



Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
July 9, 2018 – 9:30 a.m.

AGENDA

1. Presentation of Retirement Plaques to 25+ Year Employees – *Informational item only.*
2. Presentation of Awards – *Informational item only.*
3. Receive Director's Report – *Informational item only.*
4. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
5. Approval of June 11, 2018 Nevada Department of Transportation Board of Directors Meeting Minutes – *For possible action.*
6. Approval of Contracts over \$5,000,000 (Attached as Exhibit A) – *For possible action.*
7. Approval of Agreements over \$300,000 (Attached as Exhibit B) – *For possible action.*
8. Contracts, Agreements, and Settlements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990 and July 2011. *Informational item only.*
9. Condemnation Resolution No. 469 – *For possible action.*

Resolution of the Board of Directors of the Department of Transportation authorizing acquisition by condemnation of property for the widening and reconstruction of US-50, from Roy's Road to US-95A, in an unincorporated area of Lyon County, Nevada – 7 Owners; 2 Parcels
10. Formal Amendments and Administrative Amendments to the FFY 2018-2021 Statewide Transportation Improvement Program (STIP) – *For possible action.*
11. Old Business
 - a. Report of Outside Counsel Costs on Open Matters – *Informational item only.*
 - b. Monthly Litigation Report – *Informational item only.*
 - c. Fatality Report dated June 6, 2018 – *Informational item only.*
13. Public Comment – limited to no more than three (3) minutes. The public may comment on Agenda items prior to action by submitting a request to speak to the Chairman before the Meeting begins. *Informational item only.*
14. Adjournment – *For possible action.*

Notes:

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

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

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
Carson City, Nevada



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

MEMORANDUM

July 27, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 9, 2018 Transportation Board of Directors Meeting
Item #2: Presentation of Awards – Informational Item Only

Summary:

This item is to recognize the Department of Transportation and staff for awards and recognition received.

America's Transportation Awards seeks to recognize projects that make communities stronger, economies more efficient, and quality of life better. This year, 35 states together nominated 79 projects across three categories, including Quality of Life and Community Development.

Every year the **International Partnering Institute** recognizes projects and individuals who best exemplify the principles of partnering and promote the mission to transform the construction industry to achieve exceptional results through a culture of collaboration.

The **American Society of Civil Engineers (Truckee Meadows Branch)** annually awards an Outstanding Civil Engineering Project of the Year along with an Engineer of the Year award and student scholarships.

Awards: (1) 2018 America's Transportation Award: Quality of Life/Community Development, Medium Project; (2) 2018 International Partnering Institute Partnering Award – Ruby Level; (3) 2018 American Society of Civil Engineers (Truckee Meadows Branch) – Project of the Year; (4) NDOT Partnering Award (read more on pages 5-6)

Project: USA Parkway (SR 439) Design-Build Project

Recipients: NDOT Project Manager Pedro Rodriguez; District II Engineer Thor Dyson; District II Asst. District Engineer Rick Bosch; Resident Engineer Sam Lompa; Ames Construction

The 12-mile extension of State Route 439 (USA Parkway), successfully completed on budget and three months ahead of schedule, has bolstered regional connectivity and mobility while supporting skyrocketing development at the world's largest industrial park.

Buoyed by a 9.1 benefit-to-cost ratio, the project stood out as the best transportation project between \$25 and \$200 million in the western states for enhancing community and quality of life. During construction, crews battled unprecedented snowfall resulting in record-setting flooding; watermain failures; and frequent visits from horses, mountain lions, bighorn sheep, and coyotes.

A region impacted heavily during the 2007-2009 economic downturn has been reinvigorated with growth opportunity rapidly translating to an economic boon. With residents around the region now more connected than ever, and commute times reduced by up to 38%, the roadway provides the public additional routes to travel if a weather event or traffic incident necessitates a temporary road closure in the region.

The annual **APWA Spring and Fall conferences** recognizes transportation, structures, and environmental projects and considers community need and service to the public among its criteria. This spring, NDOT swept both transportation categories: Project of the Year Under \$5 Million and Project of the Year \$5-10 Million.

Award: Spring 2018 Conference APWA Transportation Project of the Year \$5-10 Million
Project: US Highway 50 Cave Rock Tunnel Extension and Water Quality Improvements
Recipients: NDOT Project Manager Devin Cartwright; NDOT staff; Q&D Construction

Working with community members and stakeholders such as the Washoe Tribe of Nevada and California, NDOT built a 60-foot-long, 27-foot-tall tunnel extension carefully blended into the surrounding landscape to protect the traveling public from falling rocks at Cave Rock. The project included measures to improve scenery, lighting upgrades, road repaving, and improved signage to alert motorists of icy conditions and bicyclists in the tunnel.

The project also included water quality improvements along nearly four miles of US Highway 50 to reduce stormwater pollution into Lake Tahoe. Substantial public outreach including public meetings and project updates helped keep community members updated and involved in the project. The final project cost was \$6,600,000.

