

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending March 31, 2008**

**2007 Assembly Bill 595**



**Jim Gibbons  
Governor**

**Susan Martinovich, PE  
Director**

Nevada Department of Transportation  
 QUARTERLY REPORT FOR MAJOR PROJECTS  
 March 31, 2008

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## **1.0 INTRODUCTION**

The primary purpose of this quarterly report, ending March 31, 2008, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

This status report is based on the major assumption that funding will be available for the major projects in a timely fashion.

Section 2 of this report provides a detailed description and explanation of the information on each project status sheet.

Section 3 of this report includes project status sheets for all major projects as required by AB 595. There are project sheets for highway capital projects indentified in the December 2006 Blue Ribbon Task Force report: “Roads to the Future” and any other proposed super or mega projects. All of these projects are simply characterized as major projects (projects exceeding \$100 million).

Section 4 of this report identifies any major projects completed during this quarter; however, there were none completed this quarter.

## 2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. Additional details of these phases are contained in Appendix A, which details the project development process utilized by the Department of Transportation. The project status sheets contain several items of information as follows:

**Project Description:** Contains the preliminary project scope, which generally identifies features of the project i.e. length, structures, widening, and interchanges, and directs the project development process.

**Project Benefits:** Summarizes the primary favorable outcomes expected by delivering the project.

**Project Risks:** Identifies the major risks that might impact project scope, cost, and schedule. Unforeseen environmental mitigation, right-of-way litigation, and inflation of construction materials or land values are only a few items that can adversely effect project development. Appendix B, Dealing with Project Risk, provides more details.

**Schedule:** Provides the time ranges for the four primary phases of project development: planning, environmental clearance, final design, and construction. Generally the schedule, by state fiscal years, reveals the time range for starting or completing a phase. It indicates the starting range early in the development process and completion range latter in the process. Appendix B, Dealing with Project Risks, provides more details concerning the time ranges.

**Project Costs:** Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing a phase. Appendix B, Dealing with Project Risks, provides more detail on the range of project cost estimates.

**What's changed since last update?** Contains summaries of the project scope, cost, and schedule changes, if any.

**Financial Fine Points:** Includes the total expended project costs and brief summary of financial issues.

**Status Bars at the Bottom of the Form:** Shows the percentage completion for the primary project development activities that are in progress: planning, environmental clearance, final design, right-of-way acquisition, and construction.

### 3.0 MAJOR PROJECTS

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US-395 Carson City Freeway Phase 2B – South Carson Street to Fairview Drive	24
Hoover Dam Bypass	25

**I-15 North – Phase 1  
I-15/US-95/I-515 Interchange to Craig Road**

Project Sponsor: NDOT  
Project Manager: Jeff Hale, P.E.  
Phone: (775) 888-7321



**Project Description:**

- Widen I-15 from six lanes to ten lanes from US-95 to Lake Mead Boulevard, including re-alignment of on and off ramps for the US-95, Washington and D Street Interchanges.
- Widening of I-15 from four and five lanes to eight lanes from Lake Mead Boulevard to Craig Road.
- Reconfigure the Lake Mead Boulevard Interchange.
- A new connection road linking D Street and F Street between I-15 and Bonanza Road.

**Schedule:**

**Planning:** Complete

**Environmental Clearance:**  
Complete

**Final Design:**  
2007/2008

**Construction:**  
2008/2010



**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

**Project Cost Range (Construction Level Estimates):**

Engineering:	\$5.1 million
Right-of-Way:	\$1.2 million to \$5.1 million
Construction:	\$252 million
<b>Total Project Cost:</b>	<b>\$258 - \$263 million</b>

**What's Changed Since Last Update?**

- Scope – No change (Initial Report)
- Schedule – No change (Initial Report)
- Cost – No change (Initial Report)

**Project Risks:**

- Project delivery by Design Build Method, unique to the Department
- Close coordination to incorporate City of North Las Vegas projects.

**Financial Fine Points:**

**Total Expended:** \$36 Million

**Funding Source Breakdown**

- \$114 Million State General Funds, \$72 Million State Funds
- \$6.5 Million STP
- \$22 Million Minimum Guarantee
- \$25 Million Federal Earmark
- \$17 Million NHS, \$7 Million Public Lands Highway Discretionary
- Inflation escalation (4%) is to 2009, approximate midpoint construction.

<b>% Design Complete</b>	0	50	100
<b>% ROW Complete</b>	0	50	100

April 4, 2008



**I-15 North – Phase 2  
Craig Road to Speedway Boulevard**

Project Sponsor: NDOT  
Project Manager: Jeff Hale, P.E.  
Phone: (775) 888-7321

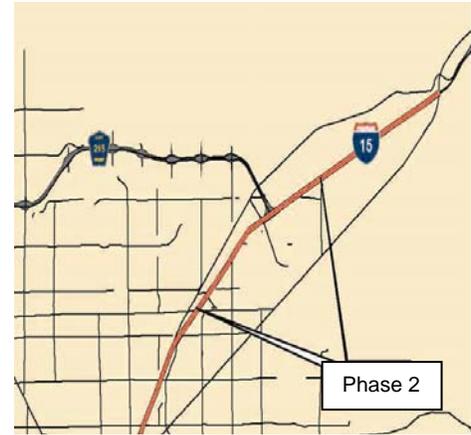


**Project Description:**

- Widen I-15 from 4 lanes to 6 lanes from Craig Road to Speedway Boulevard.
- Improvements will be constructed within the existing I-15 right-of-way
- This is the third of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Project Length: 4.8 miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2010 - 2014
- Construction:**  
Start: 2013 - 2015



**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations
- Improve safety

**Project Cost Range (Environmental phase estimates):**

- Engineering: \$5 M – \$15 M  
Right-of-Way: \$1M – \$2 M  
Construction: \$99 M - \$123 M  
Total Project Cost: \$105 M - \$140 M

**What's Changed Since Last Update?**

- Scope – No change (Initial Report)
- Schedule – No change (Initial Report)
- Cost – No change (Initial Report)

