

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending March 31, 2018



Brian Sandoval
Governor

Fi XmAUZVcb, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

March 31, 2018

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	2
2.0 PROJECT STATUS SHEET EXPLANATION	3
3.0 MAJOR PROJECTS	4
4.0 COMPLETED MAJOR PROJECTS	25

1.0 INTRODUCTION

The primary purpose of this quarterly report, ending March 31, 2018, 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. 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.

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.

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.

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

I-15 Projects

I-15 North Phase 2 Pkg A	5
I-15 North Phase 3 – Speedway Boulevard to Apex Interchange	6
I-15 North Phase 4 – I-15/CC-215 Northern Beltway Interchange	7
I-15 NEON DB	8
I-15 Urban Resort Corridor Study	9
I-15 South Bermuda Road Interchange	10
I-15 South Pebble Road Overpass	11
I-15 South Starr Avenue Interchange	12
I-15 South Las Vegas Blvd. from St. Rose Parkway to Sunset Rd.	13
I-15 South Phase 2C/4D	14
I-15 South Sloan Road Interchange	15
I-15 South – Stateline to Sloan Road	16

I-515/I-11 Projects

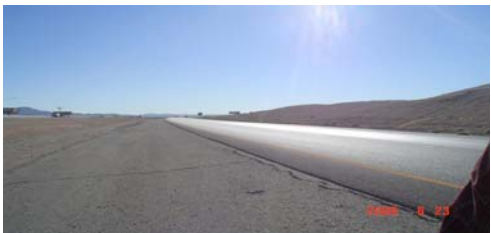
I-11 Phase 1 - Foothills Drive Grade Sep to Silverline Road North of US-95	17
I-11 Phase 2 - Silverline Road to the Nevada Interchange	18

US-95 Northwest Projects

US-95 Northwest Phase 2B – Durango Drive to Kyle Canyon Road	19
US-95 Northwest Phase 3C – CC 215 Beltway Interchange	20
US-95 Northwest Phase 3D/E – CC 215 Beltway Interchange	21

Northern Nevada Projects

180/ I580/ US 395 Reno Spaghetti Bowl System Interchange	22
Pyramid Highway - US 395 Connection	23
US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.	24

<p>I 15 North - Part 2 Package A</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:

- This project consists of corridor improvements from Craig Road to Speedway Blvd inclusive of:
- Capacity improvements - widening Craig Rd to Speedway Blvd from 4 to 6 lanes
- Remove & replace PCCP with ACP (Craig to Lamb)
- Drainage improvements
- Widen & seismic retrofit of 4 structures (G-958N, G-958S, G-961N & G-961S) over 2 UPRR crossings
- Landscape and aesthetic improvements
- Right-of-way fence replacement
- All construction within the existing I-15 right-of-way
- Project length: 4.8 miles

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Construction:
3rd Quarter 2016 - 3rd Quarter 2018



Project Cost Range:

Engineering:
\$ 1.93 M

Right of Way:
\$ 0.22 M

Construction:
\$ 37.6- \$ 39.5 M

Total Project Cost:
\$ 38.8 - \$ 41.7 M

Project Benefits:

- Improve safety
- Reduce travel times
- Decrease congestion
- Improve freeway operations
- Increase life of pavement
- Increase I-15 capacity to accommodate projected traffic

What's Changed Since Last Update?

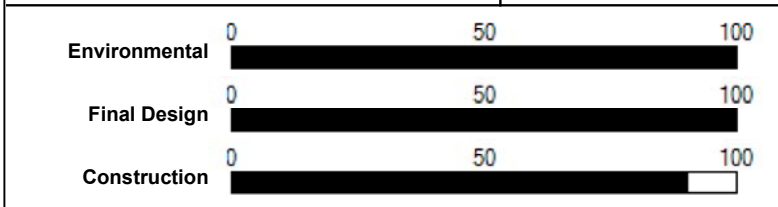
- Scope: No change
- Schedule: Construction Completion Updated
- Cost: No change
- Construction contract awarded to Las Vegas Paving on 6/7/2016 for \$33,800,000; construction ongoing

Project risks:

- Coordination with railroad during bridge construction
- Drilled shaft construction
- Work zone traffic control




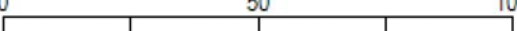
Financial Fine Points(Key Assumptions):


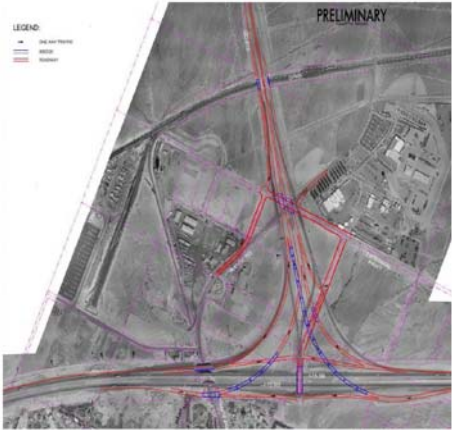
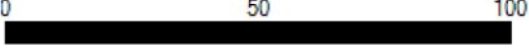

