors Meeting

Item # 10: Disposal of NDOT Right-of-Way a parcel of land in the City of Reno, County of Washoe, State of Nevada

SUR 16-08 For board approval

Summary:

Approval is requested from the Department of Transportation Board of Directors to dispose of the above-referenced parcel of land by Resolution of Relinquishment. The parcel to be relinquished to the Division of State Lands is located in the City of Reno, County of Washoe, State of Nevada, consisting of 438 sq. ft. of existing roadbed and pavement on the attached sketch maps depicted as Exhibits "A" through "C".

Background:

The Department originally acquired a fee interest on October 1, 2014, for construction of a replacement bridge over the Truckee River on North Virginia Street between Mill Street and East First Street, Project NHP-0191(081). Acquisition of the parcel was necessary because the replacement bridge was longer than the existing bridge which was over 100 years old. Additionally the abutments needed to be placed further to the south changing the high water line of the river at this location.

Analysis:

On September 20, 2016, the Division of State Lands signed a Resolution Consenting to Relinquishment and Land Transfer Agreement accepting the relinquishment of this parcel. The relinquishment of NDOT's interest in this parcel is being made in accordance with NRS 408.527.

List of Attachments:

1. Location Map
2. Original Resolution of Relinquishment with attached sketch map marked Exhibits "A" through "C"
3. Copy of the Resolution Consenting to Relinquishment and Land Transfer Agreement with attached location map depicted as Exhibits "A" through "C".
4. Environmental Approval
5. NRS 408.527

**Department of Transportation Board of Directors
October 25, 2016**

Recommendation for Board Action:

Approval of disposal of NDOT parcel located in the City of Reno, County of Washoe, State of Nevada.

Prepared by: Ruth Borrelli, Chief Right-of-Way Agent 

LOCATION MAP



SUR 16-08
DESCRIPTION: Parcels of land in the City of Reno, County of Washoe, State of Nevada

ATTACHMENT 1

301SL

Adjacent to APN's: 011-601-02
011-605-02
011-606-01

Control Section: Off System
Route: Virginia St. Former Route: SR-430
Project: NHP-0191(081)
E.A.: 73813
Ptn. of Parcel: 011-605-01 FA1
All of Parcel: NDSL PE2
Surplus No.: SUR 16-08
Surplus Parcels: 011-605-01 FA1 XS1
NDSL PE2 XS1

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

LEGAL DESCRIPTION PREPARED BY:
JEFFREY J. HENKELMAN, P.L.S.
NEVADA DEPT. OF TRANSPORTATION
RIGHT-OF-WAY DIVISION
1263 S. STEWART ST.
CARSON CITY, NV 89712

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

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, presently holds easement and fee simple interests in that certain right-of-way for a portion of N. Virginia St. and portions of S. Virginia St., lying within the City of Reno, County of Washoe, State of Nevada; and

WHEREAS, said right-of-way is delineated and identified as Parcels 011-605-01 FA1 XS1 and NDSL PE2 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof; and

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

WHEREAS, said right-of-way is of no further contemplated use by the Department due to that portion of N. Virginia St. and those portions of S. Virginia St. being in excess of its needs; and

WHEREAS, the Division has requested the relinquishment of aforesaid portion of right-of-way for the purpose of public use; and

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

WHEREAS, the Division entered into an agreement with the Department on September 20, 2016, to accept the hereinafter described designated street as a part of the City of Reno street system; and

WHEREAS, the Nevada Department of Conservation and Natural Resources, Division of State Lands, consented by resolution passed and adopted on September 20, 2016, to the Department relinquishing the aforesaid portions of said street to the Nevada Department of Conservation and Natural Resources, Division of State Lands.

THEREFORE, it is hereby determined by the Board of Directors of the Nevada Department of Transportation, State of Nevada, that the following described right-of-way and incidents thereto, being all that land, delineated and identified as Parcels 011-605-01 FA1 XS1 and NDSL PE2 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof, is hereby relinquished to the Nevada Department of Conservation and Natural Resources, Division of State Lands. Said right-of-way is described as follows:

Parcel: 011-605-01 FA1 XS1

A portion of a parcel of land conveyed to 50 SOUTH VIRGINIA, LLC, as described in Document Number 4147549, Official Public Records, Washoe County, Nevada, and a portion of that parcel of land deeded to the State of Nevada Department of Transportation as Parcel 011-605-01 FA1, lying within Section 11, Township 19 North, Range 19 East, M.D.M., City of Reno, County of Washoe, Nevada, and more particularly described as follows;

COMMENCING at a FOUND 1.5 INCH BRASS COUNTY MONUMENT NUMBER S61SM01078 STAMPED PLS 16841, thence North 42°52'59" East, a distance of 912.88 feet to the northwesterly corner of said 50 SOUTH VIRGINIA Parcel, being the POINT OF BEGINNING; thence along the northerly line of said 50 SOUTH VIRGINIA Parcel, North 69°33'40" East a distance of 41.82 feet; thence departing said northerly line, and along the easterly right-of-way line of South Virginia Street South 39°25'22" West, a distance of 31.13 feet; thence departing said right-of-way line, South 63°16'59" West, a distance of 12.97 feet to the westerly line of said 50 SOUTH VIRGINIA Parcel; thence along said westerly line of said 50 SOUTH VIRGINIA Parcel, North 27°10'08" West, a distance of 17.17 feet to the point of beginning and containing 438 square feet or 0.01 acres of land, more or less.

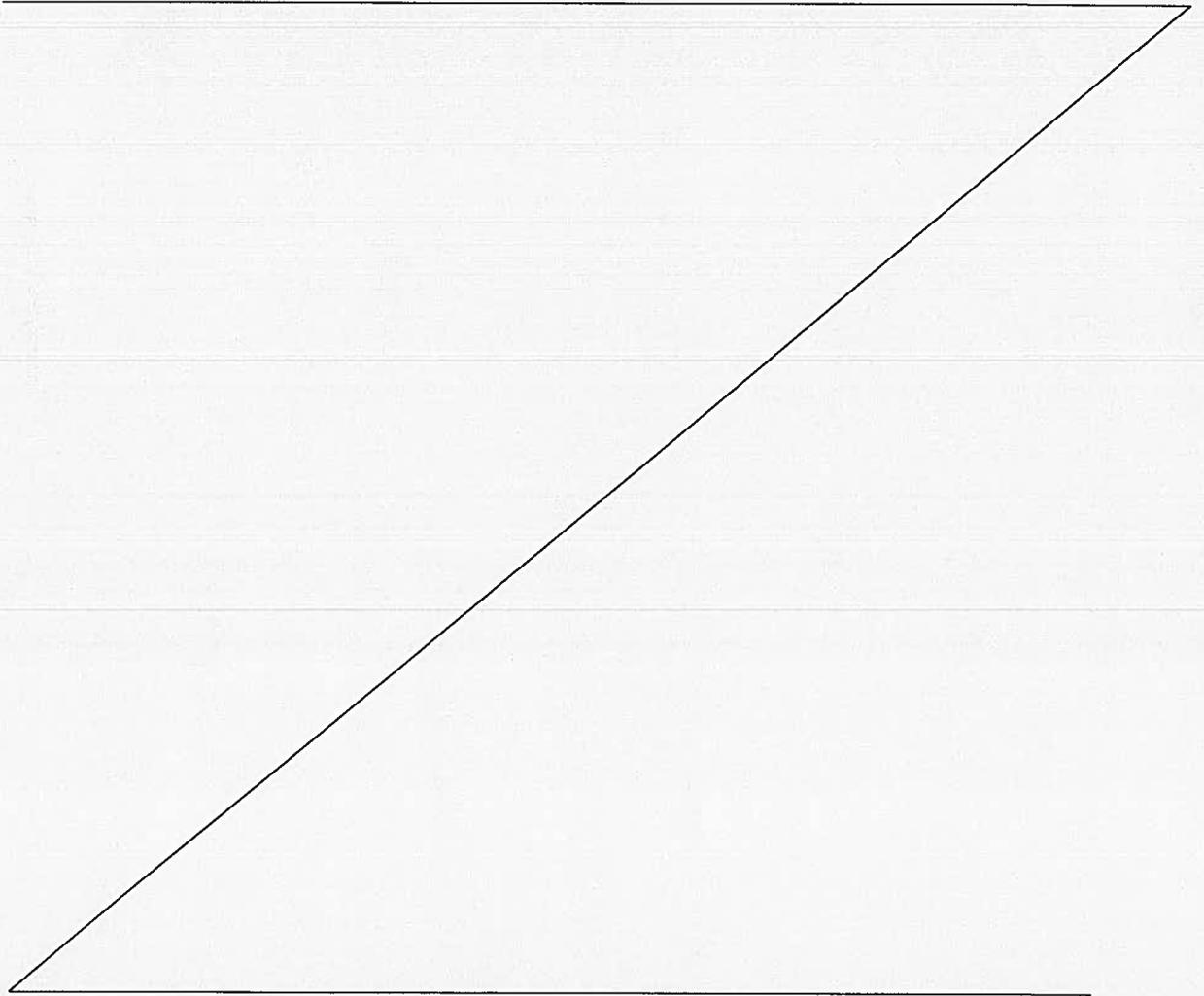
It is the intent of this document to convey and it does convey all of the GRANTOR'S right, title, and interest in and to a portion of that real property described in that certain DEED, filed for record on October 1, 2014, as Document No. 4397050, in the Office of the Washoe County Recorder, Nevada.

Parcel: NDSL PE2 XS1:

A portion of Section 11, Township 19 North, Range 19 East, M.D.M., City of Reno, County of Washoe, Nevada, more particularly described as follows;

COMMENCING at a FOUND 1.5 INCH BRASS COUNTY MONUMENT NUMBER S61SM01078 STAMPED PLS 16841; thence North 33°12'53" East, a distance of 912.59 feet to a point on the easterly prolongation of the south right-of-way line of Truckee River Lane (20 feet wide), same being the POINT OF BEGINNING; thence North 60°42'48" East, a distance of 55.33 feet to the southwesterly corner of Parcel "A" of the PARCEL MAP recorded March 3, 2006, as PARCEL MAP 4522, OFFICIAL RECORDS, WASHOE COUNTY, NEVADA;

thence along the south line of said Parcel "A", North 65°56'13" East, a distance of 26.19 feet; thence continuing along said south line of Parcel "A", North 66°17'15" East, a distance of 4.31 feet; thence departing said south line of Parcel "A", South 23°42'45" East, a distance of 1.40 feet to the beginning of a non-tangent curve concave westerly, having a radius of 470.40 feet, with a radial bearing of South 56°54'15" West; thence southerly along the arc of said curve, through a central angle of 17°09'42", a distance of 140.90 feet to the northerly line of a parcel of land conveyed to 50 SOUTH VIRGINIA, LLC, as described in Document Number 4147549, recorded August 31, 2012, Official Records, Washoe County, Nevada; thence along the northerly line of said 50 SOUTH VIRGINIA Parcel, South 69°33'40" West, a distance of 14.52 feet to the northwesterly corner of said 50 SOUTH VIRGINIA Parcel; thence departing said northerly line of the 50 SOUTH VIRGINIA Parcel, South 61°47'08" West, a distance of 76.08 feet to the beginning of a non-tangent curve concave easterly, having a radius of 470.40 feet, with a radial bearing of North 58°46'56" East; thence northerly along the arc of said curve, through a central angle of 17°17'13", a distance of 141.93 feet to the point of beginning and containing 13,448 square feet or 0.31 acres of land, more or less.