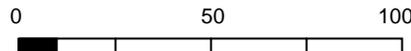
**Project Risks:**

- Uncertainty of future construction material and labor costs
- Funding uncertainty

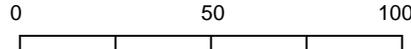
**Financial Fine Points:**

- Total funding expended: \$875,000
- Inflation escalation (4%) is to 2014 approximate midpoint of construction.
- Funding source for this project has not yet been identified

**% Design Complete**



**% ROW Complete**



March 7,  
2008



**I-15 North – Phase 3**  
**Speedway Boulevard to Apex Interchange**

Project Sponsor: NDOT (I-15 Widening) and  
 City of North Las Vegas (New Interchange)  
 Project Manager: Jeff Hale, P.E.  
 Phone: (775) 888-7321



**Project Description:**

- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange
- Construct a new interchange approximately 1.8 miles north of Speedway Boulevard
- This is the fourth and final phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Project Length: 4.6 miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2012 - 2015
- Construction:**  
Start 2015 - 2017



**Project Cost Range (Environmental phase estimates):**

- Engineering: \$5 M - \$15 M  
 Right-of-Way: \$5 M - \$10 M  
 Construction: \$105 M - \$115 M  
 Total Project Cost: \$115 M – \$140 M

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway
- Improve safety

**What's Changed Since Last Update?**

- Scope – No change (Initial Report)
- Schedule – No change (Initial Report)
- Cost – No change (Initial Report)

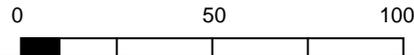
**Project Risks:**

- Uncertainty of future right-of-way and construction costs
- Need for new interchange depends on release of the surrounding lands from BLM jurisdiction
- Uncertainty of proposed Sheep Mountain Parkway terminus

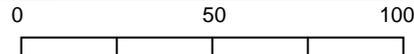
**Financial Fine Points:**

- Total funding expended: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified

% Design Complete



% ROW Complete



March 7,  
2008



**I-15 North – Phase 4**  
**I-15 / CC-215 Northern Beltway Interchange**

Project Sponsor: Clark County  
 Project Manager: Jeff Hale, P.E.  
 Phone: (775) 888-7321



**Project Description:**

- Construct new ramps to complete a system-to-system interchange configuration at the I-15/CC-215 Las Vegas Beltway interchange
- Improvements will be constructed within the existing I-15 and CC-215 right-of-way
- This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
Start 2013 - 2015
- Construction:**  
Start: 2015 - 2017



**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Improve access to areas planned for development in North Las Vegas
- Improve freeway operations with full freeway-to-freeway connectivity
- Improve safety

**Project Cost Range (Environmental phase estimates):**

Engineering: \$6 M - \$15 M  
 Right-of-Way: \$1 M - \$5 M  
 Construction: \$123 M- \$140 M  
 Total Project Cost: \$130 M - \$160 M

**What's Changed Since Last Update?**

- Scope – No change (Initial Report)
- Schedule – No change (Initial Report)
- Cost – No change (Initial Report)

**Project Risks:**

- Project schedule will be determined by project sponsor (Clark County)
- Uncertainty of future construction and labor costs
- Potential funding shortfall

**Financial Fine Points:**

- Total funding expended: \$875,000
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Funding source for this project has not yet been identified.

% Design Complete



% ROW Complete



March 7,  
2008



**US 95 Northwest  
Washington Avenue to Kyle Canyon Road**

Project Sponsor: NDOT, City of Las Vegas and Clark County  
Senior Project Manager: Jenica K. Finnerty, P.E.  
Phone: (775) 888-7321



**Project Description:**

- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchanges at CC 215, Horse Drive and Kyle Canyon Road
- Project length: 11.57 miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
2008
- Final Design:**  
TBD
- Construction:**  
TBD



**Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):**

Engineering: \$12M – \$30M  
Right-of-Way: \$11M – \$21M  
Construction: \$337M - \$469M

Total Project Cost: \$360M – \$520M

**Project Benefits:**

- Increase capacity
- Improve safety
- Improve access
- Meet stakeholder/public expectations
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Beautify corridor
- Improve driver comfort

**What's Changed Since Last Update?**

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

**Project Risks:**

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex right of way and utilities issues may impact schedule and cost

**Financial Fine Print:**

- Total funding Expended: \$5M
- Inflation escalation (4%) to midpoint of Construction
  - Package 1 - 2010
  - Package 2 - 2012
  - CC 215 - 2015
- Funding source:
  - AB 595 - full funding not available until 2011
  - \$14M Federal (NHS/SAFETEA-LU High Priority)
  - \$345M - \$505M unidentified