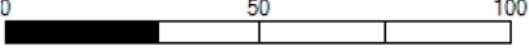
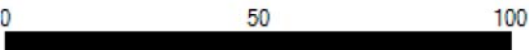
- Total funding expended for Construction: \$ 34,716,000
- Total funding expended for Design of all packages: \$ 2,214,000
- Total funding expended for the Environmental Phase for all packages: \$875,000
- Construction inflation escalation (3.7%) is to midpoint of construction




April 2018



I 15 North - Phase 3 Speedway Boulevard to Apex Interchange Project Sponsor: NDOT Project Manager: Jenica Keller, P.E. (775) 888-7592			
Project Description: <ul style="list-style-type: none"> 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. Construct new interchange between Speedway Boulevard and Apex Interchange Project length: 4.6 miles 		Schedule: Planning: Complete Environmental Phase: Complete Final Design: 2019 - 2021 Construction: 2021 - 2023	
Project Benefits: <ul style="list-style-type: none"> Improve safety Reduce trip times Improve access to areas planned for development in North Las Vegas Improve operations Increase capacity 		Project Cost Range: Engineering: \$10 - \$12 million Right-of-Way: \$3 - \$3.6 million Construction: \$75 - \$85 million Total Project Cost: \$88 - \$101 million	
Project risks: <ul style="list-style-type: none"> Funding for Final Design has not been identified in the STIP Timely completion of design Right of Way for new interchange has not been determined Uncertainty of proposed Sheep Mountain Parkway terminus Northern project limits may be modified to accommodate improvements at Garnet Interchange 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended for phase 3: \$0 (design phase not started) Total funding expended for I 15 North Environmental phase: \$875,000 Inflation escalation (4.12%) is to approximate midpoint of construction Funding source for this project has not yet been identified 			
Environmental complete 0 50 100 		April 2018	
Design Complete 0 50 100 			

I 15 North - Phase 4 I 15 / CC 215 Northern Beltway Interchange Project Sponsor: NDOT Project Manager: Dwayne Wilkinson, P. E. (702)-671-8879			
Project Description: <ul style="list-style-type: none"> This is the last of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles) 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 generally within the existing I-15 and CC-215 Rights-of-Way. However, approximately 3 acres may be required to construct the project 		Schedule: Planning: Complete Environmental: Complete Final Design: Start 2015 - 2019 Construction: 2019 - 2022	
Project Benefits: <ul style="list-style-type: none"> Improve safety Reduce trip times Improve access to areas planned for development in North Las Vegas Improve operations with full freeway-to-freeway connectivity Increase capacity 		Project Cost Range: Engineering: \$8.8 - \$10.1 million Right-of-Way: \$6.6 - \$7.4 million Construction: \$ 80 - \$ 93 million Total Project Cost: \$ 95.4 - \$110.5 million	
Project risks: <ul style="list-style-type: none"> Cost and schedule impact of structure design Cost and schedule impact of utility relocations Timely completion of preliminary engineering Railroad involvement - UPRR permits & agreement amendment Availability of construction funds Acquisition of approximately 3 acres to construct the project 		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - Updated 	
Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Total funding expended for preliminary engineering: \$ 2,797,000 Total funding expended for I-15 North environmental phase: \$875,000 Escalation is to 2020 approximate midpoint of construction Construction funding has not been identified 			
% Environmental Complete 		<div style="text-align: center;"> April 2018  </div>	
% Design Complete 			
Environmental Re-Assessment Documentation 			

<p>Project NEON Design-Build</p> <p>I-15 Sahara to Spaghetti Bowl</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dale Keller, P.E.</p> <p>(775) 888-7603</p>	
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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
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles
- *This project now includes what was previously Phases 1-4.

Schedule:

Planning:
Complete

Environmental:
Complete

Begin Construction:
November 2016

Substantial Completion:
August 2019



Project Cost Range:

Engineering:
\$50 - \$60 Million

Right-of-Way and Utilities:
\$225 - \$250 Million

Construction:
\$550 - \$575 Million

Construction Engineering:
\$40 - \$50 Million

Total Project Cost:
\$865 - \$935 Million

Project Benefits:

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

What's Changed Since Last Update?

