

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending September 30, 2011



Brian Sandoval
Governor

.....Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

September 30, 2013

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending September 30, 2013, 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.

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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I 15 North - Phase 2 Package A

Craig Road (SR 573) to Speedway Boulevard

Project Sponsor: NDOT

Project Manager: Luis Garay, P.E.

(702) 671-8858



Project Description:

- Part 2 Package A is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of pavement restoration, pavement widening into the median between Craig and Lamb, widening of structures G 958 N and G 958 S, and replacement of the existing right of way fence.
- Part 2 Package A includes the construction of the following improvements:
 - Remove & replace PCCP with ACP (Craig to Lamb)
 - Construct ACP (Lamb to Speedway)
 - Pavement widening into median between Craig & Lamb
 - Widen & seismic retrofit for G 958 N & G 958 S and
 - ROW fence replacement
 - Improvements will be constructed within the existing 1-15 Right-of-Way.
 - Project length: 4.8 miles.

Schedule:

- Planning:** Complete
- Environmental:** Complete
- Final Design:** 2012 - 2014
- Construction:** TBA



Project Cost Range:

- Engineering:** \$0.35 - \$0.40 M
- Right of Way:** \$0

- Construction:** \$13.6 - \$ 14.0 M
- Total Project Cost:** \$ 13.95 - \$ 14.4 M

Project Benefits:

- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations
- Increase life of pavement

What's Changed Since Last Update?

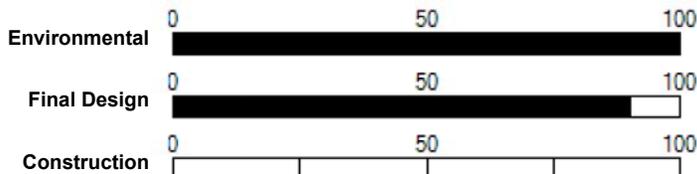
- Scope: Added pavement widening into median between Craig and Lamb, and widening of structures G-958 N and G-958 S
- Schedule: Final Design completion changed and anticipated construction commencement added
- Cost: Construction costs revised to reflect current scope

Project risks:

- Uncertainty of Future Construction Materials and Labor Costs
- Funding uncertainty for Construction
- Widen bridges within UPRR and private
- Environmental permits could impact the

Financial Fine Points(Key Assumptions):

- Total funding expended for Package A Construction: \$0
- Total funding expended for the Environmental Phase for all five construction elements: \$875,000
- Construction inflation escalation (2.7%) is to midpoint of construction



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<p>I 15 North - Phase 2 Package B</p> <p>Contract 3526 Under Construction</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Luis Garay, P.E.</p> <p>(702) 671-8858</p>	
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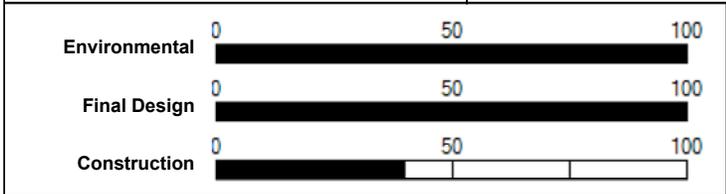
<p>Project Description:</p> <ul style="list-style-type: none"> ● Part 2 Package B is one of five construction elements that the I 15 North Phase 2 project has been divided into. ● Construct ITS elements between Craig Rd to Speedway Boulevard. ● Project ID 60562, Contract 3526 Under Construction ● Improvements will be constructed within the existing 1-15 Right-of-Way. ● Project length: 4.8 miles. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertised: 9/19/2012</p> <p>Construction: 4th Quarter 2013</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improve Freeway Operations ● Improve Safety 	<p>Project Cost Range:</p> <p>Engineering: \$0.1 M</p> <p>Right of Way: \$0.0 M</p> <p>Construction: \$5.5 M</p> <p>Total Project Cost: \$5.6 M</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Uncertainty of Contingency Costs 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope -No Change ● Schedule -No Change ● Cost -Construction and Total Costs revised to reflect current estimate
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended for Package B Construction: \$2.02 M ● Total funding expended for the Environmental Phase for all 5 elements: \$0.875 M ● Construction escalation (2.7%) is to 2013 approximate midpoint of construction ● Funding source for the project engineering is AB 595 (State). ● Funding source for the project Construction is CMAQ (Federal).
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<p>October , 2013</p>	
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<p>I 15 North - Phase 2 Package C</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Luis Garay, P.E</p> <p>(702) 671-8858</p>	
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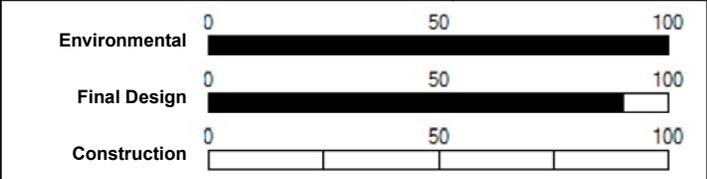
<p>Project Description:</p> <ul style="list-style-type: none"> Part 2 Package C is one of five construction elements that the I 15 North Phase 2 project has been divided into. Construct Bridges - widen & seismic retrofit for G-961 N & G-961 S, seismic retrofit only for I-956. Improvements will be constructed within the existing 1-15 Right-of-Way. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2012 - 2014</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve Safety Increase Capacity to Accommodate Projected Local and Interstate Traffic Decrease Congestion Reduce Travel Time Improve Freeway Operations 	<p>Project Cost Range:</p> <p>Engineering: \$0.16 - \$0.2 M</p> <p>Right of Way: \$0</p> <p>Construction: \$3.9 - 4.0 M</p> <p>Total Project Cost: \$4.06 - \$ 4.20 M</p>
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	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope: Structures G 958 N and G 958 S have been moved to Package A Schedule: No Change Cost: Reduced to reflect change in scope
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<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of Future Construction Materials and Labor Costs Funding uncertainty for Construction Widen bridges within UPRR and private Right of Way Environmental permits could impact the project schedule 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Package C Construction: \$0 Total funding expended for the Environmental Phase for all 5 elements: \$875,000 Construction inflation escalation (2.7%) is to midpoint of construction
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<p>October , 2013</p>	
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<p>I 15 North - Phase 2 Package D</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Luis Garay, P.E.</p> <p>(702) 671-8858</p>	
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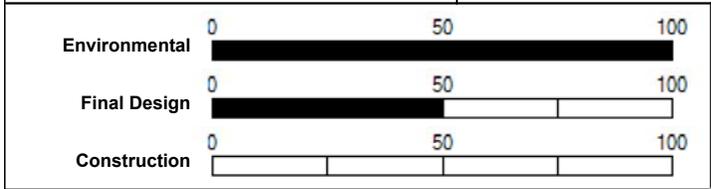
<p>Project Description:</p> <ul style="list-style-type: none"> Part 2 Package D is one of five construction elements that the I 15 North Phase 2 project has been divided into. This project consists of corridor widening from Craig Rd to Speedway Boulevard from 4 to 6 lanes. Improvements will be constructed within the existing 1-15 Right-of-Way. Widen 4 bridges over 2 UPRR crossings within UPRR and private Right of Way. Project length: 4.8 miles. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2012 - 2015</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase Capacity to Accommodate Projected Local and Interstate Traffic Decrease Congestion Reduce Travel Time Improve Freeway Operations Improve Safety 	<p>Project Cost Range:</p> <p>Engineering: \$0.6 - \$0.7 M</p> <p>Right of Way: \$0</p> <p>Construction: \$25.7 - \$29.4 M</p> <p>Total Project Cost: \$26.3 - 30.1 M</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> Uncertainty of Future Construction Materials and Labor Costs Funding uncertainty for Construction Environmental permits could impact the project schedule 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope -No Change Schedule -Design Completion Changed to 2015 Cost - Current Estimate
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Package D Construction: \$0 Total funding expended for the Environmental Phase for all 5 elements: \$875,000 Construction inflation escalation (2.7%) is to midpoint of construction