Award: Spring 2018 Conference APWA Transportation Project of the Year Under \$5 Million
Project: Contract 3645, Pahrump Roundabouts
Recipients: NDOT Project Manager Shawn Paterson; NDOT Resident Engineer Don Christiansen; Las Vegas Paving

NDOT contracted Las Vegas Paving to construct a single-lane roundabout at the intersection of S.R. 372 and Blagg Road, and to construct a two-lane roundabout at the intersection of S.R. 372 and Pahrump Valley Blvd. The final project cost was \$4,046,000.

This particular project stood out to APWA for the coordinated efforts of project staff to work with the community to understand and embrace all benefits of a roundabout. Additionally, the marriage between how project engineers drew up the roundabout and how Landscape & Aesthetics staff enhanced the roundabout was described as beautiful by APWA voters.

High-value research projects are recognized each year at the **AASHTO Research Advisory Committee (RAC) Annual Meeting**. A compilation of these projects is published in a document and disseminated country-wide to provide a helpful resource to state DOTs. The publication also helps avoid or reduce duplication of research. Each of the four RAC regions selects its top four projects to form the AASHTO Research Sweet Sixteen Awards.

Award: AASHTO Research Sweet Sixteen Awards

Project: Streamlining Hydrologic Prediction Processes Using New and More Accurate Techniques and Methods

Recipients: NDOT Hydraulics Engineer Brian Wilson; NDOT Research Section: Ken Chambers, Manjunathan Kumar; Consultants: Principal Investigator Dr. Annje Dodd and Project Director Jeff House (House Moran Consulting, Inc.) and Dr. Baxter Vieux (Vieux and Assoc., Inc.)

Despite the arid nature of much of Nevada, both flooding and flash flooding occurs throughout. Yet, there is no one-size-fits-all drainage design that could accurately and responsibly work throughout the entirety of the state. The purpose of this research was to conduct a detailed analysis of storm events in Nevada; the intended goal was to develop more detailed storm analyses for use by NDOT throughout the state. Analysis of *actual* storm events in terms of temporal and spatial distributions is expected to be more representative of rainfall experienced in Nevada, thus making design of drainage infrastructure more efficient.

The impact of this research is already far-reaching and paying dividends. In fact, the total cost of the research project was less than \$200,000, and an estimated annual savings of \$3 million will benefit Nevadans as a result of this research. The NDOT Hydraulics division is now empowered with reliable data to make better-informed decisions for drainage designs unique to all regions throughout the state.

NDOT Excellence in Partnering Awards are given annually statewide to recognize completed projects that best optimized principles of partnering. The main purpose is to celebrate success, share lessons learned of best practices, and recognize all project stakeholders.

Award: 2016 Excellence in Partnering Award

Project: Contract 3609, Wells Bypass Project on Interstate 80, Mileposts EL 68.978 to EL 74.855

Recipients: NDOT Elko Construction Crew 908; WW Clyde, Inc.; Diversified Consulting Services

The 2016 Excellence in Partnering Award recognizes the collaborative efforts of NDOT Elko Construction Crew 908, the contractor, WW Clyde, staff provided as part of the consultant augmentation by Diversified Consulting Services and the Partnering Facilitator, Neal Flesner of Ventura Consulting Group in the completion of Contract 3609 consisting of cold mill, rubblization, and overlay of I-80 near the city of Wells.

This was WW Clyde's first major northern Nevada project and the team faced the obstacle of recent turnover on NDOT Elko Construction Crew 908. These and other challenges were successfully mitigated as the team worked diligently to create a cohesive partnering atmosphere. These efforts included mentoring by more experienced crew, contractor and consultant staff, along with proactive communication and collaboration between team members and continual coordination with the City of Wells and Elko County. This resulted in critical issues resolved in the field and completion of an exceptional project 21 days ahead of schedule.

Award: 2017 Excellence in Partnering Award

Project: Contract 3585, Carson City Freeway, South Carson Street to Fairview Drive, CC 0.05 to CC 3.15

Recipients: NDOT Reno Construction Crew 907; Road and Highway Builders; Parsons; Venture Consulting Group

The 2017 Excellence in Partnering Silver Award recognizes NDOT Reno Construction Crew 907, staff provided as part of the consultant augmentation by Parsons, Road and Highway Builders (RHB), subcontractors, and Partnering Facilitator, Neal Flesner of Ventura Consulting Group in the successful completion of Contract 3585, Carson City Freeway.

This high-profile project utilized innovative strategies to overcome challenges such as implementing a conveyor system to transport one million cubic yards of excavated material under South Carson Street to the Oasis pit, reducing hauling costs, but also significantly reducing impacts to traffic. RHB and NDOT also coordinated to have sound walls constructed using pre-cast panels rather than cast-in-place. This change allowed for more quality control, maintain critical path, and avoid the additional costs of the cold weather cast-in-place method. Revisions were required at the intersection of the new freeway and South Carson Street. Rather than ceasing operations, RHB continued work in the area and implemented revised designs as they became available.