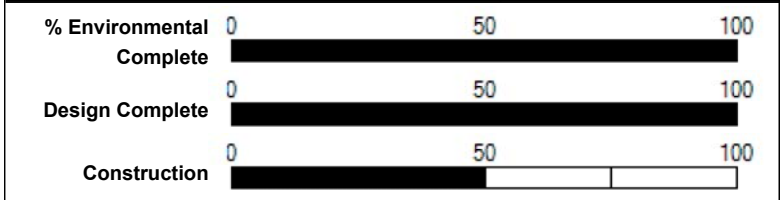
- Project is under construction

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


Financial Fine Points(Key Assumptions):

- Total Funding Expended: \$498,000,000
- Transportation Board approved the authority to bond for the Project.



**April
2018**



<p>I 15 Urban Resort Corridor Study</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(702) 671-8865</p>	
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Project Description:

- 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.

Schedule:

Planning:
Completed

Environmental:
TBD

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Improve capacity, operations, safety, access and mobility.
- Meet stakeholders/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

Project risks:

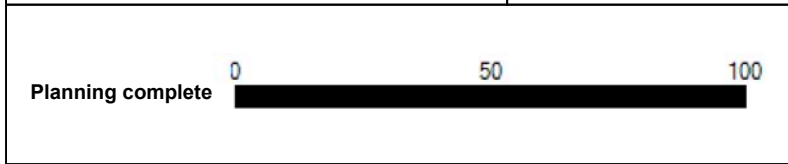
- Consensus building among the resort owners.
- Funding uncertainty.
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - No Change
- Planning Phase Completed


Financial Fine Points(Key Assumptions):

- Total funding expended: \$786,738



April
2018

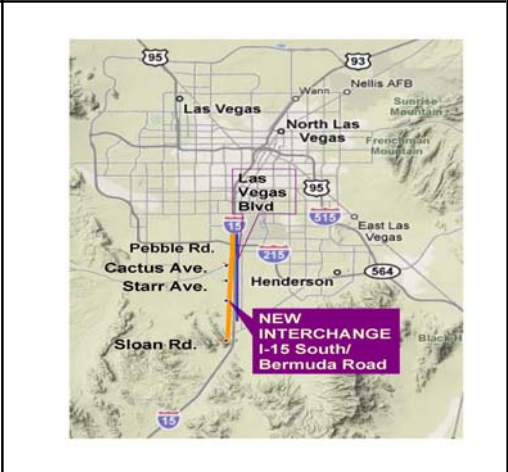


<p>I 15 South - Bermuda Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8876</p>	
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Project Description:

- 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 new interchange at Bermuda Road.

Schedule:
Planning: Complete
Environmental: Complete
Final Design: 2026 - 2027
Construction: TBD



Project Benefits:

- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect Regional traffic.

Project Cost Range:
 (Estimates per June 2014 CRA)
Engineering: \$9.5 - \$10 M
Right-of-Way: \$1.5 - \$2 M
Construction: \$93 - \$98 M
Total Project Cost: \$104 - \$110 M

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - adjusted per June 2014 CRA

Project risks:

- Unit price and property escalation may affect project cost.
- Funding uncertainty

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 (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).

Project risks:

- Unit price and property escalation may affect project cost.
- Funding uncertainty

Project risks:

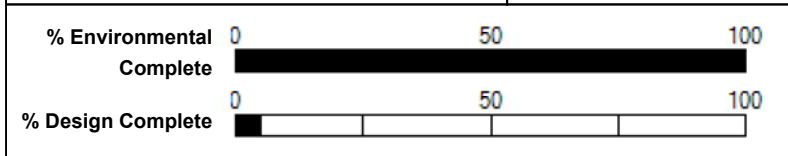
- Unit price and property escalation may affect project cost.
- Funding uncertainty

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 (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).

Project risks:

- Unit price and property escalation may affect project cost.
- Funding uncertainty



April 2018



I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Project Manager: Ryan Wheeler, P.E.

(702) 671-8876



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 on the main line and associated regional facilities.
- Connect regional traffic.
- Improve origin destination time of travel.

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

Engineering:
\$6.5 - \$7 M

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

Construction:
\$51.5 - \$53 M

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

What's Changed Since Last Update?

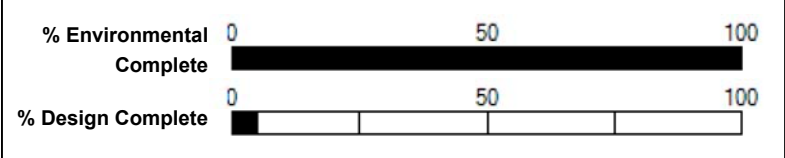
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

Project risks:

- Unit price and property escalation may affect project cost.
- Lack of funding may push this project well into the future

Financial Fine Points(Key Assumptions):

- Funding not available until 2040.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Funding Source (Financial Plan 2009): Private Developers (\$30M)



**April
2018**



<p>I 15 South - Starr Avenue Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Senior Project Manager: Ryan Wheeler</p> <p>(702) 671-8876</p>	
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Project Description:

- I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities.
- This project is one piece of the overall I-15 South Corridor
- 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.