It is the intent of this document to convey and it does convey all of the GRANTOR'S right, title, and interest in and to all that real property described in that certain NON-EXCLUSIVE BRIDGE EASEMENT, filed for record on November 20, 2014, as Document No. 4411509 in the office of the Washoe County Recorder, Nevada.

The Basis of Bearing for these descriptions is the NEVADA COORDINATE SYSTEM OF 1983, West Zone. Distances shown are ground values with a grid to ground scale factor of 1.000175791.

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

DATED this ____ day of _____, 2016.

APPROVED AS TO LEGALITY AND FORM:

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

Dennis Gallagher, Deputy Attorney General

Brian Sandoval, Chairman

ATTEST:

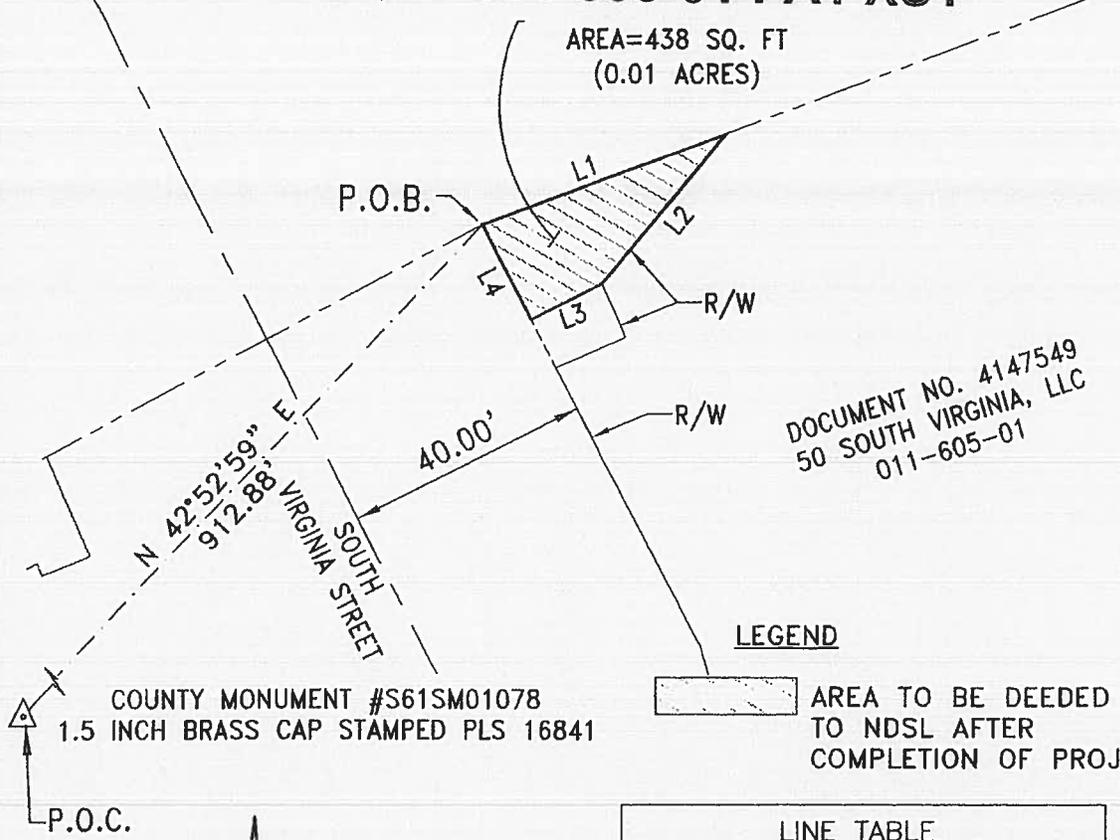
William H. Hoffman, Secretary to the Board

MAP ID. NO. 56274

TRUCKEE RIVER
NDSL

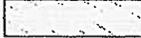
011-605-01 FA1 XS1

AREA=438 SQ. FT
(0.01 ACRES)



DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01

LEGEND

 AREA TO BE DEEDED TO NDSL AFTER COMPLETION OF PROJECT

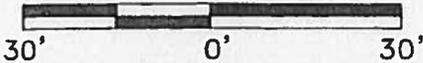
COUNTY MONUMENT #S61SM01078
1.5 INCH BRASS CAP STAMPED PLS 16841

P.O.C.



SEC. 11
T. 19 N.
R. 19 E.

1" = 30 FEET
SCALE IN FEET



LINE TABLE		
LINE	LENGTH	BEARING
L1	41.82'	N 69°33'40" E
L2	31.13'	S 39°25'22" W
L3	12.97'	S 63°16'59" W
L4	17.17'	N 27°10'08" W

JOB#W4X56200_6200-RW-03-R-O-W-TO_NSDL.dwg

EXHIBIT "A"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET RIGHT-OF-WAY

DATE:	1/20/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW

DUPLICATE ORIGINAL

MAP ID. NO. 56278

011-601-01
RENO MASONIC TEMPLE ASSOC.

NORTH VIRGINIA ST

ICE RINK PARCEL A
011-606-01
(CITY OF RENO)
PARCEL MAP 4522

N 66°17'15" E 154.52'
S56° 54' 15"W
RADIAL

SEC. 11
T. 19. N.
R. 19 E.



1"=50'

SCALE IN FEET



FOUND NAIL
AND TAG
PLS 5270

TRUCKEE RIVER

TRUCKEE RIVER LANE
TR. MAP NO. 498

P.O.B.

N 33°12'53" E
912.59'

TRUCKEE RIVER

PARCEL NDSL PE2 XS1
AREA = 13,448 SQ. FT.
(0.31 ACRES)

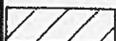
SEE EXHIBIT "C"
FOR LINE /
CURVE TABLE

DOCUMENT NO. 4147549
FORMER POST OFFICE
011-605-01
(50 S. VIRGINIA STREET LLC)

P.O.C.

COUNTY MONUMENT
#S61SM01078
1.5 INCH BRASS CAP
STAMPED PLS 16841

LEGEND:



PERMANENT BRIDGE EASEMENT

N58° 46' 56"E
RADIAL

SOUTH VIRGINIA ST

JOB#W4X56200_6200-RW-04-NSDL.dwg

EXHIBIT "B"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET BRIDGE:
NDSL PERMANENT
BRIDGE EASEMENT

DATE: 2/17/14
DRAWN BY: CCM, DR
CHECKED BY: CW

MAP ID. NO. 56279

NDSL PE2 XS1		
LINE TABLE		
LINE	LENGTH	BEARING
L1	55.33'	N60° 42' 48"E
L2	26.19'	N65° 56' 13"E
L3	4.31'	N66° 17' 15"E
L4	1.40'	S23° 42' 45"E
L5	14.52'	S69° 33' 40"W
L6	76.08'	S61° 47' 08"W

NDSL PE2 XS1				
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	140.90'	470.40'	17° 09' 42"	70.98'
C2	141.93'	470.40'	17° 17' 13"	71.51'

JOB#W4X56200_6200-RW-04-NSDL.dwg

EXHIBIT "C"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET BRIDGE:
NDSL PERMANENT
BRIDGE EASEMENT

DATE: 2/17/14
DRAWN BY: CCM, DR
CHECKED BY: CW

SCALE ORIGINAL

Adjacent to APN's: 011-601-02
011-605-02
011-606-01

Control Section: Off System

Route: Virginia Street Former Route: SR-430

Project: NHP-0191(081)

E.A.: 73813

Ptn. of Parcel: 011-605-01 FA1

All of Parcel: NDSL PE2

Surplus No.: SUR 16-08

Surplus Parcels: 011-605-01 FA1 XS1
NDSL PE2 XS1

RESOLUTION CONSENTING TO RELINQUISHMENT
AND LAND TRANSFER AGREEMENT

WHEREAS, the State of Nevada, Department of Transportation, hereinafter called the Department, desires to relinquish a portion of N. Virginia St. and portions of S. Virginia St. lying within the City of Reno, County of Washoe, State of Nevada, delineated and identified as Parcels 011-605-01 FA1 XS1 and NDSL PE2 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof; and

WHEREAS, the Nevada Department of Conservation and Natural Resources, Division of State Lands, hereinafter called the Division, desires that the aforesaid portions of said street be relinquished to the Division; and

WHEREAS, the Division has requested the relinquishment of aforesaid portions of street for the purpose of public use.

NOW THEREFORE be it resolved that the Nevada Department of Conservation and Natural Resources, Division of State Lands does in consideration of the actions of the Department as set forth herein, hereby consent to the State of Nevada, Department of Transportation, Board of Directors, relinquishing to the Division, that portion of N. Virginia St. and those portions of S. Virginia St. lying within the City of Reno, County of Washoe, State of Nevada, delineated and identified as Parcels 011-605-01 FA1 XS1 and NDSL PE2 XS1 on EXHIBITS "A" through "C", inclusive, attached hereto and made a part hereof.

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

DUPLICATE ORIGINAL

IN WITNESS WHEREOF the parties hereto have executed this agreement dated this 20 day of September, 2016.

REVIEWED AND RECOMMENDED BY:
Charles Dondhue
Administrator and Ex-Officio
State Land Registrar

REVIEWED AND RECOMMENDED BY:
David J. Berrelci
Chief Right-of-Way Agent

APPROVED FOR LEGALITY AND FORM:
La M Stoy
Deputy Attorney General

APPROVED AS TO LEGALITY AND FORM:
Dennis [Signature]
Chief Deputy Attorney General
Chief Counsel, Department of Transportation

ATTEST:
[Signature]
State Land Agent III

S
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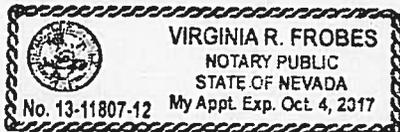
STATE OF NEVADA acting by and through its
Department of Transportation

John M. Terry
Asst. Director

STATE OF NEVADA
CARSON CITY

On this 16th day of September, 2016, personally appeared before me, the undersigned, a Notary Public in and for Carson City, State of Nevada, John M. Terry personally known (or proved) to me to be the Assistant Director of the Department of Transportation of the State of Nevada who subscribed to the above instrument for the Nevada Department of Transportation under authorization of Nevada Revised Statutes, Chapter 408.205; that he/she affirms that the seal affixed to said instrument is the seal of said Department; and that said instrument was executed for the Nevada Department of Transportation freely and voluntarily and for the uses and purposes therein mentioned.