4/8/2008



<p align="center"><b>215 BELTWAY</b>  <b>Charleston Boulevard to Summerlin Parkway</b>  <b>Summerlin Parkway Interchange</b></p> <p align="center"><b>Project Sponsor:</b> Clark County Public Works  <b>Project Manager:</b> Roy Davis, P.E.</p>		<p align="center"><b>Project Photo</b></p> 																	
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>Construct a portion of a system to system interchange at Summerlin Parkway.</li> <li>Construct approximately 1.4 miles of four lane access controlled freeway and widen 1.2 miles of freeway.</li> <li>Construct Interchange at Far Hills</li> <li>Construct bridge structures at Summerlin Parkway Interchange</li> <li>Construct drainage improvements including channel, box culverts and storm drain.</li> <li>Construct soundwalls in selected locations.</li> </ul>		<p><b>Schedule:</b> Complete</p> <p><b>Planning:</b> Complete</p> <p><b>Environmental Clearance:</b> Complete</p> <p><b>Final Design:</b> Complete</p> <p><b>Construction:</b> Begin - June 2008 Complete by spring 2010</p> <p align="center"><b>Location Map</b></p> 																	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Provides through lane connections on the Beltway mainlines north and south of Summerlin Parkway Interchange.</li> <li>Reduces traffic congestion at the Beltway/Summerlin Parkway junction.</li> <li>Improves efficiency of traffic patterns for interchange movements.</li> <li>Improves on-system drainage by increasing efficiency of drainage system.</li> <li>Mitigates traffic noise levels in warranted locations.</li> </ul>		<p><b>Project Cost Range:</b></p> <p>Engineering: \$7Million  Right-of-Way: None  Construction: \$57- \$63 Million</p> <p>Total Project Cost: \$64-\$70 Million</p> <p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope – No Change (initial report)</li> <li>Schedule – No Change (initial report)</li> <li>Cost – No Change (initial report)</li> </ul>																	
<p><b>Project Risks:</b></p> <ul style="list-style-type: none"> <li>Concurrent utility relocation may affect schedule and cost</li> <li>Maintaining stormwater during construction</li> <li>Maintaining traffic during multiple construction phases.</li> </ul>		<p><b>Financial Fine Points:</b></p> <ul style="list-style-type: none"> <li>Total Funding Expended: \$7,000,000 Million</li> <li>Bid Awarded April 15<sup>th</sup>, 2008: \$56,978,099.50</li> <li>Funding Source is Clark County</li> </ul>																	
<table border="1"> <tr> <td><b>% Design Complete</b></td> <td>0</td> <td>50</td> <td>100</td> </tr> <tr> <td></td> <td colspan="3"></td> </tr> <tr> <td><b>% ROW Complete</b></td> <td>0</td> <td>50</td> <td>100</td> </tr> <tr> <td></td> <td colspan="3"></td> </tr> </table>		<b>% Design Complete</b>	0	50	100					<b>% ROW Complete</b>	0	50	100					<p>Date</p> 	
<b>% Design Complete</b>	0	50	100																
																			
<b>% ROW Complete</b>	0	50	100																
																			

# I – 15 NEON

Project Sponsor: NDOT  
 Senior Project Manager: Glenn Petrenko, P.E.  
 Phone: (775) 888-7321



## Project Description:

- HOV Direct Connector from US 95 to I-15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- Connecting Industrial Road and Martin Luther King over I-15
- New access to Alta
- Collector distributor roads
- I-15/ Charleston Interchange Reconstruction
- Project Length: 4.83 miles

## Schedule:

**Planning:**  
2003-2009

**Environmental Clearance:**  
2003-2009

**Final Design:**  
TBD

**Construction:**  
TBD



## Project Benefits:

- Will accommodate anticipated traffic increases
- New access to Downtown Redevelopment
- Reduce congestion along local streets and I-15
- Operational Improvements to I-15
- Extends HOV System

## Project Cost Range (Environmental phase estimates):

Engineering: \$79 - \$157 Million  
 Right-of-Way: \$490 – \$616 Million  
 Construction: \$886 Million – 1.025 Billion  
 Total Project Cost: \$1.455 - \$1.798 Billion

## What's Changed Since Last Update?

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

## Project Risks:

- Complex construction in a high volume dense urban area
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts
- Complex right-of-way issues may impact schedule and cost
- Funding uncertainty

## Financial Fine Points:

- Total funding Expended: \$11,123,343
- Inflation escalation (4%) is to 2020 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



March 27,  
2008



## I-15 Urban Resort Corridor Study

**Project Sponsor:** Nevada Department of Transportation  
**Project Manager:** Tony Letizia



### Project Description:

- The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to U.S. 95 (Spaghetti Bowl) to the north.
- Enhance access and mobility within the resort corridor; develop a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements;
- Prepare an early action plan for near-term improvements to enhance mobility and operations.

### Schedule:

**Planning:**  
2008 - 2009

**Environmental Clearance:** TBD

**Final Design:** TBD

**Construction:** TBD



### Project Benefits:

- Improve capacity, operations, safety, access and mobility
- Meet stakeholder/public expectations
- Improve quality of life
- Support economic development
- Reduce trip times

### Project Cost Range:

Engineering: TBD  
 Right-of-Way: TBD  
 Construction: TBD

Total Project Cost: TBD

### What's Changed Since Last Update?

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

### Project Risks:

- Consensus building among the resort owners
- Funding uncertainty
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

### Financial Fine Points:

- Total funding Expended: \$340,972



March 3,  
2008



# I-15 South Sloan Road to Tropicana Avenue

Project Sponsor: NDOT  
Project Manager: John Terry, P.E.  
Phone (775) 888-7321



## Project Description:

- I-15 from Sloan Road to Blue Diamond Road (12 miles) – Improve operational efficiency, capacity and safety.
- Construct new interchanges at Bermuda Road, Starr Ave., and Cactus Road. Design by RTC with NDOT oversight.
- Reconstruct interchange at Sloan Road.
- Includes Phase I improvements from Blue Diamond to Tropicana with funding from AB 595. This project will be delivered by Design-Build method of delivery. Phase I construction will begin in 2009.

## Schedule:

- Planning:**  
Complete
- Environmental Clearance:**  
2008 - 2009
- Final Design:**  
TBD
- Construction:**  
TBD



## Project Cost Range (Planning phase estimates):

Engineering: \$30M - \$75M  
Right-of-Way: \$10M - \$45M  
Construction: \$616M - \$739M

Total Project Cost: \$656M - \$859M

## Project Benefits:

- Provides additional lanes on I-15 to accommodate higher traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-15 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps from Blue Diamond Road to Tropicana Ave.

## What's Changed Since Last Update?

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

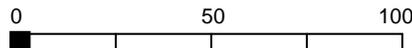
## Project Risks:

- Delay in Environmental document approval will impact project schedule
- Difficult construction issues may affect project cost and/or schedule
- Project underfunded – delay in identifying additional funds will affect schedule and increase costs

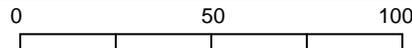
## Financial Fine Print (Key Assumptions):

- Total funding Expended: \$2,831,500
- Inflation escalation (4%) is to 2016 approximate midpoint of construction of all phases.
- Funding not identified for all project phases