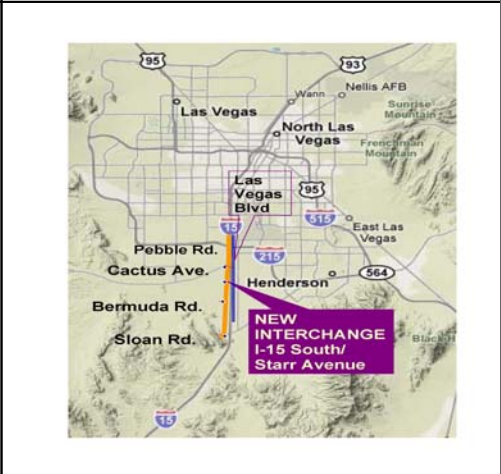
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2010-2017

Construction:
2017-2018



Project Benefits:

- 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

Project Cost Range:
(Environmental Phase Estimates)

Preliminary Engineering:
\$10 - \$11 M

Right-of-Way:
\$8 - \$14 M

Construction:
\$40 - \$58 M

Total Project Cost:
\$58 - \$83 M

Project risks:

- Uncertain Right of Way costs
- Material and labor cost escalation
- Availability of funding
- Utility & bill board relocation
- Cell phone tower, re-location potential or avoidance

What's Changed Since Last Update?

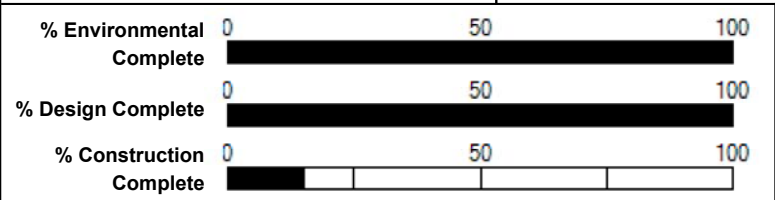
- Project Awarded to Las Vegas Paving at bid of \$33.7 Million
- Ground breaking event held Nov 30, 2017
- I-15 SB realignment installed April 2018 to construct the new bridge.

Project risks:


- Uncertain Right of Way costs
- Material and labor cost escalation
- Availability of funding
- Utility & bill board relocation
- Cell phone tower, re-location potential or avoidance

Financial Fine Points(Key Assumptions):

- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Construction Funding secured with \$35.2M from FRI-1 by City of Henderson, remaining funding by federal and state funds



<p>April 2018</p>	
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<p>I 15 South - Las Vegas Boulevard</p> <p>St. Rose Parkway to Sunset Road</p> <p>Project Sponsor: Clark County</p> <p>Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8852</p>	
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Project Description:

- I-15 South 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.
- Widening of Las Vegas Boulevard (parallel to I-15) from St. rose Parkway (SR 146) to Sunset Road from 2 to 3 lanes in each direction.
- Project Length: 7.2 miles
- This project will be constructed in two packages:
- Package 1: Las Vegas Boulevard from Silverado to Sunset - *Completed as of July 2011
- Package 2: Las Vegas Boulevard from St. Rose to Silverado Ranch

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Package 1- Complete ,
Package 2- Complete

Construction:
Package 1 -Complete,
Package 2 Construction start
Spring 2017



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:
\$4 - \$4.5 M

Right-of-Way:
\$0

Construction:
\$31.5 - \$33 M

Total Project Cost:
\$35.5 - \$37.5 M

What's Changed Since Last Update?

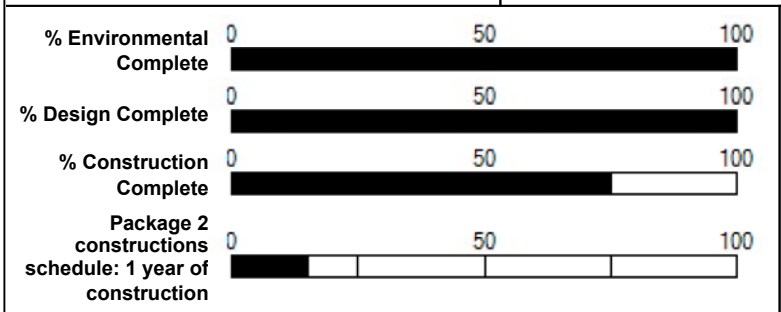
- Scope - No Change
- Schedule - No Change
- Cost - No Change
- Package 2 awarded to Las Vegas Paving, Work started Spring 2017

Project risks:

- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.