S
E
A
L



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

[Signature]

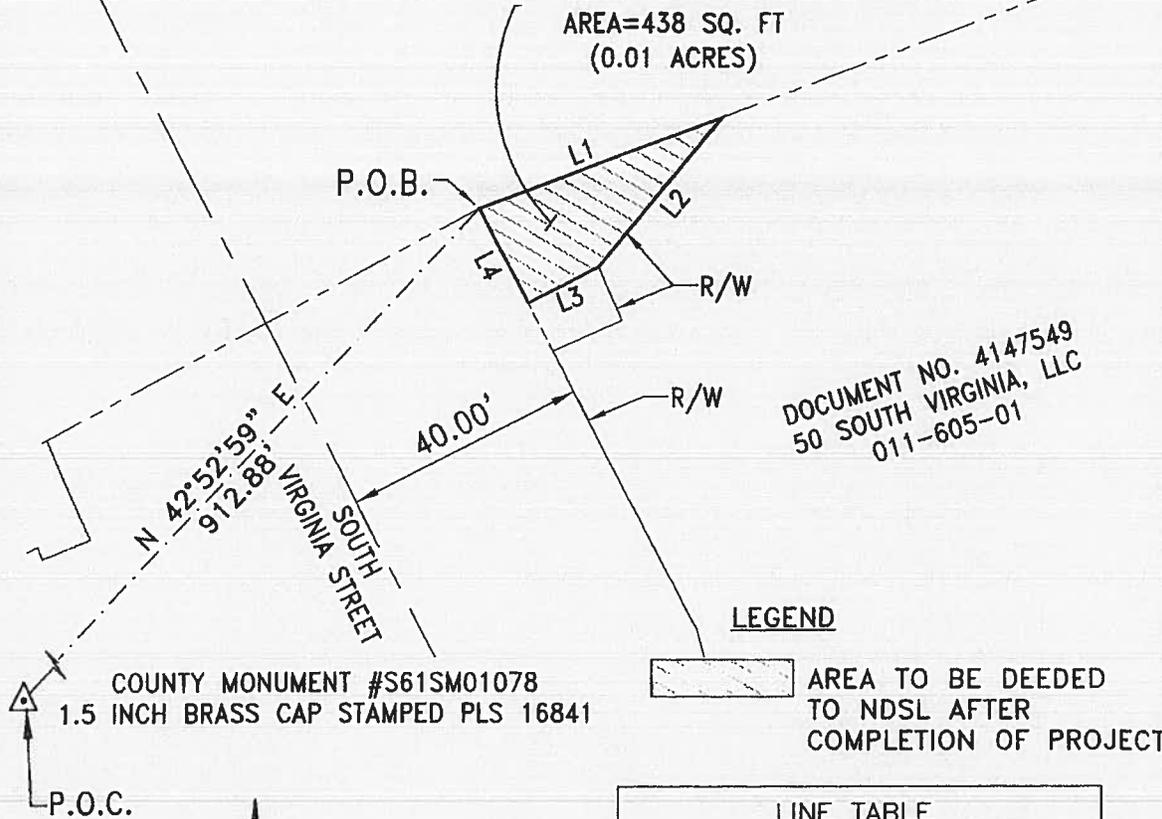
DUPLICATE ORIGINAL

MAP ID. NO. 56274

TRUCKEE RIVER
NDSL

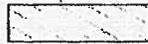
011-605-01 FA1 XS1

AREA=438 SQ. FT
(0.01 ACRES)



DOCUMENT NO. 4147549
50 SOUTH VIRGINIA, LLC
011-605-01

LEGEND

 AREA TO BE DEEDED TO NDSL AFTER COMPLETION OF PROJECT

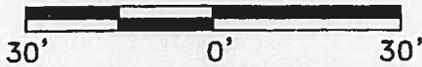
COUNTY MONUMENT #S61SM01078
1.5 INCH BRASS CAP STAMPED PLS 16841



SEC. 11
T. 19 N.
R. 19 E.

LINE TABLE		
LINE	LENGTH	BEARING
L1	41.82'	N 69°33'40" E
L2	31.13'	S 39°25'22" W
L3	12.97'	S 63°16'59" W
L4	17.17'	N 27°10'08" W

1" = 30 FEET
SCALE IN FEET



JOB#W4X56200_6200-RW-03-R-O-W-TO_NSDL.dwg

EXHIBIT "A"

JACOBS™
 985 DAMONTE RANCH PARKWAY, SUITE 100
 RENO, NV 89521 OFFICE: 775-850-5100
 FAX: 775-850-5115

VIRGINIA STREET
 RIGHT-OF-WAY

DATE:	1/20/14
DRAWN BY:	CCM, DR
CHECKED BY:	CW

DUPLICATE ORIGINAL

MAP ID. NO. 56278

011-601-01
RENO MASONIC TEMPLE ASSOC.

ICE RINK PARCEL A
011-606-01
(CITY OF RENO)
PARCEL MAP 4522

SEC. 11
T. 19. N.
R. 19 E.



1"=50'

SCALE IN FEET



NORTH VIRGINIA ST

TRUCKEE RIVER

TRUCKEE RIVER LANE
TR. MAP NO. 498

N 33°12'53" E
912.59'

TRUCKEE RIVER

N58° 46' 56"E
RADIAL

VIRGINIA SOUTH ST

L1

L2

L3

L4

L5

L6

N 66°17'15" E 154.52'
S56° 54' 15"W
RADIAL

FOUND NAIL
AND TAG
PLS 5270

PARCEL NDSL PE2 XS1
AREA = 13,448 SQ. FT.
(0.31 ACRES)

SEE EXHIBIT "C"
FOR LINE /
CURVE TABLE

DOCUMENT NO. 4147549
FORMER POST OFFICE
011-605-01
(50 S. VIRGINIA STREET LLC)

P.O.C.

COUNTY MONUMENT
#S61SM01078
1.5 INCH BRASS CAP
STAMPED PLS 16841

LEGEND:

PERMANENT BRIDGE EASEMENT

JOB#W4X56200_6200-RW-04-NSDL.dwg

EXHIBIT "B"

JACOBS™

985 DAMONTE RANCH PARKWAY, SUITE 100
RENO, NV 89521 OFFICE: 775-850-5100
FAX: 775-850-5115

VIRGINIA STREET BRIDGE:
NDSL PERMANENT
BRIDGE EASEMENT

DATE: 2/17/14
DRAWN BY: CCM, DR
CHECKED BY: CW

DUPLICATE ORIGINAL

MAP ID. NO. 56279

DUPLICATE ORIGINAL

NDSL PE2 XS1		
LINE TABLE		
LINE	LENGTH	BEARING
L1	55.33'	N60° 42' 48"E
L2	26.19'	N65° 56' 13"E
L3	4.31'	N66° 17' 15"E
L4	1.40'	S23° 42' 45"E
L5	14.52'	S69° 33' 40"W
L6	76.08'	S61° 47' 08"W

NDSL PE2 XS1				
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	TANGENT
C1	140.90'	470.40'	17° 09' 42"	70.98'
C2	141.93'	470.40'	17° 17' 13"	71.51'

JOB#W4X56200_6200-RW-04-NSDL.dwg

EXHIBIT "C"

JACOBS [™] 985 DAMONTE RANCH PARKWAY, SUITE 100 RENO, NV 89521 OFFICE: 775-850-5100 FAX: 775-850-5115	VIRGINIA STREET BRIDGE: NDSL PERMANENT BRIDGE EASEMENT
	DATE: 2/17/14
	DRAWN BY: CCM, DR
	CHECKED BY: CW



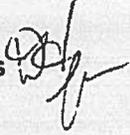
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7013
Fax: (775) 888-7104

MEMORANDUM

Environmental Services Division

October 6, 2016

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

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

Subject: Environmental Clearance for Transportation Board
Surplus No.: SUR 16-08
Project: NHP-0191(081)
EA: 73813
Surplus Parcels: 011-605-01 FA1 XS1 & NDSL PE2 XS1
Virginia Street Bridge
Reno, NV
Disposal to the Nevada Division of State Lands

Per FHWA opinion expressed on March 30, 2016, this request does not appear a qualifying action and does not require NEPA or FHWA approval of NEPA, as outlined in 23CFR771 and the active Programmatic Agreement between FHWA and NDOT. The Environmental Services Division reviewed the requested action and found it clear of any documented environmental concern.

EC: Project E-File

ATTACHMENT 4

NRS 408.527 Procedure for relinquishment of roadways; regulations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 5



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

MEMORANDUM

October 31, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item #11: Equipment in Excess of \$50,000 – New Equipment Sweepers – *For possible action.*

Summary:

This item is to request Transportation Board approval of procurement to purchase new equipment, PM-10 Sweepers.

Background:

NRS 408.389 states that the Department shall not purchase any equipment which exceeds \$50,000, unless the purchase is first approved by the Board. The Legislature approved new equipment. The procurement to purchase PM 10 Sweepers was approved in the regular 2015 Legislature session (Attachment 1). \$870,000 was approved for the procurement of three (3) PM 10 Sweepers in FY 2017. An explanation of units priced over \$50,000 is provided.

Analysis:

Class 24 Sweepers (PM 10 Sweepers)

There are three (3) units of these classes being requested to be purchased; all will exceed \$50,000 per unit. Sweepers are used to limit the emissions of particulate matter into the environment by preventing, controlling, and mitigating fugitive dust from maintenance sweeper activities. Sweepers are also the front line in combating storm water runoff into washes that lead to Lake Mead National recreation area. Areas of District I, specifically the Las Vegas Valley, are considered “non attainment areas” by Clark County Air Quality and the Southern Nevada Health District, both of which follow the guidelines laid out by the EPA. All of these sweepers will be operated in the Las Vegas Valley, District I, Clark County.

Cost Analysis (see Attachment 2 “Cost Analysis Excel Sheet”)

List of Attachments:

- A. Biennial Legislative Budget
- B. Cost Analysis Excel Sheet

Recommendation for Board Action:

The Department recommends approval of the purchase of new equipment with an estimated value of \$870,000 for FY 2017.

Prepared by:

Kevin Lee, District III Engineer

NEVADA DEPARTMENT OF TRANSPORTATION
 BUDGET ACCOUNT 201-4660
 BUDGET REQUEST FISCAL YEARS 2015-2016 AND 2016-2017
 ENHANCEMENT

Item 11 Attachment A

AGENCY REQUEST
 AUGUST 31, 2014

GOVERNOR RECOMMENDS
 JANUARY 19, 2015

NDOT OBJECT	OBJECT TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	2016 A00	2017 A00	2016 G01	2017 G01
E720 EQUIPMENT - CATEGORY 05					
REVENUE - CATEGORY 00					
00-2507	Highway Fund Authorization	\$ 3,689,502	\$ 2,749,055	\$ 3,598,017	\$ 2,748,741
TOTAL REVENUE - CATEGORY 00		\$ 3,689,502	\$ 2,749,055	\$ 3,598,017	\$ 2,748,741

EQUIPMENT - CATEGORY 05

As required by the Budget Instructions, expenses associated with the purchases of new equipment are included as an enhancement. This decision unit is requesting budget authority to purchase operational equipment items that will cost greater than \$5,000 and several specialized equipment items, all of which are detailed separately and are summarized below by object code.