Award: 2017 Excellence in Partnering Award

Project: Contract 3625, USA Parkway, US 50 to I 80, LY 0.00 – 8.53 and ST 0.00 – 10.00

Recipients: NDOT Reno Construction Crew 905; Ames Construction; HDR; DCS; RHA & Assoc.

The 2017 Excellence in Partnering Gold Award recognizes NDOT Reno Construction Crew 905, staff provided as part of the consultant augmentation by HDR, DCS, & QCTS, Ames Construction, and partnering facilitator, Renee Hoekstra, RHA & Associates in their successful completion of Contract 3625, USA Parkway.

The team utilized partnering practices to ensure the success of this major and vital project for the enhancement of regional mobility. As a design-build contract partnering was especially important. The team was able to partner to ensure stakeholder expectations were met in a constantly changing environment. The team negotiated nearly \$5.5 million in owner directed changes without adding additional time to the project. The strong partnering relationship developed between NDOT and Ames Construction allowed for these added benefit changes to be expedited with project completion three months ahead of the original schedule.

Award: 2017 Excellence in Partnering Frontier Award

Project: Contract 3661, US 6, SR 318 to 0.30 miles east of Murry Street, WP 13.71 to WP 37.47

Recipients: NDOT Elko Construction Crew 912; Road & Highway Builders; Top Quality Resources

The 2017 Excellence in Partnering Frontier Award recognizes NDOT Elko Construction Crew 912, the contractor Road and Highway Builders, and the Partnering Facilitator, Ron Portaro of Top Quality Resources.

Slope flattening and drainage pipe extension along the roadway, asphalt pavement renovation, electrical and ITS work, and other improvements were made in Ely, where a flexible work schedule and excellent team communications led to limited impact to the traveling public. Indeed, cooperation between NDOT, RHB, and the City of Ely is a testament to multiple parties working together to overcome an early winter and other obstacles, all in the name of keeping maintenance forces and the public safe.

NDOT and RHB were faced with challenges during the construction of this project. A waterline was damaged during the installation of a footing for a DMS sign. The project team came together to mitigate the issue without a negative impact to traffic, the local community, the project schedule or budget. The project team was also able to coordinate with local maintenance forces to complete the needed repairs at the Nevada Highway Patrol Inspection area in the project limits. The team was fully committed to the success of this contract and was able to deliver the project on time and under budget.

Award: 2017 Excellence in Partnering Silver Award

Project: Contract 3665, I 80, Fernley to LY/CH County Line, LY 5.844 to LY 15.912

Recipients: NDOT District II; Diversified Consulting Services; Granite Construction Company

The 2017 Excellence in Partnering Silver Award recognizes NDOT District II, consultant construction crew provided by Diversified Consulting Services, and the contractor Granite Construction.

The project consisted of repaving along I-80 east of Fernley, in both directions from east of the Nevada Pacific Parkway to the Nightingale Hot Springs exit. Approximately ten miles of the interstate was repaved, with two inches of the old interstate surface removed and repaved with three inches of new asphalt. Roadside drainage improvements were also made.

The project team recognized the value in forming strong relationships and working toward the same goal. The team was faced with two main challenges: The first was developing an accurate project schedule, which was important due to the multiple highway paving projects the contractor had to complete. The second was the new NDOT specifications on "Percent Within Limits" (PWL) and "IRI". The contract was completed 10 days ahead of schedule and the 8,000 daily drivers on the roadway were provided a smoother, safer interstate surface.

Award: 2017 Excellence in Partnering Frontier Award

Project: Aultman Street/Great Basin Highway, Ely, NV

Recipients: NDOT Ely Maintenance Crew 380; Reck Brothers, LLC

The 2017 Excellence in Partnering Frontier Award recognizes NDOT Ely Maintenance Crew 380, and the contractor Reck Brothers, LLC in the completion of Aultman Street/Great Basin Highway cold mill, overlay project.

This project demonstrated the success of utilizing partnering practices on a small rural project that resulted in both time and cost savings to the Department. The contractor and NDOT worked together to address the shortage in man-power and hauling equipment. NDOT provided the man power and equipment for traffic control and hauling materials to the project site allowing the contractor to complete the project ahead of schedule and under budget.

Award: 2017 Excellence in Partnering Gold Award

Project: Pyramid/McCarran Intersection Improvement Project, Tyler Way to 0.23 miles north of Queen Way, WA 3.9 to WA 4.4

Recipients: NDOT; RTC Washoe County; City of Sparks; HDR; CME; NCE; BEC; CAG; Taylor Made Solutions; Granite Construction Company; Renee Hoekstra of RHA, LLC

The 2017 Excellence in Partnering Gold Award recognizes the collaborative efforts of the Regional Transportation Commission of Washoe County (RTC), Nevada Department of Transportation (NDOT), City of Sparks, HDR Engineering (HDR), Construction Materials Engineers (CME), Nichols Consulting Engineers (NCE), Black Eagle Consulting (BEC), CA Group, Inc. (CAG), Taylor Made Solutions, Granite Construction Company, partnering facilitator Renee Hoekstra of RHA, LLC., subcontractors and stakeholders in the successful completion of the Pyramid/McCarran intersection improvements.