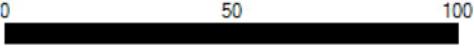
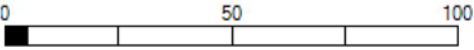

Financial Fine Points(Key Assumptions):


- Total NDOT Funding Expended for LV Blvd.: \$4.3 M
- Total funding expended for I-15 South Environmental studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2011 approximate midpoint of construction.
- Funding Source: STP Clark County (\$8.3M)



April 2018



I 15 South - Phase 2A/2B Sloan Road to Blue Diamond (SR-160) Project Sponsor: NDOT Project Manager: Ryan Wheeler, P.E. (702) 671-8876				
Project Description: <ul style="list-style-type: none"> 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 Phase 2B: Widen from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe collector-distributor ramps 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 Cost Range: (Estimates per June 2014 CRA) Engineering: \$43 - \$44 M Right-of-Way: \$0 Construction: \$476 - \$505 M Total Project Cost: \$519 - \$549 M		
Project Benefits: <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Reduce trip times Reduce vehicle emissions Reduce idling Improve driver comfort 	What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No Change Schedule - No Change Cost - adjusted per June 2014 CRA 			
Project risks: <ul style="list-style-type: none"> Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. Sloan Interchange improvements to be constructed prior to widening to accommodate additional lanes 	Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> Funding not available until 2018-2024 per STIP. Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million Inflation index distribution of 2% - 5% is to approximate midpoint of construction. 			
Environmental Complete 	Design Complete 		April 2018	

<p>I 15 South - Sloan Road Interchange</p> <p>Project Sponsor: City of Henderson</p> <p>Project Manager: Ryan Wheeler, P.E.</p> <p>(702) 671-8876</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.

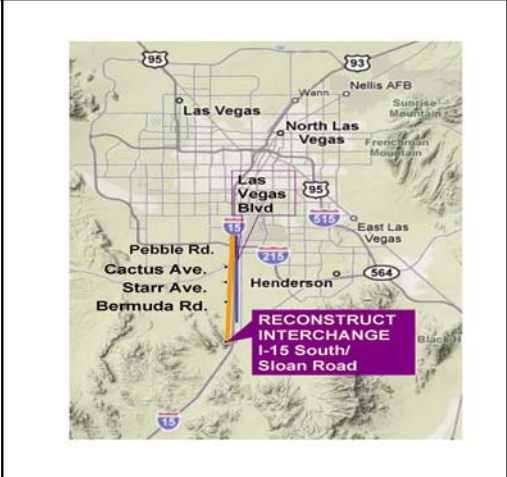
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.
- Connect Regional traffic.
- Improve origin destination time of travel.

Project Cost Range:
(Estimates per June 2014 CRA)

Engineering:
\$12.5 - \$13 M

Right-of-Way:
\$23.5 - \$24.5 M

Construction:
\$119.5 - \$124.5 M

Total Project Cost:
\$155.5 - \$162 M

What's Changed Since Last Update?

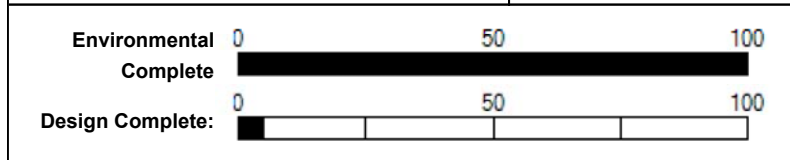
- Scope - No Change
- Schedule - No Change
- Cost - adjusted per June 2014 CRA.

Project risks:

- Unit price and property escalation may affect project cost.
- Sloan Interchange to be constructed prior to widening to accommodate additional lanes

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)



April 2018



I 15 South - Stateline to Sloan
Project Sponsor: NDOT
Project Manager: Ryan Wheeler, P. E.
(702) 671-8876



Project Description:

- 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 M
Right-of-Way:
 TBD
Construction:
 \$35 - \$50 M
Total Project Cost:
 \$38 - \$54 M

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?

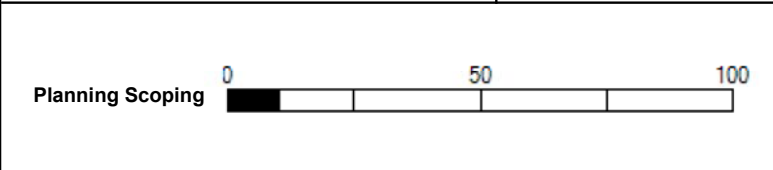
- Scope -Scope modified to Safety project
- Schedule - No Change
- Cost - No Change.

Financial Fine Points(Key Assumptions):

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

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.



April 2018




I 11 Phase 1

Foothills Drive Grade Sep to Silverline Road north of US 95

Project Sponsor: NDOT

Senior Project Manager : Ryan Wheeler, P.E.