% Design Complete



% ROW Complete



February 25,  
2008



**I-15, South  
STATELINE TO SLOAN**

Project Sponsor: NDOT  
Project Manager: John Terry, P.E.  
702 671 6601



**Project Description:**

- Improve operation efficiency, capacity and safety

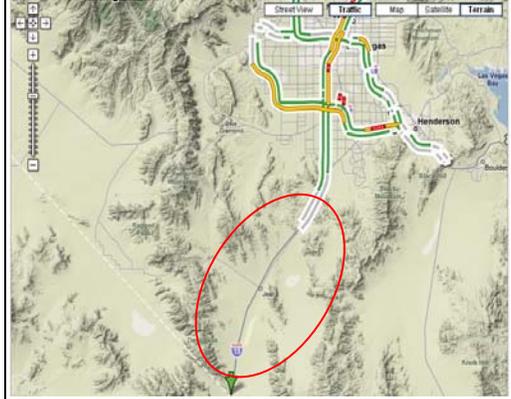
**Schedule:**

**Planning:**  
2010-2012

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$ 10-12 M  
Right-of-Way: \$ TBD  
Construction: \$ 100 – 120 M

Total Project Cost: \$ 110-132 M

**Project Benefits:**

- Increase capacity to accommodate projected local and interstate traffic to year 2030
- Decrease congestion
- Reduce travel times
- Widening to 8 lanes will increase capacity
- Widen several bridges and a grade separation at UPRR
- Improve on/off ramps at Primm and Sloan Interchanges

**What's Changed Since Last Update?**

- Scope – No change (Initial Report)
- Schedule – No change (Initial Report)
- Cost – No change (Initial Report)

**Project Risks:**

- Uncertainty of future construction materials and labor costs.
- Complex construction in a high volume rural area may affect schedule & costs
- Funding uncertainty

**Financial Fine Print (Key Assumptions):**

- Total funding Expended to Date: \$ 0
- No funding has been identified for this project
- Inflation escalation (4%) is to 20xx approximate midpoint of construction.

**% Planning Complete**



**% Design Complete**



April 15, 2008



**I-515 Freeway Improvements  
I-15 to Horizon Drive**

Project sponsor: NDOT  
Project Manager: John Terry, P.E.  
Phone: (775) 888-7321



**Project Description:**

- I-515 from I-15 to Horizon Drive – Improve operational efficiency, capacity and safety.
- Reconstruct the Downtown Las Vegas viaduct.
- Construct new interchanges at “F” Street, Pecos Road and Sahara Avenue.
- Construct Bonanza Road Overcrossing of Las Vegas Blvd.
- Realign Stewart Avenue and Sahara Avenue.
- Reconstruct and expand Pedestrian & Bicycle Facilities.

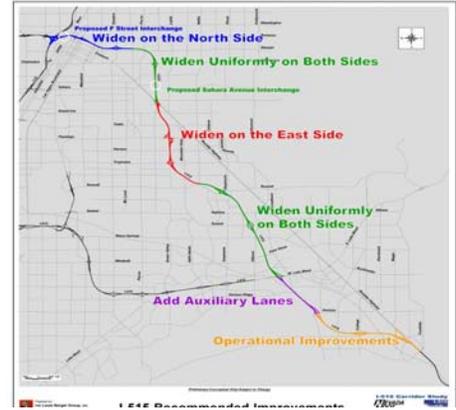
**Schedule:**

**Planning:**  
2007-2008

**Environmental Clearance:**  
2008-2009

**Final Design**  
TBD

**Construction**  
TBD



**Project Cost Range (planning level estimate):**

Engineering: \$79M - \$115M  
Right-of-Way: \$356M - \$448M  
Construction: \$1,046M - \$1,451M

Total Project Cost: \$1,481M - \$2,014M

**Project Benefits:**

- Increase traffic volumes at acceptable operating speeds.
- Provides additional interchanges on I-515 to reduce traffic at congested interchanges.
- Reduces operational conflicts at ramps
- Reduces collisions.
- Improves transportation system performance.

**What's Changed Since Last Update?**

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

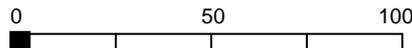
**Project Risks:**

- Environmental process under development – project scope, schedule and cost not fully defined.
- Complex right-of-way and utilities issues.
- Time delays in relocating public facilities and public housing.
- Funding uncertainty

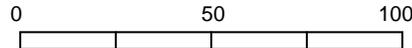
**Financial Fine Print (Key Assumptions):**

- Total funding Expended: \$7,307,000
- Inflation escalation (4%) is to 2012 in CLV and 2017 for remainder of project, approximate midpoint of construction.
- Funding for project not identified

**% Design Complete**



**% ROW Complete**



February 25,  
2008



# I 515 / US 93 / US 95 - Boulder City Bypass Phase 1 Foothill Drive to US 95

Project Sponsor: NDOT  
Senior Project Manager: Glenn Petrenko, P.E.  
Telephone: (775) 888-7321



## Project Description:

- Realignment of I 515 / US 93/ US 95 to create an access controlled facility from Foothill Drive to US 95
- One new diamond interchange and one new half interchange along with Frontage Roads will be constructed
- Direct Connector Ramps from the new facility to US 93 will be constructed
- Direct Connector Ramps from US 95 to the new facility will be constructed
- Existing access will be perpetuated
- Project Length: 3 miles

## Schedule:

- Planning:**  
Completed
- Environmental Clearance:**  
Completed
- Final Design:**  
2008 - 2010
- Construction:**  
Start: 2010-2013



## Project Benefits:

- Improves Safety by eliminating a signal at US 93 and Railroad Pass Casino
- Improves Operations for Trucks from US 95 to I-515
- Improves Operations for Peak trips from Boulder City to Las Vegas
- Improves local circulation
- Completes initial bypass phase

## Project Cost Range (Final design phase estimates):

Engineering: \$4 - \$10 million  
Right-of-Way: \$20 - 25 million  
Construction: \$156 - \$195 million

Total Project Cost: \$180 - \$230 million

## What's Changed Since Last Update?

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

## Project Risks:

- Concurrent utility relocations may affect schedule
- Unit price and property escalation may affect project cost
- Full funding may not be available
- Resource conflict with other on-going projects

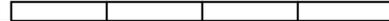
## Financial Fine Points:

- Total funding Expended: \$3,552,120
- Inflation escalation (4%) is to 2012 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.