This project required intersection reconstruction without severely disrupting the passage of 60,000 vehicles each day while maintaining access to a regional shopping plaza and keeping construction impacts to the adjoining neighborhood at a minimum. Realizing these great challenges, the project team elected to build the project under a voluntary partnering agreement.

It was determined that public outreach was paramount for the success of the project. The team built trust with the local community by ensuring that the three-week lookahead schedules released to the public were reliable.

Some of the notable project successes were as follows:

- Despite extreme weather, the project was completed five months ahead of schedule.
- Partnering with NV Energy and AT&T trimmed utility relocation/installation from 18 months to two months.
- Utilizing marathon paving strategy reduced impact to local businesses from several weeks to just 72 hours.
- Utilizing precast retaining walls at no additional cost to the project to save 25 working days.
- No claims were filed, as all issues were resolved at the project level.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Governor Brian Sandoval
Lt. Governor Mark Hutchison
Controller Ron Knecht
Virginia Valentine
Len Savage
BJ AlMBERG
Rudy Malfabon
Dennis Gallagher

Sandoval: Good morning, ladies and gentlemen. I will call the Department of Transportation Board of Directors Meeting to order. Can you hear us loud and clear in Northern Nevada?

Malfabon: Yes, Governor.

Sandoval: All right. We'll proceed with Agenda Item No. 1, the Director's Report. Director Malfabon, please proceed.

Malfabon: Thank you, Governor. Just wanted to mention that Bill Hoffman and Mary Martini are attending the Western States DOT's Meeting in South Dakota. Best wishes and safe travels to them.

Wanted to pull Condemnation Resolution under Agenda Item 10 from the Agenda. As we continue to work with property owners, we like to keep our projects on schedule and will often bring a condemnation resolution to the Board. As you've directed us Governor, and Board, to NDOT, to continue those types of discussions and negotiations. In this case, we were actually able to reach a settlement with a property owner, so we'll pull that item.

Wanted to express our condolences to Las Vegas Paving and just the entire Southern Nevada community and Nevada as a whole. We really lost a great leader with Bob Mendenhall. He was the founder of Las Vegas Paving Corporation. He passed away on June 2nd. He was really a giant in the asphalt paving industry. He did a lot of the early research into asphalt paving recycling; held a lot of patents. He really built up Las Vegas Paving to be one of the premier construction companies, not only in Nevada but they do work in other states as well now. They are actually #188 on the Top 400 Construction Contractors List from Engineering News Record. They've worked on every major freeway that NDOT has, as well as the Beltway for the County, and other major roads for other

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

agencies in Southern Nevada and across the State. I just wanted to acknowledge his passing and express our condolences. He was a great benefactor also to the University of Nevada, Las Vegas, with some of his donations and building an Innovation Center down there in Southern Nevada.

Knecht: Governor? Governor?

Malfabon: The Controller would like to—

Sandoval: Mr. Controller.

Knecht: Thank you. If I may, just one question to Mr. Malfabon on the previous item, the pulling of Item 10. Does that mean that the parcel in question will be going back to the private land owner and that the State will no longer have any authority over it? If so, when?

Malfabon: I'm going to have Ruth Borrelli respond to that.

Borrelli: This is a settlement that we came to with the property owner. It is still necessary for the construction of the project. That's the item that's being pulled. I believe you're referring to another item under the Transportation Board. We will address that later.

Knecht: Here's the reason I ask. On Item 10, I looked at the map and campaign signs pop-up on that parcel all the time. In case I wanted to put one there this fall, I wanted to know who to talk to.

Borrelli: Oh, okay. And, we are only acquiring a portion of that property. So, you can place your signs outside of that, if the property owner so wishes. Thank you.

Knecht: Thank you. Thank you, Governor.

Malfabon: Yes indeed, you remind us that it is important week. Especially tomorrow.

Sandoval: Yeah, but if those signs are in the right-of-way, yank them Rudy. [laughter]

Malfabon: Yes, we always notify elected officials or people running for office of the rules.

Here is Emergency Operations. I just wanted to thank District 2, once again. They seem to be bear the brunt of a lot of bad weather in the winter and in the spring, had mudslides out at Topaz Lake. They closed down the highway on US-395 on May 21st. Then a couple of days later—we just had a series of storms that week and had flash flooding that took away a lot of the shoulder material, up to

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

five feet and some areas had to be rebuilt. Our maintenance folks did an awesome job, thanks to Thor and the District 2 Management Team and the Maintainers in District 2 for their efforts.

Just to mention also with Emergency Operations, we just heard about another fire, kind of southwest of Lockwood. We're in fire season and thankfully we didn't have a big fire this weekend, on Saturday, when we had those high winds. Our folks will continue to assist in any kind of emergency operations to protect public safety and property.