<p>October , 2013</p>	
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<p>I 15 North - Phase 2 Package E</p> <p>Craig Road (SR 573) to Speedway Boulevard</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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Project Description:

- Phase 2 Package E is one of five construction elements that the I 15 North Phase 2 project has been divided into.
- This project consists of installing ITS elements from the Speedway Blvd to Apex Interchange.
- Improvements will be constructed within the existing 1-15 Right-of-Way.
- Project length: 4.8 miles.



Schedule:
Planning: Complete
Environmental: Complete
Final Design: 2013 - 2015
Construction: TBD

Project Benefits:

- Improve Safety
- Reduce Travel Times
- Decrease Congestion
- Improve Freeway Operations

Project Cost Range:
Engineering: \$0.05 -0.1 M
Right of Way: \$0
Construction: \$2 - \$2.21 Million
Total Project Cost: \$2.05 - 2.31 Million

Project risks:

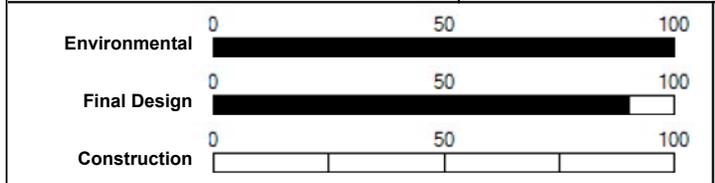
- Completion of construction packages will depend on availability of funding
- Coordination with UPRR may delay project schedule
- Environmental permits may delay project schedule

What's Changed Since Last Update?

- Scope - No change.
- Schedule - Construction depends on funding availability.
- Cost - No change.

Financial Fine Points(Key Assumptions):

- Total funding expended for Package E Construction: \$0
- Total funding expended for the Environmental Phase including all five elements: \$875,000
- Construction inflation escalation (2.7%) is to midpoint of construction



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2013



<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Apex Interchange</p> <p>Project Sponsors: NDOT</p> <p>Project Manager: Luis Garay, P. E.</p> <p>(702) 671-8858</p>	
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Project Description:

- This is the third phase of improvements to the I-15 North Corridor between US 95 and Apex Interchange.
- Widen I-15 from four lanes to six lanes from Speedway Boulevard to the Apex Interchange.
- Project length: 4.6 miles

Schedule:

Planning:
Complete

Environmental Phase:
Complete

Final Design:
2018

Construction:
TBD



Project Benefits:

- Increase capacity
- Reduce trip times
- Improve access to areas planned for development in North Las Vegas
- Improve operations
- Improve safety

Project Cost Range:

Engineering:
\$10 - \$12 million

Right-of-Way:
\$3 - \$3.6 million

Construction:
\$75 - \$85 million

Total Project Cost:
\$88 - \$101 million

What's Changed Since Last Update?

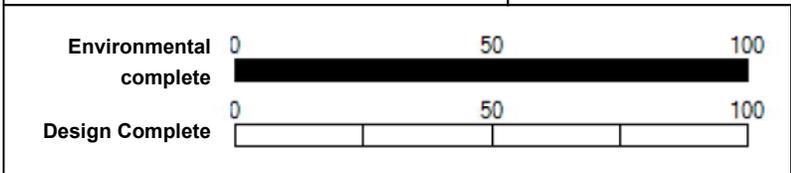
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Project completion will depend on the availability of funding.
- Uncertainty of proposed Sheep Mountain Parkway terminus.

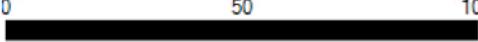
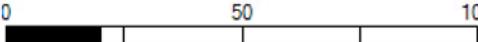
Financial Fine Points(Key Assumptions):

- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for I 15 North Environmental phase: \$875,000
- Inflation escalation (2.7%) is to approximate midpoint of construction
- Funding source for this project has not yet been identified.



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I 15 North - Phase 4 I 15 / CC 215 Northern Beltway Interchange Project Sponsor: NDOT Project Manager: Luis Garay, P. E. (702) 671-8858			
Project Description: <ul style="list-style-type: none"> 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: Complete Final Design: Start 2013 - 2018 Construction: TBD		
		Project Cost Range: Engineering: \$7.4 - \$14.0 million Right-of-Way: \$1.0 - \$5.0 million Construction: \$123.0 - \$140.0 million Total Project Cost: \$131.4 - \$159.0 million	
Project Benefits: <ul style="list-style-type: none"> Increase capacity. Reduce trip times. Improve access to areas planned for development in North Las Vegas. Improve operations with full freeway-to-freeway connectivity. Improve safety. 	What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change 		
Project risks: <ul style="list-style-type: none"> Uncertainty of future construction and labor costs. Construction funding availability. Railroad Involvement - UPRR Permits 	Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended: \$120,200 Total funding expended for I-15 North Environmental phase: \$875,000 Inflation escalation (2.7%) is to 2018 approximate midpoint of construction. Construction funding for this project has not yet been identified. 		
% Environmental Complete  % Design Complete 	October , 2013		