	2016	2017			
CAT 04/05 PROJECT NEON TEMPORARY FIELD OFFICE					
04 - 7771 SOFTWARE	\$ 27,090	\$ 27,090	\$ 27,150	\$ 27,150	
05 - 8241 OFFICE FURNITURE	\$ 194,400	\$ -	\$ 196,800		
05 - 8271 PROJECTOR	\$ 2,000	\$ -	\$ 1,500		
05 - 8370 COMPUTER HARDWARE > \$5,000	\$ 136,317	\$ -	\$ 35,537		
05 - 8371 COMPUTER HARDWARE < \$5,000	\$ 69,695	\$ 21,965	\$ 77,030	\$ 21,591	
	<u>\$ 429,502</u>	<u>\$ 49,055</u>			
05-8274 SPECIALIZED EQUIPMENT (NDOT Operational Equipment)	<u>\$ 1,750,000</u>	<u>\$ 1,750,000</u>	\$ 1,750,000	\$ 1,750,000	
Operational equipment includes a wide variety of equipment such as computers, office furniture, laboratory test equipment, shop tools and miscellaneous survey equipment.					
05-8276 MATERIAL / ENVIRONMENTAL EQUIPMENT					
CS9300 High Speed Profiling Systems	\$ 80,000	\$ -			
PM-10 Sweepers (three each year)	\$ 870,000	\$ 870,000			
Culvert Cleaner Truck	\$ 250,000	\$ -			
	<u>\$ 1,200,000</u>	<u>\$ 870,000</u>	\$ 1,200,000	\$ 870,000	
04-7460 EQUIPMENT < \$1,000					
EDOC Field Devices -tablets or IPADS - (100 @ \$800 each)	\$ 80,000	\$ 80,000			
	<u>\$ 80,000</u>	<u>\$ 80,000</u>	\$ 80,000	\$ 80,000	
05-8280 LIGHT AND HEAVY CONSTRUCTION & MAINTENANCE EQUIPMENT					
Viking TP26, 26' Tow Plows with swivel tongue (two)	\$ 230,000	\$ -			
	<u>\$ 230,000</u>	<u>\$ -</u>	\$ 230,000		
	<u>\$ 3,689,502</u>	<u>\$ 2,749,055</u>			
ENHANCEMENT - NEW EQUIPMENT - E720		\$ 3,689,502	\$ 2,749,055	\$ 3,598,017	\$ 2,748,741

Attachment A



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

MEMORANDUM

October 31, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item #12: Equipment in Excess of \$50,000 – Fleet Replacement – *For possible action.*

Summary:

This item is to request Transportation Board approval of procurement to replace fleet vehicles.

Background:

NRS 408.389 states that the Department shall not purchase any equipment which exceeds \$50,000, unless the purchase is first approved by the Board. The Legislature approved new replacement equipment. The procurement to purchase a total of \$5,000,000 was approved in the regular 2015 Legislature session (Attachment 1) for purchase in FY 2017, which is a significant amount and warrants consideration and approval by the Transportation Board. An explanation of vehicles priced over \$50,000 is provided.

The replacement criteria for fleet vehicles is shown as Attachment 2 and is based on age and/or mileage. Each class of vehicle has specific replacement criteria; however, the Department has discretion in identifying vehicles to be replaced. For example, if a vehicle remains serviceable with acceptable maintenance costs, it will remain in service even though it exceeds the replacement criteria. If a vehicle is experiencing excessive repair costs, it may be replaced before the criteria is met in order to achieve our mission objectives.

The proposed list of vehicles for replacement is shown in Attachment 3. In addition to the vehicle information and the requested replacement class, maintenance costs from December, 2012 thru December, 2015, captured by our Equipment Management System, are shown. The vehicle maintenance costs included all parts and labor and any outsourced repair cost (fuel costs are not included).

There are several units / vehicles that will not exceed the \$50,000 cost threshold. The following is a description and utilization explanation of those:

- Class 01A vehicles are used primarily as pool vehicles or vehicles which are used by Administrative Staff. They are needed as a primary assigned vehicle to staff or are loaned out to staff traveling outside their normal duty stations.
- Class 03 ¾ Ton and Class 05 Ton Pickups are used to transport personnel to the field to perform normal inspection, testing, maintenance duties, road improvement – betterment projects and construction projects. Hand tools, testing and survey equipment, personal protective equipment, and other essentials, along with traffic control signage are transported to the field utilizing these classes of vehicles. Additionally, these units are used to respond for removal of debris or other items off the roadway and need to be reliable.
- Class 04 Vans are used as passenger vans to transport crews to statewide locations. Cargo vans are used to transport materials and equipment, to various locations.
- Class 08A Forklifts are used to move materials and supplies throughout the maintenance yards.
- Class 63B Programmable Message Boards are placed in work zones or incident zones to inform the traveling public of information on alerts, emergency traffic control, road closures, and other emergency situations. During routine highway maintenance projects, message boards are placed in the appropriate work zones to inform the traveling public of traffic control perimeters. These boards are also utilized in conjunction with local agencies, such as NHP, to provide information on public safety campaigns.

Analysis:

Class 11 Vehicles (1 Ton, 1½ Ton, Medium Duty Trucks)

Class 11 vehicles are primarily used by NDOT employees working on core maintenance functions. These vehicles are used as maintenance crew trucks. The trucks are used to transport crews to the field to perform normal maintenance duties and road improvement – betterment projects. Equipment is transported to the field utilizing this class of vehicle, such as traffic control devices, roadway apparatus, and other equipment. Additionally, these units are used to respond to remove debris or other items off the roadway and need to be reliable.

There are approximately five (5) units requested for replacement, ranging in price from \$48,000 to \$50,000. The remainder of the Class 11 units being requested will not exceed the \$50,000 threshold.

Class 11 Aerial Lifts

There is one (1) unit for replacement which will exceed \$50,000. This unit will be utilized by the District Services Crew to repair apparatus that is not accessible by traditional methods. Examples would be advanced warning lights, ITS devices, street / parking lighting, and tree trimming.

Class 13 & 15 Vehicles (Heavy Duty Trucks)

There are eight (8) units of these classes being requested; all will exceed \$50,000 per unit. The approximate costs of the units range from \$250,000 to \$290,000. Class 13 and Class 15 vehicles are utilized year-round. In the winter, they are used for snow removal and de-icing, and hauling of salt/sand. Summer usage includes transportation of chips, crushed rocks, shouldering material, plant mix, gravel, asphalt, concrete, and transporting equipment.

Class 21 & 24 (Sweepers)

There are two (2) units of these classes being requested for replacement; both will exceed \$50,000 per unit. Road brooms are utilized for chip seal projects, debris removal, on the roadway, and in the maintenance yards. The brooms are typically the last piece of equipment on the road for final cleanup. The vacuum brooms are used on roads within NDOT's ROW for debris removal after storm events. They are also a primary tool in meeting Facility Pollution Prevention Plans (FPPP) at the maintenance yards. Additionally, they are used to limit the emissions of particulate matter into the environment by preventing, controlling, and mitigating fugitive pollutants from maintenance sweeper activities.

Class 37 Conveyors (Stacker Belt)

There is one (1) unit of this class being requested for replacement, which will exceed \$50,000. Class 37 units are used to mix and stack salt and sand for winter de-icing operations.

Class 40 Patch / Crack Fillers

There is one (1) unit of this class being requested for replacement, which will exceed \$50,000. Class 40 units are used to perform patching on roadways and paved / concrete surfaces maintained by maintenance crews. It helps alleviate further detrition of these surfaces.

Class 54 Tractor with Boom Mower & Batwing Mower

There is one (1) unit of this class being requested for replacement, which will exceed \$50,000. Class 54 vehicles are used for vegetation management. Part of vegetation management is to increase visibility and sight distance to reduce hazards to the traveling public.

Class 54B Backhoe Loader

There is one (1) unit of this class being requested for replacement, which will exceed \$50,000. The backhoes are utilized in digging trenches, cleaning ditches, and loading or placing material.

Class 60 Communications Trailer

There are two (2) units of this class being requested; these units will each exceed \$50,000. These trailers will be used to house communication equipment. They are utilized in the field to provide emergency / backup radio communication with NDOT, NHP, and other Nevada Shared Radio System users.

Class 72 Lab/Office Trailers

There are three (3) of these units being requested for purchase; each unit will exceed \$50,000. These are mobile units used to house equipment and facilitate material testing on construction projects.

Cost Analysis (see Attachment 4 “Cost Analysis Excel Sheet”)

List of Attachments:

- A. Biennial Legislative Budget
- B. Equipment Replacement Criteria by Vehicle Class
- C. List of Replacement Vehicles by Districts / Headquarters
- D. Cost Analysis Excel Sheet

Recommendation for Board Action:

The Department recommends approval of the purchase of replacement fleet vehicles with an estimated value of \$5,000,000 for FY 2017.

Prepared by:

Kevin Lee, District III Engineer

NEVADA DEPARTMENT OF TRANSPORTATION
BUDGET ACCOUNT 201-4660
BUDGET REQUEST FISCAL YEARS 2015-2016 AND 2016-2017
ENHANCEMENT

NDOT OBJECT	OBJECT TITLE DESCRIPTION / JUSTIFICATION / DOCUMENTATION OF NEED	2016 REQUEST	2017 REQUEST
E710	EQUIPMENT REPLACEMENT		
REVENUE - CATEGORY 00			
00-2507	Highway Fund Authorization	\$ 5,420,000	\$ 5,420,000
TOTAL REVENUE E710 - CATEGORY 00		\$ 5,420,000	\$ 5,420,000
EQUIPMENT - CATEGORY 05			
05-8000	COMMUNICATIONS EQUIPMENT - 800 MHz RADIOS	\$ 420,000	\$ 420,000
<p>This decision unit requests budget authority for the replacement of approximately ten percent (10%) of the 800 MHz radios owned and utilized by the Department of Transportation (NDOT). The type of radios to be replaced reached their end of service for parts support in 2009 and 2010. 200 radios x \$4,200 estimated replacement cost per unit = \$840,000 (see attached list of NDOT radios to be replaced). The replacement radios are compatible with any P25 radio system and are vender neutral.</p> <p>The Nevada Shared Radio System (NSRS) is a statewide 800 MHz trunked radio system. The NSRS is a public private partnership shared between the NDOT, the University of Nevada Las Vegas (UNLV), and Nevada Energy participating in full legal accordance with FCC regulations. System resources and components are combined to maximize mobile radio capabilities, advanced technologies and coverage throughout Nevada, while minimizing equipment costs and associated operational costs. A portion of the NDOT operating costs are reimbursed by the non-highway funded agencies listed on the attached diagram depicting the participants in the NSRS.</p> <p>Although the backbone (mountain top) radio system has reached its end of life and will no longer be supported by the manufacture, the end user equipment is supported and needs to be replaced as described above. The replacement radios will work on any P25 radio system that is chosen as the replacement, regardless of the manufacturer.</p>			
05-8280	HEAVY DUTY REPLACEMENT EQUIPMENT	\$ 5,000,000	\$ 5,000,000
ENHANCEMENT - REPLACEMENT EQUIPMENT TOTAL - E710		\$ 5,420,000	\$ 5,420,000

Attachment A

Attachment B

EQUIPMENT REPLACEMENT CRITERIA BY VEHICLE CLASS

Criteria for NDOT licensed equipment replacement are based upon number of miles or hours, age, and/or downtime, excessive repair/recapitalization cost and parts availability.