Federal update. So, we're preparing a grant application, looking at the I-580, early action project. This is the project that the Board approved to look at bonding. We feel that it would be a good match for this program, which the administration and USDOT are looking at a significant local funding for projects and so we're bonding it. It does fit the bill for competing for this program. We'll also look at others. These grant applications are not due until July, so we have a little bit of time.

INFRA Grants, previously known as Fastlane, so concentrated on freight movement. There was \$1.5 billion approximately, announced by USDOT subject to Congressional Review in the next couple of months. The reason it was so large was, they didn't issue the FY '17 grant funds available, they combined them with FY '18. Unfortunately, we didn't receive an award or entities in Nevada didn't receive one. Twenty-three states, primarily DOTs did receive awards. So, we were disappointed in that.

Good news is that, the US Senate and the House of Representatives are getting close to agreeing on appropriations bill for Federal FY '19, that starts October 1st. As you recall, sometimes when they don't agree, we get these little short-term extensions, they give us our spending authority. We're pleased that they're not that far apart and it looks like they will pass something. On the next slide you'll see some of the details, but the—go ahead to the next slide.

I put some blue arrows there on some important programs. The Administration wanted to zero out Capital Investment Grants for Federal Transit Administration and Congress funded that substantially. The Federal Highways, FHWA and Federal Transit Administration, Transit Formula Grants, the other two blue arrows give you a sense of that \$45 billion to the FHWA and nearly \$10 billion for Transit. Those are important programs to continue.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

As you can see at the bottom, the percent of FAST Act authorization level, they gave us a little bit extra from what was anticipated. The FAST Act had a little bit above 2% built in for inflation in the annual amounts authorized by Congress in that Surface Transportation Bill. So, we're pleased that they're not that far apart and they're also—there was a portion of it that's related to a bridge program, \$800 million in bridge funding that's going to be distributed by the formula process. So, sometimes they have these monies available through grants, when they add a little bit of money. In this case, they're doing it by formula, meaning, all the states will get their fair share based on the current formula that distributes surface transportation funding.

We prefer formula—having that distributed by formula, rather than grants, as you can see in the last slide, where we didn't fair too well in the grant application process. We'd rather have it distributed by formula. Good news is, they're not far apart and they're going to likely pass that before they're done with the—before the federal fiscal year currently expires.

We've been working with the Reno Airport Staff and their consultant. Want to give a lot of thanks to Cole Mortensen and the Spaghetti Bowl Team. They've been working with the Airport's consultant and Airport Management Staff to not only keep our project on schedule but come up with some ideas and concepts that could meet the needs of both NDOT and the Airport.

Governor, I wanted to thank you also, for the meeting that we had with the airport leadership recently and appreciated your comments. As Cole was going in to present this week to the Airport Board on June 14th, you said you'd appreciate the leadership at the Airport kind of brief their Board Members so they're not beating up on him. I'm sure Cole appreciated that too.

We anticipate that they'll pass the resolution, just kind of stating what they want to see. Our goal was to keep the process of the environmental approval on schedule for the Spaghetti Bowl project. We advised the airport that while we're working on these details, which I'll show a graphic later, it's unlikely that it's developed enough to get it into the draft Environmental Impact Statement, but we're working to get it into the final EIS, which we want to get approval from the Feds by mid-2019. This is a very quick turnaround for an EIS of this magnitude. It's a large project.

This is a graphic of what we've been working on with the Airport's consultant. You can see that there's a lot of lines there but the point being that, on the top,

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

you see that red and blue line, that's the flyover ramp. It misses the high school, that's the important thing is try to stay within the right-of-way with some of the concepts. Their concept is a little bit different. It has the roundabout where we didn't have ours as a roundabout on Plumb Lane.

The point is, we are trying to work with Kittelson and Associates, the Airport's consultant to come up with some concepts that can fit within the right-of-way, not add a significant amount of expense, relatively speaking, to the project and we believe that we are accomplishing that goal by continuing these meetings with the Airport. Not developed enough to just plunk into the draft EIS, but we're getting there. Then it will be subject to federal review, as far as the final document, the Environmental Impact Statement.

A little bit on the Early Action Project, which will—I'll talk about the rebranding effort a little bit later. The Request for Qualification was released after the Board approved us going forward with the project. Responses are due the middle of next month. The Federal Highway Administration felt that the environmental approval for the Spaghetti Bowl Project, the EIS, will cover the Early Action Project. It's kind of the—we had said it was more independent. They're saying, just keep it together as kind of the initial phase of the project. It won't affect the timing of our Early Action Project, the design-build project that was approved to go forward by the Board.

We're happy the timing of the NEPA process, the environmental process for Spaghetti Bowl is not going to delay the Early Action Project going forward. It is subject to the funding that's going to be approved by the Governor's Finance Office when they review NDOT's biennial budget request and then subsequently, the Legislative approval required in the 2019 session for bonding.