<p>Project NEON P3</p> <p>I-15 Desert Inn Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Cole Mortensen, P.E.</p> <p>(775) 888-7742</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> • 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 • New access to Alta • I-15/Charleston Interchange Reconstruction • Project Length: 4.83 miles • *This project now includes what was previously Phases 1-4 in a Public Private Partnership delivery. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete in 2013</p> <p>Construction: TBD</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Will accommodate anticipated traffic increases • New access to Downtown Redevelopment • Reduce congestion along local streets and I-15 • Extends HOV System 	<p>Project Cost Range:</p> <p>Engineering: \$24 - \$26 Million</p> <p>Right-of-Way and Utilities: \$150 - \$157 Million</p> <p>Construction: \$291 - \$303 Million</p> <p>Total Project Cost: \$466 - \$486 Million</p>
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	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - NEPA Re-evaluation approved • Schedule - The anticipated delivery of Phase 1 has been delayed due to the analysis and development of the P3 RFP • Cost - No change
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<p>Project risks:</p> <ul style="list-style-type: none"> • 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 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total Funding Expended: \$88,700,000 • Inflation escalation (4%) to 2020 approximate midpoint of construction • Additional Federal, State, Local and Regional Funding will be required
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<p>% Environmental Complete 0 50 100</p> <p>Design Complete 0 50 100</p>	<p>October , 2013</p>	
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<p>I 15 Urban Resort Corridor Study</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(775) 888-7589</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> The I-15 Urban Resort Corridor Study along I-15 from I-215 (Bruce Woodbury Beltway) to the south, to US 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. 	<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve capacity, operations, safety, access and mobility. Meet stakeholders/public expectations. Improve quality of life. Support economic development. Reduce trip times. 	<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Consensus building among the resort owners. Funding uncertainty. Economic development along the corridor could require design changes affecting scope, schedule and budget. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - No Change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$786,738 	<p>Planning complete 0 50 100</p> <p>October , 2013</p> 	

<p>I 15 South - Bermuda Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Senior Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities. This is one element of the I-15 South project. Construct new interchanges at Bermuda Road. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2026 - 2027</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> Interchanges on I-15 reduce congested traffic in main lines and other existing facilities. Connect Regional traffic. 	<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Engineering: \$16 - \$17.5 million</p> <p>Right-of-Way: \$3.5 - \$4 million</p> <p>Construction: \$128.5 - \$134.5 million</p> <p>Total Project Cost: \$148 - \$156 million</p>
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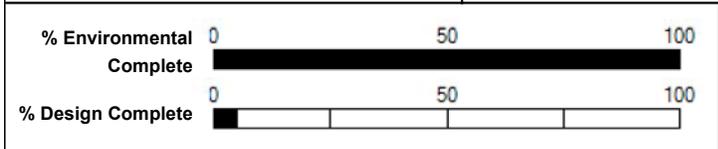
What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - No Change

<p>Project risks:</p> <ul style="list-style-type: none"> Unit price and property escalation may affect project cost. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Funding not available until 2026-2030 per current Financial Plan. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction. Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).
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What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - No Change



October ,
2013



<h2 style="margin: 0;">I 15 South - Pebble Road Overpass</h2> <p style="margin: 5px 0;">Project Sponsor: Clark County</p> <p style="margin: 5px 0;">Senior Project Manager: Lynnette Johnston, P.E.</p> <p style="margin: 5px 0;">(702) 671-6601</p>	
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Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Construct overpass at Pebble Road and I-15

Schedule:
Planning:
 Complete
Environmental:
 Complete
Final Design:
 TBD
Construction:
 TBD



Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

Project Cost Range:
 (Environmental Phase Estimates/Removal from RTP)

Engineering:
 \$6.5 - \$7 million

Right-of-Way:
 \$8 - \$10 million

Construction:
 \$51.5 - \$53 million

Total Project Cost:
 \$66 - \$70 million

What's Changed Since Last Update?

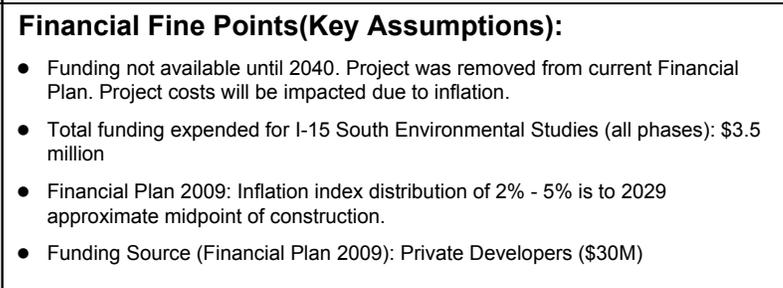
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.

Financial Fine Points(Key Assumptions):

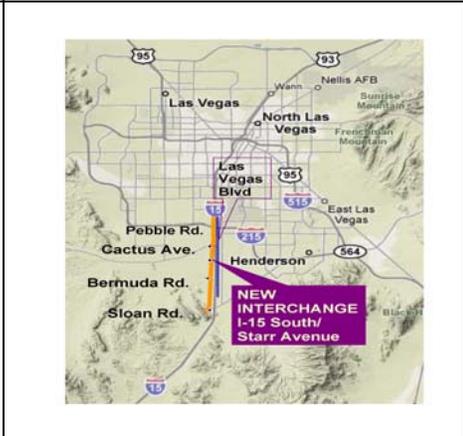
- Funding not available until 2040. Project was removed from current Financial Plan. Project costs will be impacted due to inflation.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Financial Plan 2009: Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Private Developers (\$30M)



October , 2013	
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<p>I 15 South - Starr Avenue Interchange</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> ● I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities. ● Construct a new interchange at Starr Avenue with on & off-ramps ● Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side) ● I-15 over Starr Avenue and shifted 50 ft. to the east of the existing I-15. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: 2010-2014</p> <p>Construction: 2016-2020</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improve access to I-15 with new interchange ● Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive ● Improve I-15 mainline capacity 	<p>Project Cost Range: (Environmental Phase Estimates)</p> <p>Preliminary Engineering: \$10 - \$11 million</p> <p>Right-of-Way: \$15 - \$24 million</p> <p>Construction: \$47 - \$66 million</p> <p>Total Project Cost: \$72 - \$101 million</p>
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	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No change ● Schedule - No change ● Cost - No change
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<p>Project risks:</p> <ul style="list-style-type: none"> ● Uncertain Right of Way costs ● Material and labor cost escalation ● Year when construction funds are available ● Utility & bill board relocation ● Cell phone tower, re-location potential or avoidance 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended for Starr Interchange: \$122,000 ● Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million ● Inflation index distribution of 2% - 5% for year 2024 approximate midpoint of construction. ● Funding Source (RTP 2035): Interstate Maintenance Discretionary (\$3.44M), SAFETEA-LU Priority Project (\$7.20M), Local Funds (\$12.98 M), STP Clark County (\$52.80 M) and Public Lands Highways (\$1.19 M).
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<p>October , 2013</p>	
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<p>I 15 South - Cactus Avenue Interchange</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) Project elements to address funding and constructability opportunities.
- Construct new interchange at Cactus Avenue.