(702) 671-8876



Project Description:

- Project was originally to be delivered via a series of five separate packages.
- One package regarding tortoise fencing/plant salvaging was completed ahead of the project
- Realignment of US 93 / US 95 to create an access controlled facility from Foothill Drive to Silverline Road
- 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
- A railroad bridge will be constructed to re-connect the previously severed tracks separated by US 93
- Project length: 2.5 miles

Schedule:
Planning: Complete
Environmental: Complete
Final Design: Complete
Construction: Package 2A Complete

Contract awarded on Feb 10, 2015 to Fisher Sand & Gravel
 Notice to Proceed issued May 11th 2015



Project Cost Range:
 (Final Design Phase Estimates)

Engineering: \$5 - \$8 million
Right-of-Way: \$10 - \$28 million

Project Benefits:

- Improves safety by eliminating a half-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
- Reconnects railroad tracks previously severed by US 93
- Connects Henderson's trail system with the River Mountain Loop Trail
- Completes initial phase of the Boulder City Bypass

Construction (Completed Phase 2A only): \$1.4 million
Construction (All Packages): \$85 - \$100 million
Total Project Cost: \$100 - \$138 million

What's Changed Since Last Update?

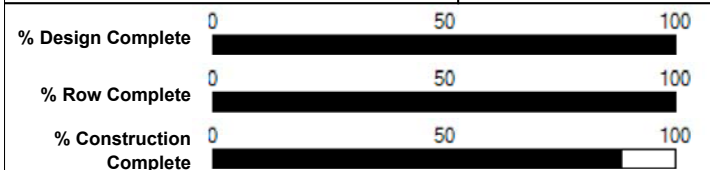
- Cost - Fisher Sand and Gravel construction bid of \$83 Million
- Traffic is utilizing northbound and southbound new I-11 alignments.
- Contractor is finalizing the RR track installation, the frontage road, landscape and aesthetics and is scheduled for project completion the end of May 2018.

Project risks:

- Right-of-Way acquisition schedule
- Final reports for NOA testing have been published and can be found on the main project website at www.i-11phaseone.com
- NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan
- Timely completion of the utility agreements and associated amendments

Financial Fine Points(Key Assumptions):

- Total funding expended (Preliminary Engineering & Environmental): \$7,459,449
- Total funding expended (Right-of-Way): \$18,858,124
- Total funding Expended for BC Bypass Environmental studies (all phases): \$5,199,679
- Total funding expended for construction of Phase 2A: \$1.4 million (actual)



April 2018



I 11 Phase 2


Silverline Road north of US 95 to the Nevada Interchange

Project Sponsor: Nevada Department of Transportation

Project Partner: Regional Transportation Commission of Southern Nevada

Senior Project Manager: Ryan Wheeler, P.E.

(702) 671-8876



Project Description:

- Provide connection between Phase I from north of the 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
- 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

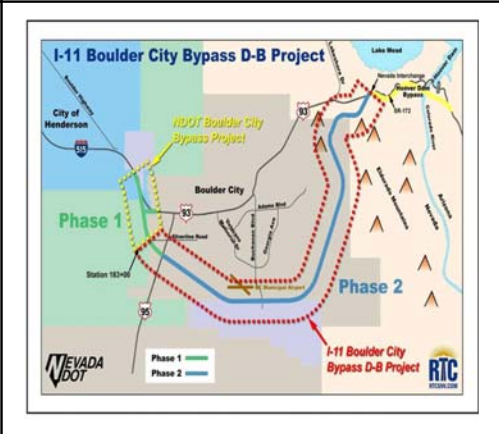
Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2015-2016

Construction:
2015-2018



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 - \$25 million

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

Construction:
\$225 - \$300 million

Total Project Cost:
\$240 - \$330 million

Project risks:

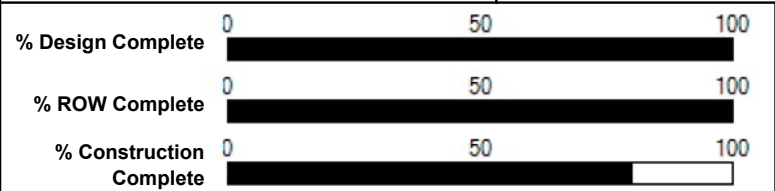
- Difficult design & construction issues in a mountainous terrain may affect cost & schedule.
- Final reports for NOA testing have been published and can be found on the main project website at www.i-11nv.com
- NOA mitigation has been determined and Contractor will follow an approved NOA Management Plan

What's Changed Since Last Update?

- Schedule - RTC of Southern NV administering Phase 2 as a Design-Build Contract
- Las Vegas paving was the successful Design-Builder; a notice to proceed was issued on April 20, 2015
- Cost - \$225 million was LVP bid to construct
- Working on bridge construction, paving, storm drain facilities, and landscape and aesthetics.