Speaking of branding concepts. We didn't want to call it Early Action Project. We wanted to call it something more, kind of more marketable and sexy. If you want to call a project sexy. We got some concept on the left that the team had kind of brainstormed and then a few logos in the right. If you look at the list on the left; Ramp Up, Spaghetti Bowl Express, Fast Track Rapid Auto Commute, ESC/East to South Connector, which Member Savage said, it's a lot bigger than that, so we noted his comments from the last month. Fast Lane, Phase I, Zoom or Zoom 1.0. EXCELerate, Biggest Little Interchange. It's something the City of Reno came up with.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

So, definitely would be interested in the Board Members thoughts about that. Governor, if the Board has preference, just let us know. I know it's kind of just new to the Board Members today, but we are definitely open to any kind of comments from the Board about what they think would fit. We want to have a brand-name associated with this Early Action Project, which would be in concert with the Spaghetti Bowl.

Wanted to mention to the Board the good news about the Project NEON bonding. You had previously approved it in March and the Board of Finance in March the issuance of approximately \$140 million bond. We did continue to receive a high-rating from Standard & Poor's, AAA Rating. We had six bidders so a lot of interest. Approximately 3.3% interest rate from B of A. The State Treasurer announced significant savings by combining all these phases of Project NEON, which was one of the goals of the Transportation Board years ago when we were talking about getting Project NEON out the door. Get it built, rather than waiting the 20 years or so and doing it with bonding made sense, financially. It made it more affordable, although it's the biggest surface transportation project that NDOT has ever embarked on.

I think it's a good news story that we did the right thing by going with bonding and it was a significant amount of savings. I think that over the term of—had we gone with that 20-year term of delivering the project, it was about \$1 billion in savings by doing it quickly and that project will be completed middle of next year.

I wanted to inform the Board about a meeting I had recently with the Stadium Developer and the MGM Representatives about the Hacienda HOV Ramp. As you recall, we're doing the environmental clearance for the Tropicana Interchange, along with the Hacienda HOV Ramp and the Harmon HOV Ramp. They're all in that same vicinity, near the resort corridor and the stadium.

What the MGM's concern was with the—the HOV plan update that NDOT did a few years ago was done before we knew where the stadium was going in. NDOT viewed it as, well the HOV ramp will actually be able to serve the stadium as well, but the MGM brought up some points that I think were good points about the location of the HOV ramp and they didn't support that. They were concerned that because of the fact that the pedestrian access is primarily going to be on Hacienda and they're not building a separate bridge for that, they felt that their plan was to basically close off Hacienda, except for one lane for transit, for access to the stadium on event days and then have all the other lanes—basically have

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

most of the bridge accessible to pedestrians that are crossing over I-15 from the strip side, where primarily there's Mandalay Bay and kind of to the north, the Luxor and Excalibur. And the Monorail is looking to extending to that side of Las Vegas Boulevard as well, at Mandalay Bay.

So, given that their plan was to have Hacienda as a pedestrian access for the stadium events; not just NFL games or UNLV games, but also concerts and other special events throughout the year. It didn't—their concern was, their traffic control plan would have them closing off the HOV, so we wouldn't get the benefit of the HOV for supporting that and we looked at other concerns. You see the layout there, the stadium is well underway with all those cranes and construction effort there. You see the bridge that we're talking about, the grade separation or overpass, over I-15.

So, at the top of that aerial photo, you see Hacienda and it goes under the Mandalay Bay property. You can kind of see their concern there. They have a small sidewalk. There's access to garages or shopping at that—on that street. They felt it wasn't a good location for the HOV. They wanted us to look at the possibility of looking at Harmon for the access point for the HOV.

I think that they made some good points. We definitely don't want a situation where the stadium and the MGM can't support what we intend to construct there. We would like to—we're working with Federal Highway Administration and our environmental group that's working on the current Tropicana/Hacienda/Harmon Project to have this considered as some options to look at other HOV access points, rather than the northbound access point that was intended at Hacienda.

We'll continue to work with those groups. Looking at possibly revising the HOV Plan. One of the benefits of that is that, we didn't know, when we were putting together the HOV Plan, we didn't have all the details, but the replacement, the Hacienda Bridge, actually when you build something in the center of I-15, you have to shift the lanes over, northbound, which means the bridge supports for the Hacienda Bridge are in the way of some of those lanes that you shift over to make room for the improvements in the center of I-15.

So, it avoids the expense of complete removal and replacement of the Hacienda Bridge. One of the concerns from the stadium, obviously was, they don't want to see any construction in that area that would basically, affect the operations on opening day for the stadium in August 2020 is when it's anticipated. Also, it allows us to take another look at the most optimal, the best location for the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

northbound I-15 off-ramp; whether it's south of Harmon or North of Harmon, as I said, we're going to look at Hacienda and possibly look at changing the HOV plan to see what makes sense for—because we want to make it accessible to not only the tourists and the visitors for the strip but also for employees that are trying to get to where they work on the resort corridor.

Our concern is, obviously how does it affect the NEPA schedule for the Tropicana Interchange, which we anticipated trying to get approvals from the Federal Highway Administration in the early part of next year. I think that it's best to approach it realistically, to say what's the best location for the HOV, rather than taking the plan that was developed before the stadium site was determined and go any further with that. Given the points raised by the MGM and the stadium developer, we're willing to look at that and reconsider the best location for the HOV ramp.