Schedule:

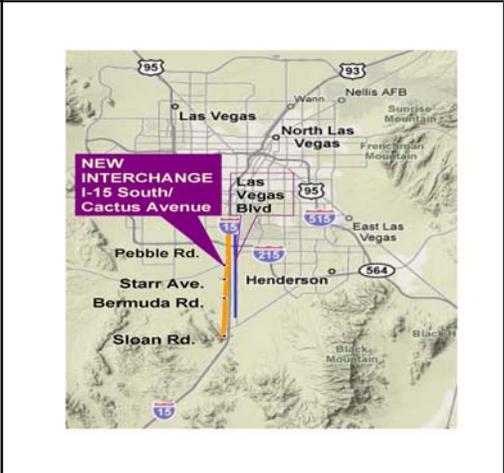
Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Advertise:
Complete

Construction:
Start 2nd Quarter 2013 -
Complete 1st Quarter 2015



Project Benefits:

- Reduce congested traffic on I-15.
- Connect regional traffic.

Project Cost Range:
(Environmental Phase Estimates)

Engineering:
\$5.5 - \$6.5 million

Right-of-Way:
\$8 - \$15 million

Construction:
\$43 million

Total Project Cost:
\$56.5 - \$64.5 million

Project risks:

- Unit price and property escalation may affect project cost.

What's Changed Since Last Update?

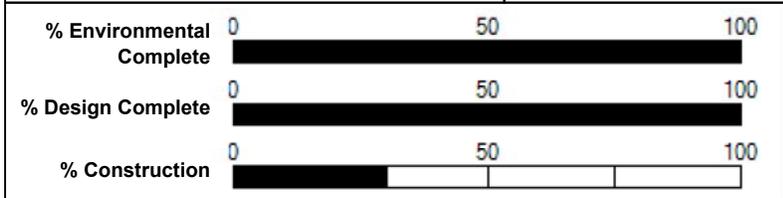
- Scope - No Change
- Schedule - No Change
- Cost - Reduction by \$13 - 19 million due to the update of costs.

Financial Fine Points(Key Assumptions):

- Funding expended for Cactus Interchange: \$6.9 Million
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2014 approximate midpoint of construction
- Funding Source: Interstate Maintenance Discretionary (\$4.9M), SAFETEA-LU High Priority Projects (\$16.6M), STP Clark County (\$34.9M), National Highway System (\$18.2M), Old Ear Mark Remnant (0.14M) and Section 115 Transfer Project (0.9M).
- Construction: 2013 - 2015

Project risks:

- Unit price and property escalation may affect project cost.



<p>October , 2013</p>	
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<p>I 15 South - Phase 2</p> <p>Sloan Road to Blue Diamond (SR-160)</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- I-15 South project from Sloan to Tropicana has been broken into nine (9) project phases to address funding and constructability opportunities.
- This is one element of I-15 South Project.
- Widen I-15 from Sloan Road to Blue Diamond Road from 6 to 10 lanes.
- Project Length: 8.2 miles
- This project has been divided in two phases: Phase 2A-Widening I-15 from Sloan to Blue Diamond (SR160) 6 to 8 lanes and, Phase 2B-Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe C-D from Blue Diamond (SR160) to Tropicana Ave, replace concrete section between I-215 & Tropicana Ave and replace Tropicana Interchange.

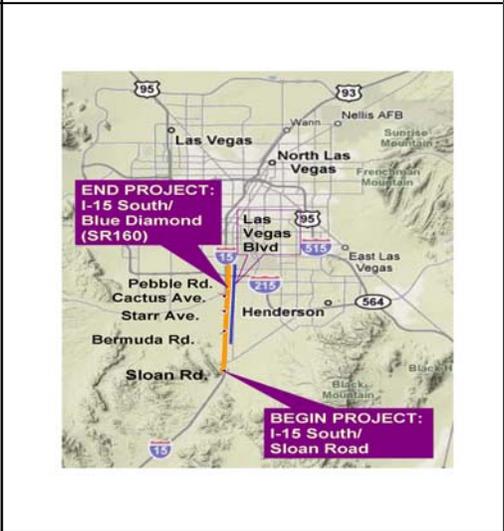
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Reduce trip times
- Reduce vehicle emissions
- Reduce idling
- Improve driver comfort

Project Cost Range:
(Environmental Phase Estimates)

Engineering:
\$47.5 - \$51 million

Right-of-Way:
\$0

Construction:
\$371 - \$392.5 million

Total Project Cost:
\$418.5 - \$443.5 million

Project risks:

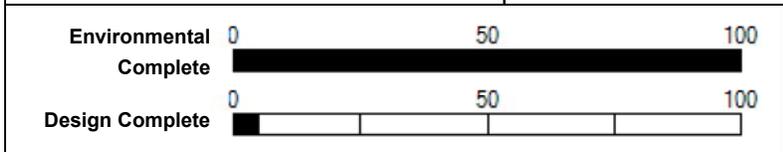
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.
- Assumes Sloan Interchange is constructed (Existing Interchange for cost and design purpose)

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change

Financial Fine Points(Key Assumptions):

- Funding not available until 2016-2020 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction.



October ,
2013



<p>I 15 South - Sloan Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Senior Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- I-15 South Project from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one element of the I-15 South Project.
- Reconstruct interchange at Sloan Road.

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Interchanges on I-15 reduce congested traffic in main lines and other existing facilities.
- Connect Regional traffic
- Improve origin destination time of travel.

Project Cost Range:
(Environmental Phase Estimates)

Engineering:
\$19.5 - \$21 million

Right-of-Way:
\$35 - \$40 million

Construction:
\$156.5 - \$162.5 million

Total Project Cost:
\$211 - \$223.5 million

Project risks:

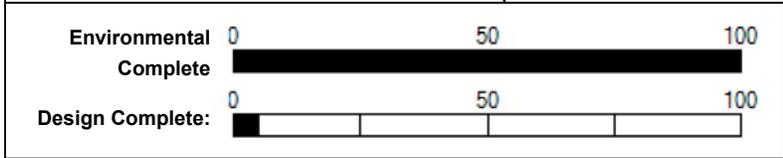
- Unit price and property escalation may affect project cost.

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change

Financial Fine Points(Key Assumptions):

- Funding not available until 2026-2030 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction
- Funding source (RTP 2035): STP Clark County (\$65M)



October ,
2013

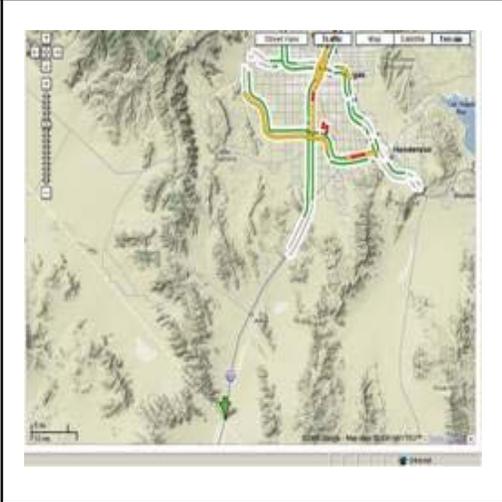


<p>I 15 South - Stateline to Sloan</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Lynnette Johnston, P.E.</p> <p>(702) 671-6601</p>	
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Project Description:

- To reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues.
- Signing improvements with DMS signs on I-15.
- Shoulder improvements.