Mileage, hour and age criteria for replacement are as follows:

<u>Class</u>	<u>Description</u>	<u>Miles/Hours</u>	<u>Months</u>
01	Sedans	100,000	96
	Purchased after FY03	120,000	120
01A	AWD Passenger Vehicles	100,000	96
	Purchased after FY03	150,000	120
03	3/4 Ton Pickups	150,000	96
	Diesel Powered	200,000	144
04	Vans	150,000	96
	Diesel Powered	200,000	144
05	1/2 Ton Pickups	150,000	96
08A	Fork Lifts		180
08E	Air Compressors		180
10	Survey Units	150,000	96
10	Diesel Powered	200,000	144
11	Misc. Trucks	150,000	96
	Diesel Powered	200,000	144
11A	Aerial Lifts	150,000	96
	Diesel Powered	200,000	144
11E	1 Ton Dump/Garbage Trucks	150,000	96
	Diesel Powered	200,000	144
11F	Service Trucks	150,000	96
	Diesel Powered	200,000	144
11H	Flatrack	150,000	96
	Diesel Powered	200,000	144
11J	Utility Truck	150,000	96
	Diesel Powered	200,000	144
13	Tandem Axle Dump Trucks	200,000	144
	Purchased after FY03	250,000	180
15	All Wheel Drive Dump Trucks	200,000, or 5,000 hrs	180
21	S P Road Brooms	8,000	120
24	S P Pickup Brooms		72
37	Conveyors		360
40	Patch/Crack Fillers		120
54	Industrial Tractors		240
54B	Backhoe Loader		240
60	Trailers - Cargo		204
63	Sign Trailers		360
63B	Programmable Message Boards		144
72	Lab/Office Trailers		240

**ATTACHMENT C
DISTRICT I
FY 2017 Equipment Replacement**

CLASS	Unit No	Current Age (Years)	Fuel Type	ODOMETER as of 6/30/16	UNIT AVG YR MNT COST Dec 2012 THRU Dec 2015	CLASS AVG YEARLY MAINT COST	DESCRIPTION REQUEST	ADJ CLASS	EST. COST	REPLACEMENT CRITERIA MET
04	3178	13	CNG	33,204	\$2,722.53	\$2,445	15 Ppassenger Van	04	\$32,000	Age
05	0461	15	Pro/Unld	232,963	\$7,297.16	\$1,977	1/2Ton Extended Cab Short Bed	05	\$27,000	Age/Mileage
13	0819	32	Diesel	224,342	\$9,924.37	\$7,595	Tandem Axle Dump Truck w/ Plow & Sander	13	\$250,000	Age/Mileage
13	0851	21	Diesel	184,537	\$3,843.13	\$7,595	Tandem Axle Dump Truck w/ Plow & Sander	13	\$250,000	Age
15	1009	32	Diesel	79,171	\$7,175.02	\$16,113	Tandem Axle Dump Truck w/ Plow & Sander	13	\$250,000	Age
21	1543	24	Diesel	2,654	\$3,495.61	\$4,304	Self Propelled Broom	21	\$50,000	Age
24	1827	29	Diesel	17,790	\$2,424.60	\$14,987	PM-10 Self Propelled Sweeper	24	\$275,000	Age
54B	2039	33	Diesel	4,493	\$5,897.18	\$3,420	Backhoe	54B	\$100,000	Age
05	0845	14	Pro/Unld				4 Door SUV	01A	To be ordered if savings permits	Age/Mileage

ATTACHMENT C
DISTRICT II
FY 2017 Equipment Replacement

CLASS	Unit No	Current Age (Years)	Fuel Type	ODOMETER as of 6/30/16	UNIT AVG YR MNT COST Dec 2012 THRU Dec 2015	CLASS AVG YEARLY MAINT COST	DESCRIPTION REQUEST	ADJ CLASS	EST. COST	REPLACEMENT CRITERIA MET
01	3092	17	Unld	90,600	\$726.22	\$1,647	Ford Explorer 4x4	01A	\$30,000	Age
03	0090	11	Dsl	312,635	\$6,954.51	\$3,138	3/4 Ton 4x4 Pickup Crew Cab Short Bed	03	\$32,500	Mileage
03	1155	13	Unld	282,463	\$2,837.62	\$3,138	3/4 Ton 4x4 Pickup Crew Cab Short Bed	03	\$32,500	Age/Mileage
03	1750	12	Dsl	201,503	\$10,197.14	\$3,138	3/4 Ton 4x4 Pickup Crew Cab Short Bed	03	\$32,500	Mileage
03	3226	12	Dsl	348,266	\$4,112.36	\$3,138	3/4 Ton 4x4 Pickup Crew Cab Short Bed	03	\$32,500	Mileage
05	0129	11	Unld	276,952	\$2,446.41	\$1,977	1/2 Ton 4x4 Pickup Ext Cab FFV V-6 Short Bed	05	\$28,000	Mileage
05	0159	11	Unld	281,741	\$2,695.82	\$1,977	1/2 Ton 4x4 Pickup Ext Cab FFV V-6 Short Bed	05	\$28,000	Mileage
05	0389	21	Unld	155,977	\$1,318.91	\$1,977	1/2 Ton 4x4 Pickup Crew Cab FFV V-6 Short Bed	05	\$28,000	Age/Mileage
05	0834	15	Unld	314,528	\$2,867.68	\$1,977	1/2 Ton 4x4 Pickup Crew Cab FFV V-6 Short Bed	05	\$28,000	Age/Mileage
03	1141	13	Dsl	256,748	\$4,249.50	\$3,138	1/2 Ton 4x4 Pickup Crew Cab FFV V-6 Short Bed	05	\$28,000	Age/Mileage
13	0512	24	Dsl	191,319	\$4,026.31	\$7,595	Tandem Axle Dump Trk W/Plow & Sander	13	\$250,000	Age
13	2782	18	Dsl	204,283	\$16,010.62	\$7,595	Tandem Axle Dump Trk W/Plow & Sander	13	\$290,000	Age/Mileage
15	2789	18	Dsl	179,277	\$22,450.44	\$16,113	6x6 Plow Truck One Way Plow & Sander	15	\$260,000	Age
54	1340	23	Dsl	2,296	\$10,339.05	\$6,312	AG Tractor w/ Boom Mower and Batwing Mower	54	\$150,000	Age

**ATTACHMENT C
DISTRICT III
FY 2017 Equipment Replacement**

CLASS	Unit No	Current Age (Years)	Fuel Type	ODOMETER as of 6/30/16	UNIT AVG YR MNT COST Dec 2012 THRU Dec 2015	CLASS AVG YEARLY MAINT COST	DESCRIPTION REQUEST	ADJ CLASS	EST. COST	REPLACEMENT CRITERIA MET
03	0828	14	Unleaded	219,576	\$1,074.31	\$3,138	3/4 Ton Standard Cab Long Bed 4x4	03	\$27,000	Age/Mileage
03	1146	13	Unleaded	187,388	\$2,494.23	\$3,138	3/4 Ton Standard Cab Long Bed 4x4	03	\$27,000	Age/Mileage
03	2169	11	Unleaded	154,094	\$2,043.84	\$3,138	3/4 Ton Crew Cab Short Bed 4x4	03	\$31,000	Age/Mileage
05	0262	25	Unleaded	159,645	\$3,252.37	\$1,977	3/4 Ton Crew Cab Short Bed 4X4	03	\$31,000	Age/Mileage
03	0161	11	Unleaded	19,849	\$2,159.08	\$3,138	3/4 Ton ext Cab 4x4	03	\$29,000	Age/Mileage
03	0815	14	Diesel	272,593	\$9,898.85	\$3,138	3/4 Ton ext Cab 4x4	03	\$29,000	Age/Mileage
08A	0670	23	Propane	532	\$0.00	\$1,024	Forklift 6,000 lb	08A	\$35,000	Age
11A	3216	13	Diesel	184,520	\$9,696.99	\$4,369	F-550 w/Aerial Lift	11A	\$115,000	Age/Mileage
11E	2988	17	Diesel	274,271	\$6,850.26	\$8,941	F-450 Dump Truck Gas Engine	11E	\$48,000	Age/Mileage
11F	1873	11	Diesel	312,708	\$9,092.93	\$5,781	F-450 Mechanic's Truck 4x4	11F	\$48,000	Mileage
11H	2992	17	Diesel	240,072	\$11,725.06	\$5,558	F-450 Flat Rack Truck 4x4	11H	\$40,000	Age/Mileage
11J	0191	16	Diesel	213,931	\$4,498.21	\$5,418	F-450 Reg Cab Utility Body	11J	\$50,000	Age/Mileage
11J	0552	15	Diesel	208,061	\$4,519.56	\$5,418	F-450 Mechanic's Truck	11F	\$40,000	Age/Mileage
13	0229	16	Diesel	269,508	\$14,694.79	\$7,595	Tandem Axle Dump Trk W/Plow & Sander	13	\$250,000	Age/Mileage
13	3021	17	Diesel	248,928	\$13,059.14	\$7,595	Tandem Axle Dump Trk W/Plow & Sander	13	\$250,000	Age/Mileage
37	1072	41	Unleaded	15	\$6,526.18	\$2,343	Stacker Belt 30" x 60" Diesel Powered	37	\$100,000	Age
40	0937	29	Diesel	0	\$170.87	\$3,056	Trailer Mounted Patcher	40	\$70,800	Age
63B	2881	19	Solar	569	\$1,161.74	\$824	Programmable Message Board	63B	\$23,500	Age
21	1056	23	Diesel				Self Propelled Broom	21	To be ordered if savings permits	Age