**% Design Complete**      0                      50                      100



**% ROW Complete**                      0                      50                      100



April 15, 2008



**I 515 / US 93 / US 95 - Boulder City Bypass Phase 2  
US 95 to Hoover Dam Bypass**

Project Sponsor: NDOT  
Senior Project Manager: Glenn Petrenko, P.E.  
Telephone: (775) 888-7321



**Project Description:**

- Provide extension of Phase I from US 95 to tie into the Hoover Dam Bypass at Nevada Interchange
- Provide limited access bypass to the south of Boulder City for US 93 traffic.
- 4 lane divided highway facility.
- Require several bridge structures over existing access roads and to provide wildlife access
- Project Length: 12 miles

**Schedule:**

- Planning:**  
Completed
- Environmental Clearance:**  
Completed
- Final Design:**  
Start: 2017-2025
- Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$15 – 30 million  
Right-of-Way: \$2 - \$4 million  
Construction: \$335 - \$820 million

Total Project Cost: \$352 - \$850 million

**Project Benefits:**

- Reduce congestion of US 93 through Boulder City
- Provide additional safety to existing US 93 within Boulder City
- Decrease travel time from Las Vegas to Nevada/Arizona border

**What's Changed Since Last Update?**

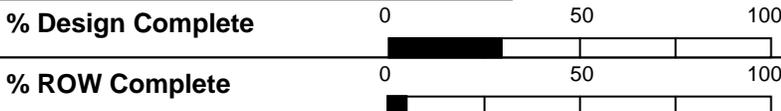
- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

**Project Risks:**

- Project unfunded – may delay schedule and increase costs
- Unit price escalation may affect project cost
- Difficult design & construction issues in a mountainous train may affect cost & schedule

**Financial Fine Points:**

- Total funding Expended: \$6,631,645
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



April 1, 2008



## I-80 Robb to Vista

Project Sponsor: NDOT  
 Project Manager: Dan McMartin  
 Phone: (775) 888-7321



### Project Description:

- Make operational and capacity improvements to I-80 from Robb Drive to Vista Blvd.
- Make operational and capacity improvements to the I-80/1-580 interchange (Spaghetti Bowl)
- Early Action and Phase I projects from the Washoe County Freeway Corridor Study currently being scoped
- Project Length: 10.4 Miles

### Schedule:

**Planning:**  
2008-2010

**Environmental Clearance:**  
TBD

**Final Design:**  
TBD

**Construction:**  
TBD



### Project Cost Range (Planning phase estimates):

Engineering: \$85 Million to \$105 Million  
 Right-of-Way: \$95 Million to \$125 Million  
 Construction: \$900 Million - \$1.1 Billion

Total Project Cost: \$1.08 Billion - \$1.33 Billion

### Project Benefits:

- Improve operations and capacity along I-80
- Improve safety
- Provide better connectivity between I-80 and I-580
- Accommodate Future Projected Traffic

### What's Changed Since Last Update?

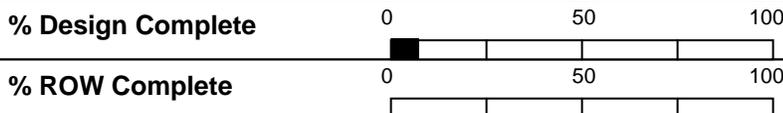
- Scope – No Change (Initial Report)
- Schedule – No Change (Initial Report)
- Cost – No Change (Initial Report)

### Project Risks:

- Limited Right of Way
- Project unfunded – delay in identifying needed funds will affect schedule and increase costs
- Environmental process not started – Project cost, scope and schedule may be impacted

### Financial Fine Points:

- Funding through AB 595 – full funding not available
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



March 4,  
2008



**US395 North  
US 395 from McCarran Blvd. To Stead Blvd.**

Project Sponsor: NDOT  
Senior Project Manager: Jim Gallegos, P.E.  
Phone: (775) 888-7321



**Project Description:**

- Widen US395 to increase capacity and improve traffic operations.
- Modify interchange ramps and cross streets as necessary to improve operations.
- Widen bridge structures at Stead, Lemmon Drive, Golden Valley, UPRR, Virginia St., Panther Valley, Parr Blvd. and Clear Acre Lane if necessary.
- Perpetuate drainage features
- Replace and install new signs

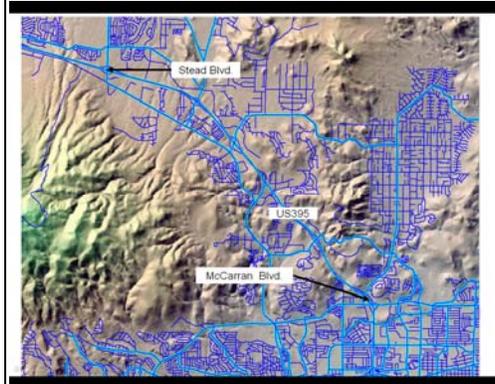
**Schedule:**

**Planning:**  
2008 - 2010

**Environmental Clearance:**  
2010 -2012

**Final Design:**  
TBD

**Construction:**  
TBD



**Project Cost Range (Planning phase estimates):**

Engineering: \$7M - \$9 M  
Right-of-Way: \$3 - \$6 M  
Construction: \$ 70 – \$85 M

**Project Benefits:**

- Relieves heavy peak hour congestion and reduces crashes associated with congestion.
- Reduces travel time
- Improves overall traffic operations

Total Project Cost: \$80 - \$100 million

**What's Changed Since Last Update?**

- Scope – No Change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

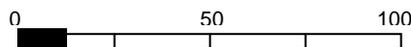
**Project Risks:**

- Environmental requirements.
- UPRR Clearance and requirements.
- Unknown Right-of-Way and utility impacts.
- Impact of new development in the region.
- Concurrent planning associated with the Pyramid Connector.

**Financial Fine Points:**

- Total funding Expended: \$50,000
- Inflation escalation (4%) is to 2015, approximate mid-point of construction.
- No funding has been identified for this project.