Schedule:
Planning:
 2013 - 2015
Environmental:
 TBD
Final Design:
 TBD
Construction:
 TBD



Project Benefits:

- Update ramp geometrics to current standards.
- Decrease congestion.
- Improve communications and driver awareness with message signs.
- Improve on/off ramps at Primm, Jean and Sloan Interchanges.

Project Cost Range:
Engineering:
 \$3 - \$4 million
Right-of-Way:
 TBD
Construction:
 \$35 - \$50 million
Total Project Cost:
 \$38 - \$54 million

Project risks:

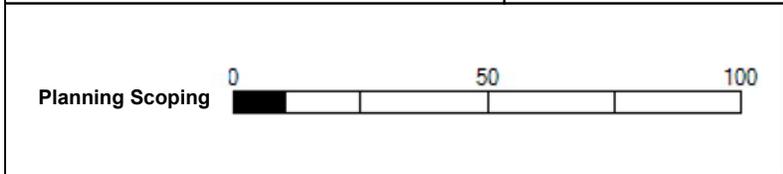
- Uncertainty of future construction materials and labor costs.
- Complex construction in a high volume rural area may affect schedule and costs.
- Funding uncertainty.

What's Changed Since Last Update?

- Scope -Scope modified to Safety project
- Schedule - No Change
- Cost - No Change.

Financial Fine Points(Key Assumptions):

- Total funding expended: \$0
- Funding: Government Services Tax \$52 Million
- Inflation Index of 3% is to 2014 approximate midpoint of construction.



October ,
2013



<p>I 515 Freeway Improvements</p> <p>Feasibility Study</p> <p>Rancho Drive at 95 to Charleston at I-515 on the US 95 / I-515</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Dwayne Wilkinson</p> <p>(702) 671-8879</p>	
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Project Description:

- Proposed new study will analyze traffic operations and safety from Rancho to Charleston (5.13 miles).
- Reporting on the new study will start in 2014. The previous study was withdrawn and will no longer be reported on.

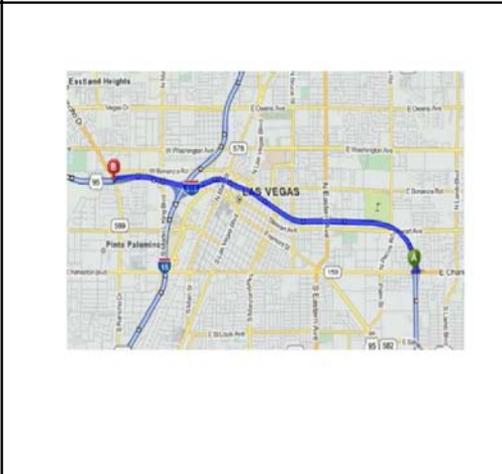
Schedule:

Planning:
Complete

Environmental:
2014-2016

Final Design:
TBD

Construction:
TBD



Project Benefits:

- In 2014 the new study will identify possible operational efficiency, capacity and safety improvements

Project Cost Range:

Engineering:
TBD

Right-of-Way:
TBD

Construction:
TBD

Total Project Costs:
TBD

What's Changed Since Last Update?

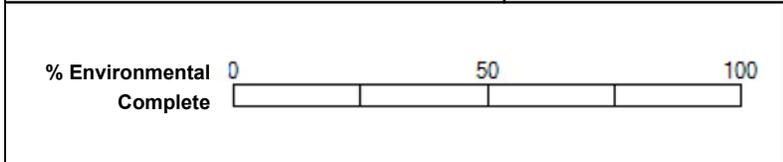
- Scope- A new study will analyze from Rancho to Charleston (5.13 miles)
- Schedule - Based on the RTP, Environmental 2014 - 2016
- Cost - Being reassessed. Notice of Intent to prepare EIS withdrawn

Project risks:

- Scope and project limits may change due to new approach.

Financial Fine Points(Key Assumptions):

- Reporting on the new study will begin in 2014 when the study commences.
- \$ 1.0 Million in additional funding is being requested for FY 2014 for a new study.



October ,
2013



US 93 / US 95 Boulder City Bypass - Phase 1 Package 2A

Foothill Drive to US 95

Project Sponsor: NDOT

Senior Project Manager : Tony Lorenzi, P.E.

(775) 888-7317



Project Description:

- Phase 1 has been re-packaged: Package 1 - Right-of-Way Acquisitions
- Package 2A - Tortoise Fencing/Plant Salvaging
- Package 2B - Frontage Road/Retaining wall/Henderson Utilities
- Utility Relocations done prior to Package 3
- Package 3 - Mainline from Foothills Grade Separation to Silverline Road
- Package 4 - Eliminated. Split in two sections (north half will be incorporated into Package 3 and the southern half will be added to RTC's Design-Build contract for Phase 2)
- Package 5 - Mainline/RR Bridge (to be built with Package 3)
- Realignment of 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 one Frontage Road will be constructed.
- Direct Connector Ramps from the new facility to and from 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:

Complete

Environmental:

Complete

Final Design:

Package 2A - Complete

Construction:

Package 2A - Complete



Project Cost Range:

(Final Design Phase Estimates)

Engineering:

\$5 - \$8 million

Right-of-Way:

\$10 - \$22 million

Construction:

\$115 - \$132 million

Total Project Cost:

\$130 - \$162 million

*** Construction and Total Project Costs were revised per updated Financial Plan

Project Benefits:

- Improves safety by eliminating a signal at US 93 and Railroad Pass Casino.
- Improves operations for Trucks from US 95 to US 93.
- Improves operations for peak trips from Boulder City to Las Vegas.
- Improves local circulation.
- Completes initial bypass phase.

What's Changed Since Last Update?