The good news was, they both understood that Tropicana Interchange and the reconstruction there is needed. It will really open up I-15 underneath and improve operations at that interchange. They knew it'd be a significant impact to that area of the resort corridor with reconstructing the flyover and the interchange ramps, the bridge over I-15 but they weren't as concerned about that. It's still, it's further away from the stadium and it's good news that we can still have their support on the Tropicana Interchange Reconstruction that will be coming in the future years.

The RTC of Southern Nevada is going to hold a groundbreaking event for their I-11 Phase 2 Project, that's the lion's share of the I-11 route that bypasses Boulder City and connects to the existing interchange there by the O'Callahan-Tillman Bridge, over the Colorado River. Significant projects, significant amount of investment by the RTC of Southern Nevada. They moved the date to August 9th and I believe that's been coordinated with both Governors of both Arizona and your office Governor. It's going to be a huge event August 9th for that groundbreaking.

You'll have the award of Blue Diamond Road, that's a significant project that finishes the widening of SR-160, the road to Pahrump from Las Vegas next month. As I mentioned, Aggregate Industries was the apparent low bidder at nearly \$59 million. It's a significant project in Southern Nevada that you'll approve next month. We're doing the bid analysis currently.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Then, a significant project, Phase 3C of the Centennial Bowl, that's the interchange of the Beltway and the US-95 in the northwest part of the Valley there in Las Vegas. Advertise for bids, opening later this month on June 28th. It's in the \$49-59 million range. You can see the amount of investment that we're doing on some projects in Southern Nevada.

No settlements expected at this week's Board of Examiner's Meeting. Dennis could probably put in more in legal terms for the Nassiri case, but I just put it succinctly there that the Nevada Supreme Court, they—Nassiri tried to get his attorneys to basically request a reconsideration. It wasn't granted. Previously, the Supreme Court told the District Court, basically that NDOT had prevailed and we had about \$1 million in legal costs and fees that were due back from that case. There will be an opportunity to ask Dennis any questions about that during the Old Business, as well.

Lastly and sadly, we want to wish the best to Reid Kaiser, our Assistant Director of Operations. This is his last week. He's done a great job here at NDOT. Reid, thank you for the efforts that you did in improving relations with the Headquarters Divisions and just solid management of their programs and operations. Just to remind everyone, that's the bread and butter of what NDOT does, the construction, maintenance, traffic operations, equipment division, the materials division. They really get a lot done. That's where the rubber hits the road and Reid's leadership really led them to work diligently on their programs but also to work with the Districts and to be more in touch with what the District's needs are. Having a centralized organization such as NDOT, it's often that the Districts feel that they kind of get lost in the shuffle. Reid was very key in keeping those communications open with the Districts, as well as Tracey Larkin-Thomason's efforts with the Districts and just making that partnership work. I wanted to thank you Reid, for your years of service to the State of Nevada and to NDOT. I'm sure that some of the Board Members have comments too.

Kaiser: Thanks, Director Malfabon.

Sandoval: If I may, Mr. Director. I personally want to thank Reid for his service to the State of Nevada. Lieutenant Governor just leaned over and said, that's a big loss. It truly is. Reid, you know, I hope that you know that you have the satisfaction of driving anywhere in the State of Nevada and knowing that you've positively impacted every person in this State in all the projects that we do. That's really something to be proud of. In terms of meetings and my interactions with you, you've always been prepared, you've been professional. Everything that you

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

touch, everything that you do is quality. Reid, we're truly going to miss you. This is a great opportunity for you and you know, it always makes me proud personally to see people who done a good job for the State of Nevada to move on to other things. You'll continue to have a positive impact on Nevada, but just in a different way. Speaking for me and speaking on behalf of all the people of the great State of Nevada, thank you very much for your service.

Kaiser: Thanks Governor. If I might, we have—the last eight years under your leadership, I know sometimes we kind of complain about these agreements, having to go over all the agreements and the contracts and everything, but—

Malfabon: We do not. [laughter]

Kaiser: You know, I appreciate your leadership because you have made us more cost-effective. We're a little leaner now and you know, in my opinion, under your leadership, we have become more efficient as a transportation community. I think that's what the State—the people who live in the State of Nevada, that's what they want. So, I appreciate your leadership that you've given to us in the last eight years.

Sandoval: Thank you Reid, that really means a lot. I think I saw the State Controller with his hand up.

Knecht: Thank you, Governor. I won't repeat all the things you said, but I agree with them. I just wanted to let Reid know that last meeting, I suggested maybe I'd bring a motion to keep him here, I thought real hard about that and decided it was in his best interest that I not do so. Reid, thanks a lot.

Kaiser: Thanks, Controller.

Sandoval: Member Savage.