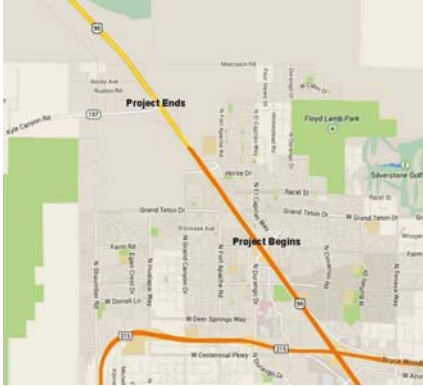
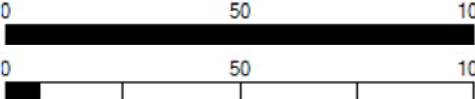

Financial Fine Points(Key Assumptions):

- Total funding Expended: \$126,333,726.38
- Total funding Expended for BC Bypass environmental studies (all phases): \$5,199,679
- Inflation escalation (4%) is to 2016 approximate midpoint of construction.
- Federal Funding is covering majority of the work through reimbursement of RTC Southern Nevada using AB413 fuel tax indexing revenues advanced construction mechanisms



April 2018



<p>US 95 Northwest - Phase 2B/5</p> <p>Durango Drive to Kyle Canyon Road and at Kyle Canyon Road</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jenica Keller , P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> ● This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road ● Alleviate congestion within the corridor by increasing capacity ● Widen Durango Drive to Kyle Canyon Road to 6 lanes ● Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn ● Construct a regional flood control facility from Centennial to Grand Teton ● Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning ● Construct new interchange at Kyle Canyon Road ● Project length: 2.45 miles 		<p>Schedule:</p> <p>Planning : Complete</p> <p>Environmental : Complete</p> <p>Final Design: Complete</p> <p>Advertise: Complete</p> <p>Construction: Begin January 2018</p> <p>Construction: Complete 3rd Quarter 2020</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 the corridor ● Improve driver comfort 		<p>Project Cost Range: (Construction Phase Estimates):</p> <p>Engineering (All Phases): \$6 - \$7 million</p> <p>Right of Way (All Phases): \$0, No acquisitions required</p> <p>Construction (All Phases): \$103 - \$116 million</p> <p>Construction (2B/5): \$65 - \$78 million</p> <p>Total Project Cost (All Phases) : \$109 - \$123 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"> ● Unit price escalation may affect project cost ● Complex design issues may impact schedule and scope ● Complex utility issues may impact schedule and cost 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● Total funding expended for Phase 2: \$48.35 million ● Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million ● Inflation escalation (2.27%) to midpoint of construction in 2018. ● Funding source for Phase 2B/5: ● Federal: \$42.4 million ● State: \$2.2 million ● Local: \$33.4 million 	
<p>% Design complete 0 50 100</p> <p>Construction 0 50 100</p> 		<p>April 2018</p> 	


US 95 Northwest - Phase 3C

Clark County 215 Interchange

Project Sponsor: NDOT, City of Las Vegas and Clark County

Senior Project Manager: Jenica Keller, P.E.

(775) 888-7592



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)
- Phase 3C: Ramps providing north to west, south to east and south to west movements

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete 4th Quarter 2018

Advertise:
4th Quarter 2018



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:
(Final Design Phase Estimates):

Engineering (All Phases):
\$14 - \$15 million

Right of Way (All Phases):
\$0 - \$1 million

Construction (All Phases):
\$180 - \$221 million

Construction (3C):
\$44 - \$61 million

Total Project Cost (All Phases):
\$194 - \$237 million

What's Changed Since Last Update?

- Scope - No change
- Schedule - Delayed 2 months to complete design
- Cost - No change

Project risks:

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


Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$57.49 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3C: inflation escalation (2.30%) to midpoint of construction 2019
- Funding source:
 - Federal: \$18.4 million
 - State: \$5 million
 - Local: \$35.5 million



April 2018



<p>US 95 Northwest - Phase 3D/E</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>	
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Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)
- Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange and upgrade CC215

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
2018-2020



Project Cost Range:

(Design Phase Estimates):

Engineering (All Phases):
\$14 - \$15 million

Right of Way (All Phases):
\$0 - \$1 million

Construction (All Phases):
\$180 - \$221 million

Construction (3D/E):
\$94 - \$118 million

Total Project Cost (All Phases):
\$194 - \$237 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 - Final design to start 2018
- Cost - No change

Project risks:

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



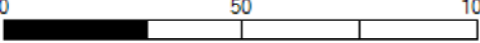

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$57.49 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3D/E: inflation escalation (2.27%) to midpoint of construction 2021
- Funding source: TBD