- Scope - No change
- Cost - Cost range changed based on new engineering estimate.
- Package 2 divided into 2A and 2B

Project risks:

- Concurrent utility relocations may affect schedule.
- Unit price and property escalation may affect project cost.
- Construction is not funded
- Resource conflict with other on-going projects.
- Right-of-Way acquisition schedule
- Utility Agreements are a major risk as we get closer to doc date

Financial Fine Points(Key Assumptions):

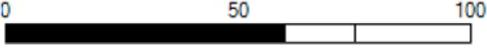
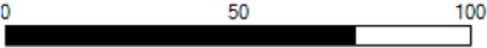
- Total funding Expended (Engineering & Right-of-Way): \$5,621,696
- Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2015 approximate midpoint of construction
- Additional Federal, State, Local, and Regional Funding will be required



October , 2013



<p align="center">US 93 / US 95 Boulder City Bypass - Phase 1 Package 2B</p> <p align="center">Foothill Drive to US 95</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Senior Project Manager : Tony Lorenzi, P.E.</p> <p align="center">(775) 888-7317</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> • Construct West Frontage Road to Subgrade • Construct Retaining Wall • Construct Drainage Features • Relocate all Utilities (Overhead power lines for WAPA and CRC paid for under EA-73527) • Package 2 has been split into 2A (Tortoise Fencing & Plant Salvaging) and 2B (Frontage Road/Retaining Wall & Henderson Utility Relocations) 		<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: Completed</p> <p>Final Design: Completed</p> <p>Construction: Begin spring 2014</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improves operations for Trucks from US 93 to US 95 • Improves local circulation • Provides complete utility corridor for all underground utilities • Improves Truck access to Industrial area 		<p>Project Cost Range: (Final Design Phase Estimates)</p> <p>Engineering: \$350 - \$500 k</p> <p>Construction: \$11 - \$13 million</p> <p>Total Project Cost: \$11 - \$14 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> • Concurrent utility relocations may affect schedule • Utility agreements are a major risk • Hazardous materials found during construction 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope: No change • Schedule: Construction moved to Spring of 2014 • Cost: Cost range changed based on updated engineering estimates • A portion of the Frontage Road will be paved with Package 2B • Major utility relocations taken out of Package 2B and will be done prior to Package 3 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended (Engineering & Right-of-Way): \$251,135 • Inflation escalation (4%) is to 2015 approximate midpoint of construction. • Additional Federal, State, Local, and Regional Funding will be required. 			
<p>Final Design completed 0 50 100</p> <p>Construction completed 0 50 100</p>		<p align="center">October , 2013</p> 	

<p align="center">US 93 / US 95 Boulder City Bypass - Phase 1 Package 3</p> <p align="center">Foothill Drive Grade Sep to Silverline Road</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Senior Project Manager : Tony Lorenzi, P.E.</p> <p align="center">(775) 888-7317</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> ● Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to US 95. ● One new diamond interchange along with one Frontage Road will be constructed. ● Direct Connector Ramps from the new facility to and from 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: 2 miles 		<p>Schedule:</p> <p>Planning: Completed</p> <p>Environmental: Completed</p> <p>Final Design: Package 3 Ad Date Summer 2014</p> <p>Construction: Fall 2014</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improves safety by eliminating a signal at US 93 and Railroad Pass Casino. ● Improves operations for Trucks from US 95 to US 93. ● Improves operations for peak trips from Boulder City to Las Vegas. ● Improves local circulation. ● Completes initial bypass phase. 		<p>Project Cost Range: (Final Design Phase Estimates)</p> <p>Engineering: \$750k - \$1 million</p> <p>Right-of-Way: Incidental</p> <p>Construction: \$57 - \$65 million</p> <p>Total Project Cost: \$58 - \$66 million</p>	
		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope: Package 4 was split into two segments. Northern half will be incorporated into Package 3 and the southern half will be incorporated into the RTC's Design-Build contract for Phase 2. ● Schedule: Package 3 delivery moved to FY 2014 to meet the RTC's schedule ● Cost: Cost range changed based on new engineering estimate 	
<p>Project risks:</p> <ul style="list-style-type: none"> ● Unit price and property escalation may affect project ● Resource conflict with other on-going projects ● Field Changes ● Increased Roadway Excavation unit prices due to additional blasting ● Design omissions ● Landscaping redesign ● Hazardous materials found during construction 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended (Engineering & Right-of-Way): \$315,127 ● Total funding expended for BC Bypass Environmental studies (all phases): \$5,199,679 ● Inflation escalation (4%) is to 2015 approximate midpoint of construction. ● Additional Federal, State, Local and Regional Funding will be required. 	
<p>% Design Complete </p> <p>% ROW Complete </p>		<p align="center">October , 2013</p> 	

<p>US 93 / US 95 Boulder City Bypass - Phase 2</p> <p>US 95 to Hoover Dam Bypass</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Tony Lorenzi, P.E.</p> <p>(775) 888-7317</p>	
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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
- NDOT working with RTC to administer Design-Build Procurement for Phase 2
- Project length: 12.5 miles

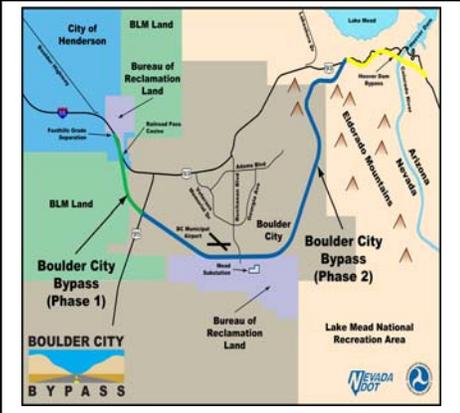
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



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

Project Cost Range:
(Planning phase estimates):

Engineering:
\$15 - \$30 million

Right-of-Way:
\$2 - \$4 million

Construction:
\$350 - \$450 million

Total Project Cost:
\$365 - \$480 million

What's Changed Since Last Update?

- Scope - Package 4 of Phase 1 was eliminated by splitting into two segments. The southern half was incorporated into Phase 2 project limits
- Schedule - TBD by the RTC of Southern NV
- Cost - Updated cost information not available

Project risks:

- Aggressive procurement schedule - need to start construction Fall 2014
- Unit price escalation may affect project cost.
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule.
- Project was approved to be administered using Design-Build delivery method by the RTC Board of Commissioners following the passage of AB413 for fuel tax index Bill

Financial Fine Points(Key Assumptions):

- Total funded Expended (Engineering & Right-of-Way): \$3,082,110
- Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2027 approximate midpoint of construction.
- Additional Federal, State, Local and Regional Funding will be required.



October , 2013

<p>US 95 Northwest - Phase 1</p> <p>Rainbow Boulevard (SR 595) to Ann Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Nick Johnson, PE</p> <p>(775) 888-7319</p> <p>Contractor: Capriati Construction</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the first phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road. Alleviate congestion within the corridor by increasing capacity. Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning Project length: 6.02 miles 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertise Project: Complete</p> <p>Construction: Begin August 2010; 520 working days; Complete 1st quarter of 2013</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Meet stakeholder/public expectations Reduce trip times Reduce vehicle emissions Reduce idling Beautify corridor Improve driver comfort 		<p>Project Cost Range: (Construction Phase Estimates):</p> <p>Engineering: \$3.5 million</p> <p>Right-of-Way: \$0.1 million</p> <p>Construction: \$80 - \$83 million</p> <p>Total Project Cost: \$83.6 - \$86.6 million</p>	
		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Change in site conditions Contractor delays 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total Expended for Construction: \$80 - \$83 million Total Expended for Final Design: \$3.6 million Total Expended for Environmental Studies (all US 95 Northwest phases): \$4.8 million Funding source: <ul style="list-style-type: none"> *\$60 million AB 595 *\$42.5 million Federal *\$2.3 million State 	
<p>% Construction Complete</p> <p>0 0 50 100 </p>		<p>October , 2013</p> 	

<p>US 95 Northwest - Phase 2</p> <p>Ann Road to Kyle Canyon Road (SR 157)</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Nick Johnson, P.E.</p> <p>(775) 888-7319</p>	
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Project Description:

- This is the second phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road
- Alleviate congestion within the corridor by increasing capacity
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Project length: 5.55 miles
- This project is anticipated to be constructed in 2 phases

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2013

Construction:
TBD



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

Project Cost Range:
(Environmental Phase Estimates):

Engineering:
\$5.5 - \$6.5 million

Right-of-Way:
\$0, No acquisitions required

Construction:
\$75 - \$85 million

Total Project Cost:
\$81 - \$92 million

What's Changed Since Last Update?