ATTACHMENT C
Headquarters & Construction
FY 2017 Equipment Replacement

CLASS	Unit No	Current Age (Years)	Fuel Type	ODOMETER as of 6/30/16	UNIT AVG YR MNT COST Dec 2012 THRU Dec 2015	CLASS AVG YEARLY MAINT COST	DESCRIPTION REQUEST	ADJ CLASS	EST. COST	REPLACMENT CRITERIA MET
01	2924	17	Unleaded	123,079	\$411.18	\$1,647	1/2 Ton 4x4 Pickup Ext Cab LB FFV V-6	05	\$27,000	Age/Mileage
10	3155	16	Unleaded	168,262	\$5,447.78	\$5,422	3/4 ton 4x4 Ext Cab Short Bed	03	\$30,000	Age/Mileage
04	0100	11	Diesel	258,093	\$8,954.23	\$2,445	3/4 on Cargo Van 4X4	04	\$36,000	Mileage
04	1015	18	Unleaded	172,854	\$1,843.45	\$2,445	1/2 Ton 4x4 Pickup Ext Cab SB FFV V-6	05	\$27,000	Age/Mileage
01	0021	16	Unleaded	143,453	\$549.32	\$1,647	1/2 Ton 4x4 Pickup Crew Cab SB FFV V-6	05	\$30,000	Age/Mileage
05	0347	23	Unleaded	163,470	\$2,908.77	\$1,977	1/2 Ton 4x4 Pickup Ext Cab SB FFV V-6	05	\$27,000	Age/Mileage
05	0504	9	Unleaded	148,148	\$2,303.43	\$1,977	1/2 Ton 4x4 Pickup Ext Cab LB FFV V-6	05	\$27,000	Age
05	0575	15	Unleaded	145,263	\$3,251.67	\$1,977	1/2 Ton 4x4 Pickup Ext Cab SB FFV V-6	05	\$27,000	Age
08E	2207	28	Diesel	0	\$134.68	\$670	1/2 Ton 4x4 Pickup Ext Cab SB FFV V-6	05	\$27,000	Age
05	2525	21	Unleaded	171,765	\$4,871.42	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	2555	21	Unleaded	179,892	\$1,788.72	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	1438	21	Unleaded	162,737	\$1,677.36	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	0210	25	Unleaded	156,613	\$729.53	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	2563	21	Unleaded	160,440	\$4,539.12	\$1,977	1/2 Ton Reg Cab Long Bed	05	\$22,000	Age/Mileage
05	0144	11	Unleaded	175,185	\$5,411.79	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	0474	15	Unleaded	183,060	\$1,763.81	\$1,977	1/2 Ton Reg Cab Long Bed	05	\$22,000	Age/Mileage
05	1798	12	Unleaded	162,221	\$1,307.85	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	1804	12	Unleaded	173,023	\$1,837.44	\$1,977	1/2 Ton Reg Cab Long Bed	05	\$22,000	Age/Mileage
05	2061	21	Unleaded	171,291	\$2,689.52	\$1,977	1/2 Ton Reg Cab Short Bed	05	\$22,000	Age/Mileage
05	0480	15	Unleaded	167,829	\$998.40	\$1,977	1/2 Ton Reg Cab Long Bed	05	\$22,000	Age/Mileage
72	2366	28	N/A	0	\$29.39	\$172	10 x 50 Lab Trailer	72	\$172,000	Age
72	2472	27	N/A	0	\$123.33	\$172	10 x 50 Lab Trailer	72	\$172,000	Age
72	2205	29	N/A	0	\$107.11	\$172	10 x 50 Lab Trailer	72	\$172,000	Age
63	2070	30	N/A	0	\$0.00	\$58	Communications Trailer	60C	\$58,000	Age
63	2381	27	N/A	0	\$0.00	\$58	Communications Trailer	60C	\$58,000	Age



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MEMORANDUM

October 31, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item #13: Equipment Purchase in Excess of \$50,000 – Environmental Program Equipment – *For possible action*

Summary:

This item is to request Transportation Board approval of procurement to purchase new Environmental Program equipment for fiscal year 2017. The request includes three (3) Culvert Flushers, three (3) Storm Water Camera Trucks, and additional maintenance crew vehicles.

Background:

The Legislature approved a budget amendment for the NDOT Environmental Program during their 2015 regular session. Part of this approval included the procurement to purchase a total of \$5,324,222 in new equipment in FY 2016 and an additional \$2,285,000 in FY 2017. The purchase was included in the legislatively-approved budget and funded with state highway funds (Attachment 1). The Department would like to purchase these units in order to meet the MS4 program requirements and implement a compliant statewide storm water program which will better address expectations of the EPA.

NRS 408.389 states that the Department shall not purchase any equipment which exceeds \$50,000, unless the purchase is first approved by the Board. Each of the Culvert Flushers, the Storm Water Camera Trucks, and Class 11 One – Ton Trucks exceed the \$50,000 threshold requiring Transportation Board approval. The total purchase of the maintenance crew vehicles is budgeted at \$500,000 in FY 2017, which is a significant amount and warrants consideration and approval by the Transportation Board. An explanation of new equipment and crew vehicles priced over \$50,000 is provided.

Each of the three districts would receive one (1) Culvert Flusher and one (1) Storm Water Camera Truck. The crew vehicles will be spread throughout the Districts and Headquarters to meet the needs of the program.

The proposed list of vehicles for purchase is shown in Attachment 2.

Analysis:

Class 20 Culvert Cleaner/Flusher

There are three (3) Culvert Flushers being requested. They will be used to clean drainage culverts and drop inlets. Each unit is \$430,000 with attachments.

Class 11 Storm Water Camera Trucks

There are three (3) Camera Trucks being requested. These Storm Water Camera Trucks, one for each District, will be used to inspect and survey storm drains. They provide a mobile unit to inspect the drains. They can also provide work bays / stations. The trucks house the digital push cameras, necessary equipment and software to visually view the conditions of the drains. This allows the operator to determine what appropriate action needs to be taken to address maintenance issues. Each unit is \$165,000.

Maintenance Crew Vehicles

These Class 11 - One Ton Trucks are primarily used by NDOT employees working on core maintenance functions. These vehicles are used as maintenance crew trucks. The trucks are used to transport personnel and equipment to the field to perform normal maintenance duties.

Cost Analysis:

The cost analysis for equipment over \$50,000 is shown in Attachment 3.

List of Attachments:

- A. Excerpt FY 2015-2016 Approved Budget Request
- B. List of Equipment to be Purchased in FY 2017 for Environmental Program
- C. Cost Analysis Excel Sheet

Recommendation for Board Action:

The Department recommends approval of the requested equipment purchase.

Prepared by:

Kevin Lee, District III Engineer

NEVADA DEPARTMENT OF TRANSPORTATION
 BUDGET ACCOUNT 201-4660
 BUDGET REQUEST FISCAL YEARS 2015-2016 AND 2016-2017
 E244 - ENVIRONMENTAL PROGRAM

As required by the Budget Instructions, expenses associated with a new program are included as an enhancement. This decision unit is requesting budget authority for personnel, operational equipment and supplies, and several specialized equipment items, all of which are detailed separately and are summarized below by object code.

REVENUE - CATEGORY 00			
00-2507	Highway Fund Authorization	\$ 9,322,352	\$ 6,379,840
TOTAL REVENUE - CATEGORY 00		\$ 9,322,352	\$ 6,379,840

EXPENDITURES:

	<u>2016</u>	<u>2017</u>		
01-5000 PERSONNEL	\$ 3,955,814	\$ 4,052,249		
03-6200 TRAVEL	\$ 21,500	\$ 21,500		
04-7000 OPERATING-EMPLOYEE BOND & AG ASSESSMENT	\$ 6,895	\$ 6,890		
26-7556 INFORMATION SERVICES	\$ 13,921	\$ 14,201		
	<u>\$ 3,998,130</u>	<u>\$ 4,094,840</u>		
05-8280 MATERIAL / ENVIRONMENTAL EQUIPMENT				
PM-10 SWEEPERS (three each crew)	\$ 2,700,000	\$ -		
CULVERT FLUSHER TRUCKS	\$ 1,290,000	\$ 1,290,000		
RADIO CONTROLLED TRACK LOADERS	\$ 300,000	\$ -		
CAMERA TRUCKS	\$ -	\$ 495,000		
CREW TRUCKS	\$ 1,034,222	\$ 500,000		
	<u>\$ 5,324,222</u>	<u>\$ 2,285,000</u>		
Environmental Program Total	<u><u>\$ 9,322,352</u></u>	<u><u>\$ 6,379,840</u></u>	\$ 9,322,352	\$ 6,379,840

ENHANCEMENT - ENVIRONMENTAL PROGRAM - E244	\$ 9,322,352	\$ 6,379,840
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Attachment A

ATTACHMENT B
FY 2017 Enviromental Program Equipment

CLASS	DESCRIPTION	Fuel Type	LOCATION	EST. COST	Group Cumm Cost	Total Cumm Cost
20	Culvert Cleaner Truck (Vactor 2100PD)	Dsl	District 1	\$430,000	\$430,000	\$430,000
20	Culvert Cleaner Truck (Vactor 2100PD)	Dsl	District 2	\$430,000	\$860,000	\$860,000
20	Culvert Cleaner Truck (Vactor 2100PD)	Dsl	District 3	\$430,000	\$1,290,000	\$1,290,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 1	\$26,000	\$26,000	\$1,316,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 1	\$26,000	\$52,000	\$1,342,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 1	\$26,000	\$78,000	\$1,368,000
11	1 Ton Flat Bed or Dump Truck	Dsl	District 1	\$55,000	\$133,000	\$1,423,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 2	\$26,000	\$159,000	\$1,449,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 2	\$26,000	\$185,000	\$1,475,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 2	\$26,000	\$211,000	\$1,501,000
11	1 Ton Flat Bed or Dump Truck	Dsl	District 2	\$55,000	\$266,000	\$1,556,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 3	\$26,000	\$292,000	\$1,582,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 3	\$26,000	\$318,000	\$1,608,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 3	\$26,000	\$344,000	\$1,634,000
05	1/2 Ton 4x4 Ext Cab PU	Unl	District 3	\$26,000	\$370,000	\$1,660,000
11	1 Ton Flat Bed or Dump Truck	Dsl	District 3	\$55,000	\$425,000	\$1,715,000
01A	4 Door SUV	Unl	HQ	\$29,000	\$454,000	\$1,744,000
11??	1 ton Camera Truck	Unl	District 1	\$165,000	\$165,000	\$1,909,000
11??	1 ton Camera Truck	Unl	District 2	\$165,000	\$330,000	\$2,074,000
11??	1 ton Camera Truck	Unl	District 3	\$165,000	\$495,000	\$2,239,000



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MEMORANDUM

November 1, 2016

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: November 14, 2016 Transportation Board of Directors Meeting
Item #14: Old Business – *Informational Item Only*

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

- A. USA Parkway Quarterly Report – *Informational item only.*
Please see Attachment A.
- B. Pedestrian Safety Quarterly Report – *Informational item only.*
Please see Attachment B.
- C. I-11 Quarterly Report – *Informational item only.*
Please see Attachment C.
- D. Stormwater Program Quarterly Report – *Informational item only.*
Please see Attachment D.
- E. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
Please see Attachment E.
- F. Monthly Litigation Report – *Informational item only.*
Please see Attachment F.
- G. Fatality Report dated October 31, 2016 – *Informational item only.*
Please see Attachment G.
- H. Project NEON Quarterly Report – *Informational item only.*
Please see Attachment H.

Recommendation for Board Action:

Informational item only.

USA Parkway – Quarterly Project Status Report November Transportation Board Meeting

Status Summary

- Project is progressing well
- Design is about 90 percent complete
- Design for all but one minor Design Unit has been released for construction
- Construction is about 20 percent complete and advancing on the existing paved and unpaved sections of SR 439
- 2 miles of new pavement has been completed
- All ROW parcels have been acquired
- Project and executive-level partnering efforts continue
- Fiber conduit installation is being included along SR 439

Schedule

On schedule for Substantial Completion by Fall 2017

PEDESTRIAN SAFETY IMPROVEMENT PROGRAM
PROJECT STATUS MEMO

TO: Transportation Board of Directors

FROM: P.D. Kiser, Asst. Chief Traffic Safety Engineer

DATE: October 27, 2016

RE: Status Report on the NDOT Pedestrian Safety Improvement Program

2016 Complete (or under Construction) Pedestrian Safety Improvement Projects:

- SR 28 in Incline Village – completed spring 2016
- SR 430/ N Virginia St @ Bonanza Casino – temporary signal installed
- SR 443/ Sun Valley Blvd @ Gepford, Skaggs, 6th Ave – currently under construction
- SR 430/N Virginia St @ Talus Way and Moraine Way – awarded/construction Spring 2017
- SR 667/Keitzke Lane @ Roberts St, Taylor St, Apple St, Grove St– awarded/construction Spring 2017
- SR 159/Charleston Blvd from Hillside to Nellis Blvd– awarded/construction early 2017
- Boulder Highway at Sun Valley Drive - awarded/construction early 2017
- SR 160/ Blue Diamond – signals installed at El Capitan and Ft Apache Way

Northern Nevada FY 2017 Projects:

- US 50 @ Pike Street in Dayton Nevada; at Silver State Street in Carson City, Nevada and at Lake Shore Blvd near Zephyr Cove, Nevada – these project are anticipated to include new crosswalks, activated rapid rectangular flashing beacons at the crosswalks, enhanced street lighting, pedestrian refuge medians and ADA compliant pedestrian ramps. A kick-off meeting and field review was performed in September, 2016. The 30% preliminary plans are scheduled to be completed in November and 100% design plans are scheduled to be submitted May, 2017.
- SR 430/ N Virginia St @ Bonanza Casino – the installation of a Permanent Traffic Signal and ADA Crosswalk is being designed and has an estimated advertise date of January 2017.