**% Planning Complete:**



March 31,  
2008



**US 395 Northbound  
Moana Lane to I-80**

Project Sponsor: NDOT  
Senior Project Manager: Jim Gallegos, P.E.  
Phone (775) 888-7321



**Project Description: Split Gore Alternative**

- Widen NB US395 to improve traffic operations from the Moana Lane interchange to the I-80 interchange.
- Widen NB bridges at Vassar, Mill, Glendale, Truckee River, Kietzke, UPRR, and 4<sup>th</sup> St.
- Replace Overhead Sign Structures
- Perpetuate drainage features
- Reconstruct NB ramps at Mill, Glendale, Villanova & I-80.
- Project Length: 2.87 miles

**Schedule:**

**Planning:**  
Completed

**Environmental Clearance:**  
Fall 2008

**Final Design:**  
2008-2009

**Construction:**  
Start: 2009 - 2011



**Project Benefits:**

- Relieves heavy northbound peak hour congestion and reduces crashes associated with congestion.
- Reduces northbound travel time from 16 minutes to 3 minutes in peak hour from Moana to I-80
- Improves overall northbound traffic operations and reduces multiple weaves and lane changes at Spaghetti Bowl Interchange

**Project Cost Range: (Environmental phase estimates):**

- Engineering: \$7-9 million
- Right-of-Way: \$3-6 million
- Construction: \$ 70 – 85 million
- Total Project Cost: \$80 - \$100 million

**What's Changed Since Last Update?**

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

**Project Risks:**

- Environmental requirements for working in the Truckee River.
- Complexity in widening the structure over the UPRR and maintaining railroad traffic
- Concurrent construction by the Glendale Wal-Mart and Grand Sierra Resort could affect project design and/or construction.
- Acceptance of Traffic Management Plan by affected project stakeholders.
- Mitigation of temporary construction impacts to Fisherman's Park.

**Financial Fine Print (Key Assumptions):**

- Total funding Expended: \$1.5 Million
- Inflation escalation (4%) is to 2012, mid-point of construction
- Additional federal, state and local money needed to complete project



March 19,  
2008



# SR – 445 Pyramid Highway Improvements

**Project Sponsors – Washoe County Regional Transportation Commission and Nevada Department of Transportation**

**Project Manager – Todd Montgomery, P.E.  
Phone: (775) 888-7321**



## Project Description:

- Nugget Avenue to McCarran Boulevard – Widen to six lanes
- McCarran Boulevard to Lazy Five Parkway – Widen to eight lanes
- Lazy Five Parkway to Calle De La Plata Drive – Widen to six lanes
- Pyramid Way – McCarran Boulevard Intersection Improvements
- Pyramid Highway and US 395 Interchange Connection

## Schedule:

**Planning:** Completed

**Environmental Clearance:**  
2011-2012

**Final Design:**  
2012-2014

**Construction:**  
2014-2020



**Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):**

Engineering: \$40 M  
Right-of-Way: \$100 M  
Construction: \$410 M to \$660 M

Total Project Cost: \$550 M to \$800 M

## Project Benefits:

- Address congestion and safety along the Pyramid Highway Corridor
- Provide alternate access to freeway system
- Enhance operational characteristics of the Pyramid Way – McCarran Boulevard Intersection
- Improve safety

## What's Changed Since Last Update?

- Scope – No change (initial report).
- Schedule – No change (initial report).
- Cost – No change (initial report).

## Project Risks:

- Construction in a dense urban residential area (High)
- Funding resources for all phases not identified (High)

## Financial Fine Print (Key Assumptions):

- Total Funding Expended - \$922,300
- Inflation escalation (4%) is to 2017 approximate midpoint of construction
- Funding through AB 595 – funding not available until 2009



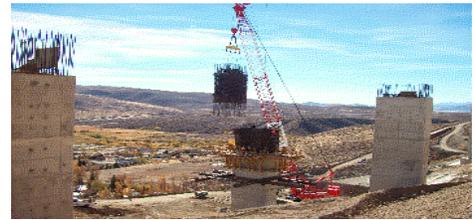
Mar. 31, 2008



# I 580 Freeway Extension

**Project Sponsor – Nevada Department of Transportation**

**Project Manager – Todd Montgomery, P.E.**  
**Phone: (775) 888-7321**



## Project Description:

- 8.5 Miles of new 6-lane controlled access freeway
- Complete Mt. Rose Interchange (SR431) and construct a new interchange at Bowers Mansion Road (SR 429)
- Construct two grade separations and five bridges
- Construct Kelly Canyon Road (frontage road) and Parker Ranch Road to maintain local access at south end of project
- Ten water quality basins for treating storm water runoff

## Schedule:

**Planning:** Completed

**Environmental Clearance:** Completed

**Final Design:** Completed

**Construction:** Estimated Completion 2011



**Project Cost Range (Cost estimates are appropriate for anticipated year of completing each phase):**

Engineering: \$31 M  
 Right-of-Way: \$51 M  
 Construction: \$500 M to \$575 M

Estimated Total Project Cost: \$582 M to \$657 M

## Project Benefits:

- Construction will result in 27 miles of uninterrupted controlled access facility that meets interstate standards
- Will serve as the primary interstate highway for transportation linking Mexico with Canada and a major local arterial
- Will provide only all weather route connection between Carson City and Reno, Sparks & I 80
- Completion will alleviate congestion and explosive growth of over 61,700 vehicles per day predicted to travel in North Carson on I 580/US 395
- Projected to reduce the over 2,570 accidents and 16 fatalities that occurred in a 10 year span within similar limits

## What's Changed Since Last Update?

- Scope – No change (initial report).
- Schedule – No change (initial report).
- Cost – No change (initial report).

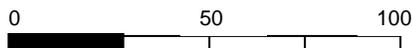
## Project Risks:

- Complex construction in a rural mountainous freeway setting (High).
- Construction in geothermally altered earth (Medium).
- Delays due to weather/temperatures (Low).
- ROW Conflict Delays to Contractor – Utility relocations and capping wells (Low).