- Scope - No change
- Schedule - The project design is 90% complete and has been put on hold; subject to funding availability.
- Cost - No change

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 Points(Key Assumptions):

- Total funding Expended for Phase 2: \$1.2 million
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (2.7%) to midpoint of construction in 2017
- Funding source: TBD



October , 2013



US 95 Northwest - Phase 3 Clark County 215 Interchange

Project Sponsor: NDOT and Clark County

Senior Project Manager: Nick Johnson, P. E.

(775) 888-7319



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Ave to Kyle Canyon Rd
- 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 system to system interchange at CC 215
- This project is anticipated to be constructed in 4 phases.

Schedule:

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



**Project Cost Range:
(Final Design Phase Estimates):**

- Engineering:**
\$13.6 - \$14.3 million
- Right-of-Way:**
\$0 - \$0.4 Million
- Construction:**
\$219 - \$276 million
- Total Project Cost:**
\$233 - \$290 million

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 - The project is anticipated to be constructed in 4 phases.
- Schedule - No Change
- Cost - No Change

Project risks:

- Cost and schedule impacts of perpetuating local access has yet to be quantified
- Unit price escalation may affect project cost
- Complex right of way and utility issues may impact schedule and costs.

Financial Fine Points(Key Assumptions):

- Total funding Expended for Phase 3: \$2,800,000
- Total funding Expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- Inflation escalation (4%) to midpoint of construction 2018
- Funding source: TBD



October , 2013



US 95 Northwest - Phase 5 Kyle Canyon Road Interchange

Project Sponsor: City of Las Vegas and NDOT

Senior Project Manager: Nick Johnson, P.E.

(775) 888-7319



Project Description:

- This is the fifth phase of the US 95 Northwest Project that extends from Washington Ave to Kyle Canyon Road.
- 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 interchange at Kyle Canyon Road.

Schedule:

Planning:

Complete

Environmental:

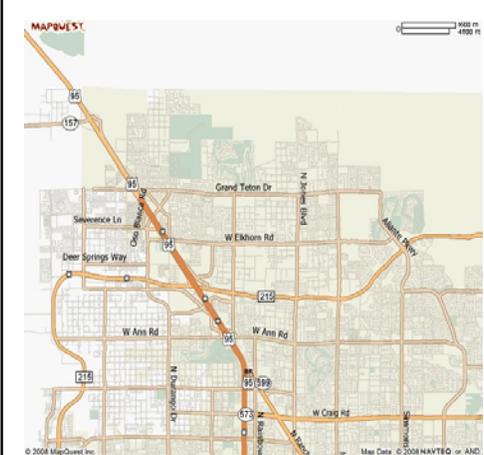
Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

Engineering:

\$2.5 - \$3 million

Right-of-Way:

\$1 - \$1.5 million

Construction:

\$32 - \$36.5 million

Total Project Cost:

\$35.5 - \$41 million

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
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total Expended for Final Design: \$0 (Design phase not started)
- Total Expended for Environmental Studies (all US 95 Northwest phases): \$5 million
- Inflation escalation (4%) to midpoint of Construction in 2027
- Funding source: TBD



October ,
2013



I 80 Robb to Vista

Project Sponsor: NDOT

Senior Project Manager: Jeff Lerud

(775) 888-7589



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/I-580 interchange (Spaghetti Bowl)
- Early Action and Phase 1 (I-80 Robb to Vista Design-Build) projects from Washoe County Freeway Corridor Study scoping report completed.
- Phase II scoping will commence after completion of the I-80 Robb to Vista design/build project.
- Project Length: 10.4 miles

Schedule:

Planning:
2008 - 2014
Environmental:
TBD
Final Design:
TBD
Construction:
TBD



Project Cost Range:

(Planning Phase Estimates)
Engineering:
\$85 - \$105 million
Right-of-Way:
\$95 - \$125 million
Construction:
\$900 - \$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/US 395.
- Accommodate future projected traffic.

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

- Limited Right-of-Way
- Phase II and beyond unfunded- delay in identifying needed funds will affect schedule and increase costs.
- Environmental process not started - Project cost, scope and schedule may be impacted.
- Resources may need to be reallocated to higher priority projects - project cost, scope and schedule may be impacted.

Financial Fine Points(Key Assumptions):

- Total Funding Expended by NDOT: \$140, 000
- Inflation escalation (4%) is to 2020 approximate midpoint of construction
- Additional Federal, State, and local funding will/may be required



October , 2013



<p>I 580 Freeway Extension</p> <p>Project Sponsor - Nevada Department of Transportation</p> <p>NDOT Senior Project Manager - Tony Lorenzi, P.E.</p> <p>Phone: (775) 888-7317</p> <p>Contractor: Fisher Industries</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> 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 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Construction: Complete</p>	
			
		<p>Project Cost Range:</p> <p>Engineering: \$31 M</p> <p>Right-of-Way: \$51 M</p> <p>Construction: \$500 M to \$575 M</p> <p>Estimated Total Project Costs: \$582 M to \$657 M</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> 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 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change. Schedule - No change Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Complex construction in a rural mountainous freeway setting (High) Construction in geothermally altered earth (Medium) Delays due to weather/temperatures (Low) 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total Funding Expended - \$534,480,552 Final Design - \$6,322,902 Right-of-Way - \$50,021,603 Constr Engineering - \$42,935,928 Construction - \$435,200,119 Bond Funds 	
<p>% Construction Complete 0 50 100</p>		<p>October , 2013</p>	
			

<p>US 395 North - McCarran Blvd to Stead Blvd</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud, P.E.</p> <p>(775) 888-7589</p>	
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Project Description:

- Widen US 395 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 Street, Panther Valley, Parr Blvd and Clear Acre Lane if necessary.
- Perpetuate drainage features.
- Replace and install new signs.

Schedule:

Planning:
TBD

Environmental:
TBD

Final Design:
TBD

Construction:
TBD



Project Benefits:

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

Project Cost Range:
(Planning 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?