Southern Nevada FY 2017 Projects:

- Lake Mead Boulevard from Civic Center to Pecos Road in North Las Vegas – this project will be a Complete Streets project (first for NDOT) and will include pavement rehabilitation, lane reduction from 6 to 4 lanes, construction of raised median islands with left turn access control at median openings, 10 ft. travel lanes. Buffered bicycle lanes, ADA compliant pedestrian ramps, wider sidewalks and overhead pedestrian activated rapid rectangular flashing beacons. Due to utility conflicts, the schedule for this project now has an advertising date at the spring 2017 and a construction start in summer 2017.

- Boulder Highway at the following 8 locations. These projects are anticipated to include new crosswalks, activated rapid rectangular flashing beacons at the crosswalks, enhanced street lighting, pedestrian refuge medians and ADA compliant pedestrian ramps. A kick-off meeting and field review was performed in October, 2016. The 30% preliminary plans are scheduled to be completed in November and 100% design plans are scheduled to be submitted May, 2017.
 1. VA Clinic – Midblock of College Drive / Horizon Drive in Henderson, NV
 2. Foster Ave in Henderson, Nevada
 3. Corn Street in Henderson, Nevada
 4. Lowery Street in Henderson, Nevada
 5. Near Hamilton Ave in Clark County, Nevada
 6. 4350 Boulder Hwy in Clark County, Nevada
 7. Oakey Blvd in Clark County, Nevada
 8. Whitney Ave in Clark County, Nevada

NDOT Pedestrian Safety Improvement Program – Status Report

Southern Nevada – FY 2016



SR 147/ Lake Mead Blvd–Complete Street Design –**New Advertise Date May 2017**

- At 60% redesign due to existing conditions issues

SR 159/Charleston Blvd- **Advertised & Awarded September 2016**

- Advertising in August, 2016
- Estimated Construction Start in Fall, 2016

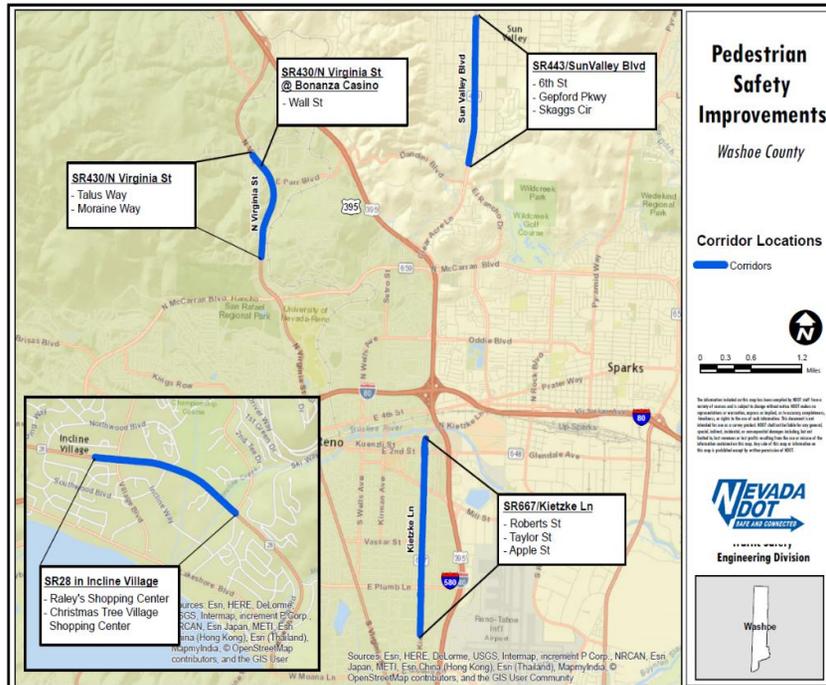
SR 582/Boulder Hwy @ Sun Valley Drive–**Advertised & Awarded September 2016**

- Advertising in August, 2016
- Estimated Construction Start in Fall 2016

SR 160/ Blue Diamond - **Installed**

- Signals currently being installed, estimated completion end of September 2016

Northern Nevada – FY 2016



SR 28 in Incline Village

- Construction started in Fall 2015 – **Completed Spring 2016**

SR 443/ Sun Valley Blvd – **Currently under construction**

- Contract was awarded June 2, 2016
- Construction Starting September, 2016

SR 430/ N Virginia St @ Bonanza Casino

- Temporary Signal Installed

SR 430/N Virginia St @ Talus Way and Moraine Way

- Contract Awarded on June 2, 2016
- Construction **Starting Spring 2017**

SR 667/Keitzke Lane @ Roberts St, Taylor St, Apple St, Grove St

- Contract Awarded on June 2, 2016
- Construction **Starting Spring 2017**

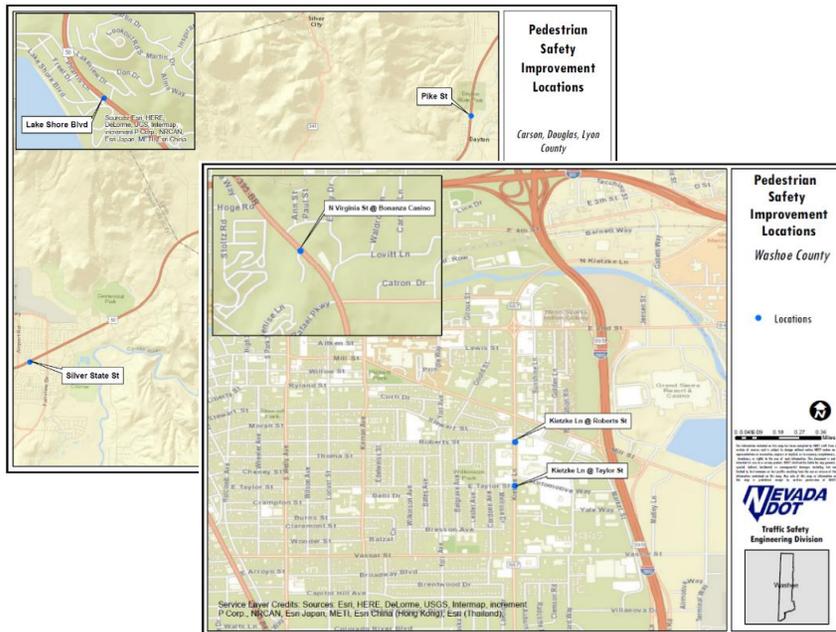
Southern Nevada – FY 2017



SR 582/ Boulder Highway@

1. VA Clinic – Midblock of College Drive / Horizon Dr in Henderson, NV
 2. Foster Ave in Henderson NV
 3. Corn Street in Henderson NV
 4. Lowery Street in Henderson NV
 5. Near Hamilton Ave in Clark County, NV
 6. 4350 Boulder Hwy in Clark County, NV
 7. Oakey Blvd in Clark County, NV
 8. Whitney Ave in Clark County, NV
- Install Pedestrian Safety Improvements
 - **Kick off meeting held October, 2016**
 - **Estimated Advertise Date June 2017**

Northern Nevada – FY 2017



US 50 @ Pike Street, Dayton NV; Silver State Street, Carson City NV; Lake Shore Blvd, Glenbrook NV

- Install Pedestrian Safety Improvements
- **Kick off meeting held September, 2016**
- **Estimated Advertise Date June 2017**

SR 430/ N Virginia St @ Bonanza Casino

- Installation of Permanent Signal and ADA Crosswalk
- Estimated Advertise Date **January 2017**

SR 667/Keitzke Lane @ Roberts St, Taylor St,

- Install Pedestrian Lighting (to complete project)
- Estimate date 2018 (**included in current project**)

October 31, 2016

Interstate 11 Quarterly Update

- Construction ongoing for first segment of I-11 (Boulder City Bypass).
- Incremental improvements on US 95, in and north of Las Vegas
 - US 95 NW Phase 3A Centennial Bowl (under construction)
 - US 95 NW Phase 2B/5 – Durango to Kyle – anticipated to begin in 2017, to include “Future I-11” signs. NDOT currently evaluating strategies to accelerate remaining phases
 - NDOT is planning on scoping the widening of US 95 to four lane, divided highway to Tonopah, including identifying necessary environmental documentation.
- Will continue to study both the Southern and Northern Nevada segments to identify incremental improvements.
 - Priority in Statewide Freight Plan and portions identified in National Freight Network
 - Statewide Multimodal Long Range Plan scope includes the development of a corridor advancement plan for I-11 (and other critical corridors) that will include the identification of strategies by segment to continue development and investment momentum. The Statewide Plan has just kicked off; this effort will be included in a future task order.
 - Southern Nevada Traffic Study –include consideration of I-11 through Las Vegas. This study (underway) includes system wide and corridor specific traffic forecasts for all major highways in the Las Vegas area and will evaluate the need for investments along the I-11 corridor alternatives.
- Partnering with other agencies to look for innovative opportunities
 - Energy – Continuing work with Governor’s Office of Energy on the US 95 Electric Highway
 - Staff has met with and presented to various interested agencies and organizations on the corridor, including County Tours (presentations at County Commission meetings), meetings with Military bases (Hawthorne, Nellis, and Fallon, including any plans for base expansion and possible effect on future I-11)
 - Hyperloop/GOED – NDOT partnered with GOED and RTC SNV on a Hyperloop One Global Challenge application for a connection between Southern and Northwestern Nevada, generally along the Future I-11(US 95) corridor, with a proposed future expansions along I-11 south and I-15.



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MEMORANDUM

November 1, 2016

TO: Department of Transportation Board of Directors

FROM: Director Rudy Malfabon, P.E.

SUBJECT: November 14, 2016 Transportation Board of Directors Meeting

Item#14D: Update on NDOT's Stormwater Program – *Informational Item Only*

Summary:

Deputy Director David Gaskin will provide an update on NDOT's Stormwater Program.

Background:

In May 2012, the US EPA presented an audit report which identified potential deficiencies in NDOT's compliance with the Clean Water Act. Since then, NDOT has worked with the US EPA, the Nevada Governor's Office, the Nevada Division of Environmental Protection (NDEP) and others to improve stormwater management programs and practices to minimize erosion and sedimentation and protect water resources throughout the state.