## Financial Fine Print (Key Assumptions):

- Total Funding Expended - **\$252,584,130**
  - Engineering - \$30,316,502
  - Right-of-Way - \$50,021,603
  - Construction - \$172,246,025
- Bond Funds
- Inflation escalation (4%) is to 2009 approximate midpoint of construction

**% Construction Complete**



Mar. 31, 2008



**US 395 Carson City Freeway Phase 2B**  
**South Carson Street to Fairview Drive**

Project Sponsor: NDOT  
 Senior Project Manager: Jim Gallegos, P.E.  
 Phone (775) 888-7321



**Project Description:**

- Construct 3 miles of 4 lane access controlled Freeway which will complete the nine mile system around the state Capitol.
- Complete the interchange at Fairview Drive - providing full traffic movements.
- Construct the Koontz Lane, Clearview Drive & Snyder Avenue grade separated crossings.
- Construct the South Carson Street Interchange.
- Construct over four miles of sound walls to mitigate traffic noise.
- Construct flood control facilities including detention basins, channels, box culverts, and the freeway drainage system.
- Project Length: 3.37 Miles

**Schedule:**

- Planning:**  
Complete
- Environmental Clearance:**  
Complete
- Final Design:**  
2008
- Construction:**  
2010 to 2014  
Depends on Funding



**Project Cost Range (Final design phase estimates):**

Engineering:	\$6 - \$8M
Right-of-Way:	\$27 - \$32M
Construction:	\$120 - \$140M
<b>Total Project Cost:</b>	<b>\$153 - \$180</b>

**Project Benefits:**

- Relieve traffic congestion on Carson Street through Carson City and local streets along the Freeway Corridor.
- Reduce travel times through the region.
- Provide flood control protection.
- Improve opportunities for economic development along the corridor and downtown.

**What's Changed Since Last Update?**

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

**Project Risks:**

- Project completion date will depend on the availability of funds.
- Maintaining storm water during construction.
- Economic Development along the corridor could require design changes.

**Financial Fine Print (Key Assumptions):**

- Total funding Expended: \$ 26M
- Inflation escalation (4%) is to 2013, approximate midpoint of construction.
- Construction funds has not been identified for this project

<b>% Design Complete</b>	0	50	100
<b>% ROW Complete</b>	0	50	100

March 19,  
2008



## Hoover Dam

Project Sponsor: FHWA / CFLHD  
 CFLHD Project Manager: F. Dave Zanetell, P.E.  
 NDOT Senior Project Manager: Glenn Petrenko, P.E.  
 Telephone: (775) 888-7321

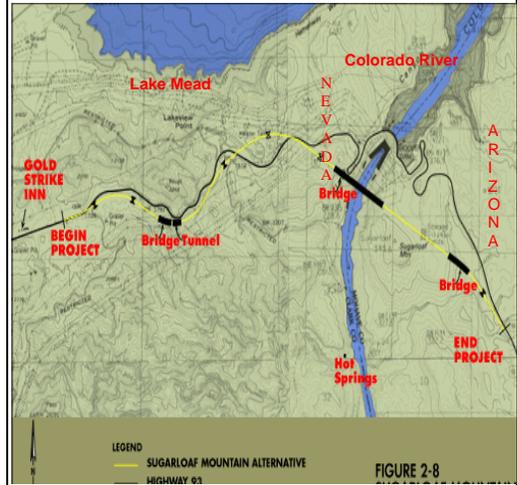


### Project Description:

- Realignment of US 93 to create a highway bypass around Hoover Dam tying into existing US93
- One new diamond interchange at AZ end of project and one new ¾ diamond interchange at NV end will be constructed
- Long-span bridge crossing the Colorado River approximately 1500 feet south of Hoover Dam
- Pedestrian plaza and parking area constructed with access to the newly named Hoover Dam Access Road
- Project Length: 2.38 miles

### Schedule:

- Planning:**  
Completed
- Environmental Clearance:**  
Completed
- Final Design:**  
4 of 5 phases completed
- Construction:**  
2 of 5 phases completed 2010-2013



### Project Cost Range (Final design phase estimates):

Engineering: \$23 - \$24 million  
 Right-of-Way: No cost  
 Construction: \$215 - \$216 million  
 Total Project Cost: \$238 M - \$240 M

### Project Benefits:

- Improves Safety by removing trucks and through-traffic from Dam with tourists
- Improves Operations for Trucks on US 93, tourists on Hoover Dam
- Improves Operations for trips from Phoenix to Las Vegas
- Improves Hoover Dam facility, worker and visitor operations
- Protects waters of the Colorado River.

### What's Changed Since Last Update?

- Scope – No change (initial report)
- Schedule – No change (initial report)
- Cost – No change (initial report)

### Project Risks:

- Unit price escalation for final surfacing project (mitigated due to interim surfacing)
- Construction delays (cable stay portion of arch most difficult – extensive planning in place)

### Financial Fine Points:

- Total funding Expended: \$185,000,000
- Inflation escalation (4%) is to 2009 approximate midpoint of construction.
- Nevada Funds - \$20 million

<b>% Design Complete</b>	0	50	100
<b>% Const. Complete</b>	0	50	100

March 24,  
2008



#### **4.0 COMPLETED MAJOR PROJECTS**

As a part of the reporting requirements in Section 55.5 of AB 595, the Department is to report the number of major projects for which construction was completed during this quarter. For each completed project, the Department is to report on the following:

1. Whether the project was completed early or on time.
2. Whether the project remained within its planned scope.
3. Whether the project was completed for less than or for the amount of its budgeted expenses.
4. Any specific measures of transportation improvement resulting from the project.

For the quarter ending on March 31, 2008, the Department did not complete any major projects.

## **APPENDIX A**

### **TYPICAL PROJECT DEVELOPMENT PROCESS**

The Department's project development process typically consists of four major phases: planning, environmental clearance, final design and construction (Figure A-1). These phases are described in more detail below. The development process is based on federal and state laws and regulations, engineering requirements, and a departmental review and approval process. This appendix provides an overview of the four phase process, identifies major milestones within the phases, and describes the information developed during each phase.