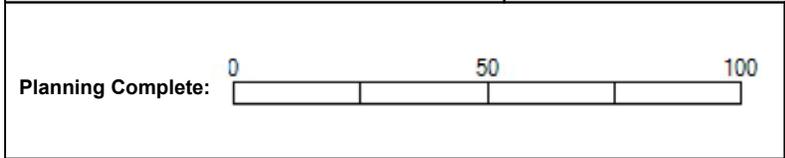
- Scope - No Change
- Schedule - The project has been put on hold subject to funding availability.
- Cost - No Change

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.

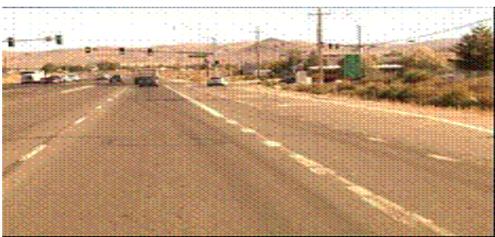
Financial Fine Points(Key Assumptions):

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



October , 2013



<p align="center">SR 445 Pyramid Highway Improvements</p> <p align="center">Project Sponsor: Washoe County RTC and NDOT</p> <p align="center">Washoe RTC Project Manager: Doug Maloy, P.E.</p> <p align="center">NDOT Project Manager: Nick Johnson</p> <p align="center">Phone: (775) 888-7319</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> ● Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway ● La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads. ● Continue 6 lane freeway from Sparks Blvd. to Dics Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west. ● Extend 6 lane freeway through Sun Valley to US-395 ● Widen and improve Pyramid highway from Disc Dr. to Queen Way ● Widen and extend Disc Dr. to Vista Blvd. 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: 2010 - 2014</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
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<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors ● Provide alternative access to freeway system ● Improve safety 	<p>Project Cost Range: (Planning phase estimates)</p> <p>Engineering: \$40M - \$60M</p> <p>Right-of-Way: \$100M - \$150M</p> <p>Construction: \$410M - \$660M</p> <p>Total Project Costs: \$550M - \$870M</p>
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<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No change. ● Schedule - No change ● Cost - No change.

<p>Project risks:</p> <ul style="list-style-type: none"> ● Construction in a dense urban residential area ● Funding sources for all phases not identified ● Complex right of way and utility issues may impact schedule and costs. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total RTC Funding Expended - \$7,300,000 ● Inflation escalation (2.7%) to midpoint of construction in 2020
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<p>% Environmental Complete 0 50 100 </p>	<p>October , 2013</p>	
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US 395 Carson City Freeway - Phase 2B South Carson Street to Fairview Drive Project Sponsor: NDOT Project Manager: Nick Johnson, P. E. (775) 888-7319			
Project Description: <ul style="list-style-type: none"> This project will be delivered in four packages. Construction is complete for Phase 2B Package 1. Phase 2B Package 2 will complete the Snyder Bridge and Drainage for the Southern Portion of the Project Phase 2B Package 3 & 4 will complete the remainder of the project 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 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: Complete Final Design: Phase 2B Package 2- complete ; Package 3 & 4- TBD Construction: Phase 2B Package 2- Begin Construction Winter 2012 - Spring 2013; Phase 2B Package 3 & 4 - TBD	
Project Benefits: <ul style="list-style-type: none"> 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. 		Project Cost Range: (Final design phase estimates): Engineering: \$11 - \$13 million Right-of-Way: \$30 - \$32 million Construction: \$100 - \$150 million Total Project Cost: \$137 - \$190 million	
		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - Package 2B (Package 2B-2) will be developed to complete the Snyder Bridge and Southern Drainage Scope - Package 3 & 4 will complete the remainder of the Freeway Schedule - Package 2 Design complete in Summer 2012; Package 3 & 4: TBD Cost - No change 	
Project risks: <ul style="list-style-type: none"> Project completion date will depend on the availability of funds. Concurrent utility relocation will be required. Changes in design standards could affect schedule and budget. New development along the corridor. 		Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended: \$54 million Inflation escalation (2.7%) to midpoint of construction in 2017. Construction funding source: TBD 	
% Design Complete 0 50 100 		October , 2013	
% ROW Complete 0 50 100 			
			

<p>I 580 at Meadowood Mall Way</p> <p>Project Sponsors: Washoe County Regional Transportation Commission and Nevada Department of Transportation</p> <p>Washoe RTC Project Manager: Michele Dennis, P.E.</p> <p>Phone: (775) 335-1861</p> <p>NDOT Project Manager: Adam T. Searcy, P.E.</p> <p>(775) 888-7597</p> <p>Contractor: Meadow Valley Contractors</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> Construct grade separation at I 580 and Meadowood Mall Way. Extend Meadowood Mall Way from S. Virginia Street to Kietzke Lane. Add I 580 southbound off- and northbound on-ramps at Meadowood Mall Way. Add frontage roads between Neil Road and Meadowood Mall Way. 		<p>Schedule:</p> <p>Final Design: Complete</p> <p>Construction: Substantial Completion, 2nd quarter 2013</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Accommodate present and future traffic demand entering and exiting I 580. Reduce traffic volumes at the on- and off-ramps in the project area. Improve the levels of service (LOS) at several key intersections in the project area. Provide additional Freeway access to reduce the volume of traffic using the south Virginia Street ramps. Reduce traffic at the intersection of South McCarran Blvd./South Virginia Street. Improve traffic circulation on arterial streets in the area. 		<p>Project Cost Range: (Design phase estimates):</p> <p>Engineering: \$7 million</p> <p>Right-of-Way: \$5 million</p> <p>Construction: \$22 - \$24 million</p> <p>Total Project Cost: \$34 - \$36 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> Complex construction in an urban/retail commercial area. Complexity in maintaining traffic, and reducing impacts to retail businesses. Simultaneous construction administered by RTC in project limits. 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No Change Schedule - Traffic opening was achieved on 11/21/12 - Substantial completion anticipated June 2013. Cost - No Change 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> \$22 million ARRA Federal Stimulus Funds applied to awarded Contract 3389 		<p>Construction 0 50 100 </p>	
		<p>October , 2013</p> 	

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 September 30, 2013, the I-580 Freeway Extension was completed. The project was completed on time. Elements were added during the life of the project by NDOT, the Contractor and Stakeholders. These were critical items so the deviation was a positive thing.. This project resulted in major transportation improvements by transferring 90% of the traffic off of the existing (old) US 395 through Pleasant Valley. I believe there are over 40,000 average daily trips (ADT) using the new I-580 and it is a much safer corridor built to Interstate Standards. The old 395 was very dangerous and encountered many accidents and multiple fatalities over the last couple decades. The new corridor also provides an alternate route linking Carson to Reno in case of emergencies. User costs were drastically reduced as a result of the new I-580 as well.