Analysis:

During the 2015 Legislative session, NDOT requested a budget amendment to its 2016-2017 biennial budget for additional staff and equipment for a new Stormwater Division and additional maintenance crews. NDOT's public outreach program has provided information through websites, social media, brochures and community events as well as increased internal communications.

A presentation will be provided to the Transportation Board on the following elements of NDOT's Stormwater Program:

- Consent Decree resolution with US EPA
- Stormwater program update
- Public outreach program
- Meetings and presentation information

Recommendation for Board Action:

Informational item only.

Prepared by: Deputy Director David Gaskin

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF OCTOBER 31, 2016							
	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	\$ 205,336.34	
Chapman Law Firm	NDOT vs. Roberts 1981 Decedents Trust 8th JD - 12-665880-C Project Neon - Las Vegas NDOT Agmt No. P452-12-004	10/23/12 - 9/30/18 Amendment #1 Amendment #2 Amendment #3	10/23/12 9/12/14 8/12/14 9/21/16	475725 Extension of Time Expansion of Scope Extension of Time	\$ 475,725.00	\$ 158,380.08	
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	\$ 309,002.35	
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warms Springs Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 1/31/17 Amendment #1 Amendment #2 Amendment #3	2/27/13 1/23/15 5/13/15 6/24/16	\$275,000.00 Extension of Time \$ 150,000.00 \$ 65,000.00	\$ 490,000.00	\$ 72,293.10	
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	\$ 213,790.38	
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	\$ 11,116.05	
** 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	\$ 3,631.80	
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	\$ 151,545.63	
*** 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	

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF OCTOBER 31, 2016						
	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Sylvester & Polednak	First Presbyterian Church vs. NDOT 8th JD A-14-698783-C Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/31/18 Amendment #1	7/17/14 6/29/16	\$ 280,000.00 Extension of Time	\$ 280,000.00	\$ 206,697.55
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	\$ 140,676.94
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	\$ 2,618.93

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
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	\$ 240,313.56
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	\$ 181,627.66
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

* These agreements have expired. It is anticipated that new agreements will be entered into with the remaining balance.

** 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, Hoffer & 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.

Monthly Litigation Report to the Nevada Department of Transportation - October 31, 2016				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. 1916 Highland Properties, Ltd.	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. Custom Landco. (Walker Furniture)	Eminent domain - Project Neon	\$ 1,061,010.21	\$ 548,312.85	\$ 1,609,323.06
NDOT vs. Danisi, Vincent, J. III	Eminent domain - Project Neon	\$ -	\$ -	\$ -
NDOT vs. I-15 and Cactus, LLC	Eminent domain - I-15 Cactus	\$ 166,077.68	\$ 22,806.27	\$ 188,883.95
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon			
NDOT vs. K & L Dirt Company, LLC	Eminent domain - Boulder City Bypass	\$ 304,045.00	\$ 82,164.92	\$ 386,209.92
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	\$ 302,077.61	\$ 15,267.31	\$ 317,344.92
NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon	\$ 75,614.00	\$ 17,758.34	\$ 93,372.34
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 362,025.78	\$ 55,246.12	\$ 417,271.90
		\$ 2,270,850.28	\$ 741,555.81	\$ 3,012,406.09
Inverse Condemnations				
AD America, Inc. vs. NDOT (NEON) *	Inverse condemnation - Project Neon	\$ 353,205.65	\$ 124,593.62	\$ 477,799.27
AD America, Inc. vs. NDOT (NEON-Silver Ave.)	Inverse condemnation - Project Neon			
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 959,509.98	\$ 166,858.22	\$ 1,126,368.20
		\$ 1,312,715.63	\$ 291,451.84	\$ 1,604,167.47
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. There are no new condemnation cases for this report period ended dated October 31, 2016.				

Monthly Litigation Report to the Nevada Department of Transportation - October 31, 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	\$ -	\$ -	\$ -
Hendrickson, Cynthia vs. NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
Hitzemann, Darrell, et al. vs. Las Vegas Paving; NDOT	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
State Farm Insurance vs. Solak, NDOT, et al.	Plaintiff seeks policy payouts through interpleader	\$ -	\$ -	\$ -
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. NDOT	Breach of contract re I-580	\$ -	\$ -	\$ -
Miscellaneous				
Laborer' International Union vs. Labor Commissioner, NDOT	Petition for Judicial Review	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -
Sequoia Electric Underground vs. Capriati Construction, NDO	Appeal from U.S. Bankruptcy Court	\$ -	\$ -	\$ -
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Boice, Rocky vs. State, NDOT	Personnel Matters			
Lorenzi, Anthony vs. State, NDOT	Personnel Matters			
Zenor, Chad T. vs. State, NDOT	Personnel Matters	\$ -	\$ -	\$ -
Cases Closed and Removed from Last Report:				
Rodriguez-Franco, Epifanio vs. Joyce; NDOT, et al.	Plaintiff alleges negligence and personal injury	\$ -	\$ -	\$ -

New cases appears in red. No new cases for period ending October 31, 2016.

Outside Counsel
Fees and Costs of Open Cases
as of October 31, 2016

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 2,270,850.28	\$ 741,555.81	\$ 3,012,406.09
Inverse Condemnation Litigation	\$ 1,312,715.63	\$ 291,451.84	\$ 1,604,167.47
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 3,583,565.91</u>	<u>\$ 1,033,007.65</u>	<u>\$ 4,616,573.56</u>

10/31/2016

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR,
NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES

FROM: THE OFFICE OF TRAFFIC SAFETY, FATAL ANALYSIS REPORTING SYSTEM (FARS)
PREPARED BY: JULIE GALLAGHER, FATAL ANALYST

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
10/31/2016	1	1	10/31/2015	3	-2	-2
MONTH	23	24	MONTH	24	-1	-5
YEAR	251	268	YEAR	226	25	17

KNOWN 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	2	6	200.00%	2	6	200.00%	1	1	0.00%	1	1	0.00%
CHURCHILL	3	6	100.00%	5	6	20.00%	0	0	0.00%	0	0	0.00%
CLARK	139	168	20.86%	153	178	16.34%	31	33	6.45%	36	35	-2.78%
DOUGLAS	6	4	-33.33%	6	4	-33.33%	1	1	0.00%	1	1	0.00%
ELKO	11	7	-36.36%	12	8	-33.33%	2	2	0.00%	2	2	0.00%
ESMERALDA	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%	1	0	-100.00%
EUREKA	4	1	-75.00%	4	1	-75.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	3	3	0.00%	6	4	-33.33%	0	1	100.00%	0	1	100.00%
LANDER	4	2	-50.00%	4	2	-50.00%	0	0	0.00%	0	0	0.00%
LINCOLN	4	0	-100.00%	4	0	-100.00%	0	0	0.00%	0	0	0.00%
LYON	5	0	-100.00%	6	0	-100.00%	1	0	-100.00%	1	0	-100.00%
MINERAL	1	4	300.00%	2	4	100.00%	0	0	0.00%	0	0	0.00%
NYE	8	5	-37.50%	8	5	-37.50%	2	2	0.00%	2	2	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	2	2	0.00%	2	2	0.00%	1	1	0.00%	1	1	0.00%
WASHOE	28	37	32.14%	31	42	35.48%	12	8	-33.33%	14	10	-28.57%
WHITE PINE	3	6	100.00%	3	6	100.00%	0	0	0.00%	0	0	0.00%
YTD	226	251	11.06%	251	268	6.77%	52	49	-5.77%	59	53	-10.17%
TOTAL 15	297	-----	-15.5%	326	-----	-17.8%	-----	-----	#DIV/0!	-----	-----	#DIV/0!

2015 AND 2016 ALCOHOL CRASHES AND FATALITIES ARE BASED ON VERY PRELIMINARY DATA.

KNOWN 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%	1	3	200.00%	0	1	100.00%	0	0	0.00%	0	0
CHURCHILL	3	1	-66.67%	0	2	200.00%	0	3	300.00%	0	0	0.00%	0	0
CLARK	73	79	8.22%	36	41	13.89%	24	42	75.00%	8	4	-50.00%	12	9
DOUGLAS	4	3	-25.00%	1	0	-100.00%	1	1	0.00%	0	0	0.00%	0	0
ELKO	9	5	-44.44%	1	1	0.00%	2	0	-100.00%	0	0	0.00%	0	2
ESMERALDA	3	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
EUREKA	4	1	-75.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
HUMBOLDT	6	3	-50.00%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0
LANDER	3	2	-33.33%	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0
LINCOLN	3	0	-100.00%	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0
LYON	6	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
MINERAL	2	4	100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
NYE	8	5	-37.50%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0
STOREY	1	1	0.00%	0	0	0.00%	1	1	0.00%	0	0	0.00%	0	0
WASHOE	17	22	29.41%	7	10	42.86%	7	8	14.29%	0	1	100.00%	0	1
WHITE PINE	3	4	33.33%	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	1
YTD	146	132	-9.59%	47	57	21.28%	36	58	61.11%	8	5	-37.50%	12	13
TOTAL 15	186	-----	-29.03%	73	-----	-21.92%	43	-----	34.88%	10	-----	-50.00%	14	-----

PRELIMINARY DATA CONFIRMS 72 UNRESTRAINED FATALITIES FOR 2015
THIS DOES NOT CONTAIN UNKNOWN AND FINAL REPORTS FOR 2015

Item #14 – Attachment H

Project Neon Update for 11.14.16 Board Meeting



Right-of-Way Acquisition

- 168 properties have been turned over to Kiewit to date
- 50 properties have been delivered before the commitment date
- The cumulative total days that properties were delivered early = 5,232 (float created by NDOT)
- Remaining NDOT properties to deliver: 13 (2 remaining west of I-15: Clear Channel & Martin Rentals)
- Remaining City properties to deliver: 27/27

Design (data as of 10.15.16)

- 75% complete
- 19 of 35 RFC (Release for Construction) packages submitted
- 42 of 75 design packages accepted
- 143 of 203 total submittals made

Construction

- Grand Central Pkwy/Western connection on schedule to open mid-November
- Closures
 - MLK Blvd On-Ramp to US 95 NB opened early (on 10/26)
 - MLK Blvd closed at US 95 for bridge demo (10/28 at 10pm – 10/30 at 3pm)
 - Spaghetti Bowl Impacts (10/26 – February 2017) – *flyer attached*
 - I-15 N to US 95 N retoured onto MLK off-ramp
 - I-15 S to US 95 N closed/detoured
 - Northbound MLK off-ramp closed/detoured

Public Meeting on December 7, 2016

- Historic 5th Street School
401 S. 4th Street, Las Vegas, NV 89101
- Time: 4-7 pm
- Presentation at 5:30
- Topics to be presented
 - Major impacts/closures in 2017
 - Soundwalls
 - Interactive 3D Visualization
 - Landscape & Aesthetics

CH2M Performance Update

- Continuous, proactive communication with stakeholders
- Closure-specific outreach campaigns / summary of outreach efforts
- Submittals
 - 139 total submittals
 - Cumulative early return of 119 days
 - Early return average per submittal = 2 days
- Design Reviews
 - 44 design submittals
 - Cumulative early return of 142 days
 - Early return average per submittal = 15 days