#### **Planning Phase**

In this phase the project needs are analyzed and conceptual solutions are developed. Project descriptions, costs, and schedules are broadly defined. The planning phase typically addresses such issues as number of lanes, location and length of project, and general interchange and intersection spacing. The intent of this phase is to develop the most viable design alternatives, and to identify the best means to address risks and uncertainties in cost, scope and schedule.

#### **Environmental Clearance Phase**

For the environment clearance phase, major projects are subject to the National Environmental Policy Act (NEPA) to address potential social, environmental, economic and political issues. During this phase studies are conducted to define existing conditions, and identify likely impacts and mitigations so the preferred design alternative is selected from among the various alternatives. In this phase the project scope is more fully defined, right-of-way issues are generally identified, project costs and benefits are estimated, and risks are broadly defined. Finally, a preliminary project schedule is determined. At the conclusion of this phase, major projects are divided into smaller construction segments to address project's social, environmental, economic and political issues as well as funding availability and constructability.

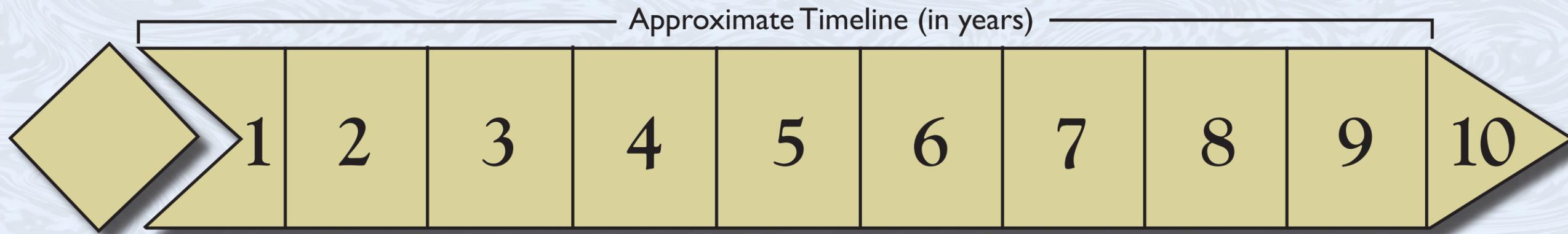
#### **Final Design Phase**

During this phase, the design of the selected alternative identified during the environmental clearance phase is finalized. In this phase the project scope is finalized, a detailed project design schedule and estimate is developed, and project benefits are fully determined. The right-of-way requirements are also determined and acquisition is initiated. Additionally, utilities relocation is initiated toward the end of the final design phase. At the end of this phase the project design and cost estimate are complete and the project is advertised for construction.

#### **Construction phase**

During this phase projects are constructed based on the final design plans. Depending on the nature of the project, utilities relocation might occur during early stages of this phase. Due to the complexity of major projects, a detailed construction schedule, traffic control plans, and environmental mitigation strategies are developed in consultation with the selected contractor.

# Typical Transportation Project Development Process



## Planning Studies

## Environmental Studies

## Preliminary Design

## Final Design

## Right-of-Way Engineering and Acquisition

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- Determine Existing Conditions
- Traffic Forecasts
- Analyze Needs
- Conceptual Solutions
- Preliminary Cost Estimates
- Cost Estimation Validation Process (CEVP)

- Purpose and Need
- Traffic Analysis
- Preliminary Alternatives
- Public Outreach
- Technical Studies
- Air Quality
- Noise Analysis
- Traffic Analysis
- Socio/Economic
- Cultural Resources
- Biological Resources
- Hazardous Materials
- Water Quality

- Floodplain Hydrologic
- Energy
- Land Use
- Economic
- Wetlands
- Visual Effects
- Environmental Justice
- Cumulative & Secondary Impacts
- Cost-Benefit Analysis
- Refine Alternatives
- Alternative Selection
- Section 4(f) Evaluation
- Record of Decision

- Geometric Design
- Typical Sections
- Grading
- Drainage
- Structural
- Traffic/ITS
- Signing/Striping
- Lighting
- Utilities
- 30% Plans

- 60% Plans
- 90% Plans
- Specifications and Estimates
- Final Plans

- Right-of-Way Setting
- Right-of-Way Engineering
- Appraisals
- Purchase Offers
- Counter Offers
- Relocation

- Asbestos Clearing
- Demolition
- Condemnation (if necessary)
- Federal Regulations



Figure A-1

## **APPENDIX B**

### **DEALING WITH PROJECT RISKS**

Risks associated with a project are dependent on a number of elements including, but not limited to, technical complexity, availability of information, resource availability, and public policy issues. The project development process actively identifies, analyzes, monitors and manages projects. Within this status report, the level of project risk is illustrated by the magnitude of the range for project schedules and cost estimates. The larger ranges for schedule and costs are provided because of unknown or little-known risks. As projects develop, information about the risks is obtained and the level of confidence increases; consequently, the ranges become smaller.

#### **SCHEDULES**

Project schedules are usually developed during each of four major phases. The project schedules enable effective financial planning and programming to occur so funding is balanced against project delivery in a cost-effective manner. The following criteria are used when determining project schedules:

- If the project is in the early planning phase: only timelines for completing this phase are reported.
- If the project is toward the end of the planning phase: dates for completing the planning phase and for the environmental phase are provided. The dates for the final design or construction are not reported because a project may be packaged into smaller construction segments by the end of the environmental phase.
- If the environmental phase is complete but the final design phase of a project or a project segment has not started, only the anticipated start range of the final design and anticipated start range for construction is reported.
- If the project's final design phase is in its early stages: the dates for the start and completion of the final design phase are identified and the anticipated start range for construction phase is reported.
- If the project is toward the end of the final design phase: the dates for the start and completion of construction, anticipated advertise date, and operational completion (opened to traffic) are reported unless construction funds are not available.
- If the project is in the construction phase: the date of the start and dates for completion of the project construction are provided.

#### **COSTS**

Project costs are usually developed during each of four major phases. In the planning phase, the confidence in the project costs estimate is low because of a large number of unknowns about the projects. Consequently, the project cost estimate range is typically large. As project development progresses, the range in project cost estimates is narrowed.