**April
2018**



<p>The Reno Spaghetti Bowl</p> <p>180/ I580/ US 395 System Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dale Keller, PE</p> <p>775-888-7603</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> ● Freeway capacity, safety, and operational improvements to and surrounding the spaghetti bowl interchange ● Freeway access management improvements ● Service interchanges modifications ● I80 limits: Virginia/Sierra/Center Street Interchange to Pyramid Highway Interchange ● I 580/US 395 limits: McCarran/Clear Acre Interchange to Virginia/Kietzke Interchange 		<p>Schedule:</p> <p>Environmental: 2017 - 2021</p> <p>Design and Right of Way: 2021 - 2025</p> <p>Construction: 2025 and Later</p>	
			
		<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right of Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Costs: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> ● Improve freeway safety and operations ● Reduce existing freeway congestion ● Accommodate current and future travel demands ● Improved freeway maintenacne 		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> ● Scope - No changes ● Schedule - No changes ● Budget - No chnages 	
<p>Project risks:</p> <ul style="list-style-type: none"> ● Complex access management strategies ● Railroad ● Truckee River ● Socio-economic environment ● Fragmented Local Network ● Right of Way ● Historical and cultural impacts ● 4f and 6f impacts 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> ● N/A 	
<p>Environmental (NEPA Phase) </p>		<p>April 2018</p> 	

Pyramid Highway/US 395 Connection


Project Sponsor: Washoe County RTC and NDOT

Washoe RTC Project Manager: Doug Maloy, P.E.

NDOT Project Manager: Pedro Rodriguez, P.E.

www.pyramidus395connection.com

Phone: (775) 888-7320



Project Description:

- 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.

Schedule:

Planning:
Complete

Environmental:
2010 - 2018

Final Environmental Impact Statement (FEIS):
Winter 2014-2017

Record of Decision (ROD):
Early 2018

Final Design:
TBD

Construction:
TBD



Project Benefits:

- Address congestion and safety along the Pyramid Highway and McCarran Blvd. Corridors
- Provide alternative access to freeway system
- Improve safety

Project Cost Range:
(Planning phase estimates)

Engineering:
\$40M - \$60M

Right-of-Way:
\$100M - \$150M

Construction:
\$410M - \$660M

Total Project Costs:
\$550M - \$870M

Project risks:

- 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.

What's Changed Since Last Update?

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

Project risks:

- 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.


Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$7,300,000
- Inflation escalation (2.7%) to midpoint of construction in 2020



April 2018



<p>US 395 Carson City Freeway - Phase 2B</p> <p>South Carson Street to Fairview Drive</p> <p>Project Sponsor: NDOT</p> <p>Senior Project Manager: Jeff Lerud</p> <p>(702) 671-8865</p>	
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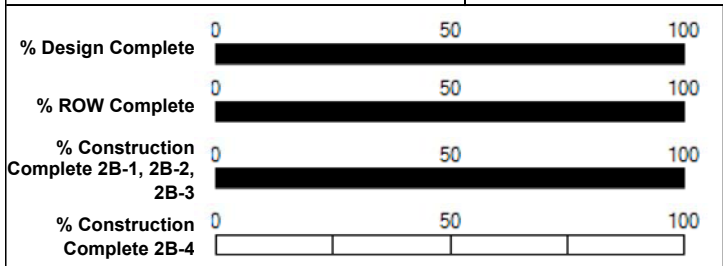
<p>Project Description:</p> <ul style="list-style-type: none"> This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1, 2 & 3. Phase 2B Package 4 will construct the South Carson Interchange and complete the remainder of the project 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Construction: TBD</p>
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<p>Project Benefits:</p> <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. 	<p>Project Cost Range: (Final design phase estimates):</p> <p>Engineering: \$11 - \$13 million</p> <p>Right-of-Way: \$30 - \$32 million</p> <p>Construction: \$100 - \$150 million</p> <p>Total Project Cost: \$137 - \$190 million</p>
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<p>Project risks:</p> <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. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - Package 4 will complete the remainder of the Freeway Schedule - TBD Cost - No change
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended: \$195 million Construction funding source for Phase 2B-4: TBD
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<p>April 2018</p>	
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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, 2018, one major project was completed: US 95 NW Phase 3A

The US 95 NW Phase 3A project was completed on time within 400 working days. The project remained within its planned scope and was completed for less than the amount of its budgeted expenses. This first phase of the Centennial Bowl increased capacity and safety on the US 95/CC 215 system to system interchange by constructing the northbound US 95 to eastbound CC 215 at grade ramp and the westbound CC 215 to southbound US 95 flyover ramp. The project also constructed a collector-distributor road on southbound US 95 from north of the CC 215 to Ann Road. Additionally, the project constructed approximately 5,500 linear feet of a reinforced concrete box storm drain system and enhanced the interchange through a community driven aesthetic plan. The following project goals were all accomplished: increase capacity, improve safety, improve access, meet stakeholder/public expectations, reduce trip times, reduce vehicle emissions, reduce idling, beautify the corridor and improve driver comfort.