Savage: Thank you, Governor. Reid, thank you for the many years of commitment and loyalty to NDOT. Today, NDOT is a better place, a better Department of Transportation because of Reid Kaiser. Personally, it's been an honor and a privilege to work with you shoulder-to-shoulder, Reid, over the past eight years. Your professionalism, integrity, consistency, ethics and professional standards are amongst the highest of any man or woman I've ever worked with over the last 35 years. You have reassured us all with your composure and your steadiness that the operations here at NDOT are the highest of quality in any state within the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Union. We're going to truly miss you Reid and I wish you all the best in health and happiness in your future years. Thank you, Reid Kaiser.

Kaiser: Thanks Member Savage. I appreciate your leadership also on the CWG Board. Again, it's kind of the same that I said of the Governor. You know, there weren't always easy things that you guys brought up, you know, with unbalanced bidding and getting our projects closed out in a timely fashion, but again, with your leadership and Member Almberg and Frank Martin's, you know, we have made changes that I think the transportation community can appreciate and again, we our leaner—especially on the operations side, we're doing things better and more efficiently these days and I appreciate your leadership.

Savage: Well, thank you Reid. It's—you worked with us, we worked together. That means everything to all of us at the CWG. We appreciate it and we're going to miss you. Thank you, Reid.

Kaiser: Thanks.

Malfabon: Lieutenant Governor?

Hutchison: Yes. I just wanted to add my comments as well. Reid, everything that we have ever done together, again, has been first-class. You're a man of competence and character and I love to hold up examples of true public servants. You've got a lot of options, you've had a lot of options in your professional life and you've chose public service. When we talk about up and coming engineers and professionals going into public service, particularly with NDOT, we're going to hold you as an example of a true public servant who really sacrificed for the State of Nevada. As everybody here has said, the Governor and everybody else, we're grateful, wish you the very best and God bless you.

Kaiser: Thank you, Lieutenant Governor.

Sandoval: Rudy, did you have a comment?

Malfabon: No, I was just going to have one last item before we open it up for questions for the Director.

Sandoval: All right, please proceed.

Malfabon: Thank you, Governor. I just wanted to announce, the RTC of Washoe County is going to have a grand opening ceremony for the Southeast Connector on July 6th. I didn't have a slide for that but it's significant in that it's a big investment in

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

transportation in Washoe County, but also should relieve some of the traffic that goes into the Spaghetti Bowl from Sparks, that once it heads south to the—either to Carson City or you can take that new road once it's opened up in July and it will alleviate some of the pressure that we see from traffic volumes at the Spaghetti Bowl on I-80. Definitely will attend that opening. If any Board Members are interested, it's July 6th. We can get you the details.

With that, that concludes the Director's update and willing to answer any questions from the Board.

Sandoval: Okay, thank you Rudy. I don't have any questions, just a few comments as I went through your presentation on the Reno Airport. I want to compliment you and Cole and everyone else involved in that project in terms of your efforts to communicate with the representatives there. I know that you've been reaching out to them from day one. We did have a meeting in my office and I think that everyone understands that NDOT's intent is to improve the quality of life and ability to move around in Washoe County in a much better effort and in no way would NDOT do anything to hurt the Airport. In fact, there's an opportunity here to improve ingress and egress to the Airport.

So, I was very pleased to see the Airport representatives now actively seek to participate in the process. Cole, you know, I appreciate you going to the Board Meeting on June 14th. As I said, this should not be and will not be an adversarial relationship. It will be one with the people, the State and particularly the people in Northern Nevada expect which is a spirit of cooperation and working together and I know—and I'm not saying we have not, because I think we have. I would expect that that meeting would be one that there would be a fair exchange of questions and answers. Really, you know, the big effort there is to avoid what could be a really big transportation problem in the future and get ahead of it.

I'm excited about that. With regard to the naming, my vote goes to Spaghetti Bowl Express. I like that. I mean, the other ones don't really describe where it is and I think that one, everyone there in Northern Nevada will know exactly what we're talking about.

Moving on to Project NEON bonding. I think it's extraordinary that there was \$1 billion in savings by moving up the construction schedule from a 20 year one to a five-year one. Not only does it save taxpayers \$1 billion, but as I mentioned to Lieutenant Governor and Member Valentine, you know, my comment then and my comment now is, the project would've been obsolete by the time it was

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

finished in 20 years. I think that we've done the people of Southern Nevada a big service by being a lot smarter about things in terms of saving money and providing a quality project in a much quicker fashion.

Having been down here for the past several days, it's remarkable what NDOT and Kiewit have accomplished here in terms of the magnitude of this project but still doing a really good job in terms of allowing people to move around the best they can in the midst of the largest public works project in the history of the State. My compliments to you, Rudy, and Mr. Keller and everybody else associated with the project down here. I think you did a great job and Kiewit as well.

On to the stadium. I'm glad to see again, that we're trying to get in front of everything in terms of working with all the interested parties to—to make sure that this is done in an intelligent way, in terms of coordinating the stadium representatives, the gaming industry representatives and the transportation representatives. I think that's—one of the worst outcomes would be to have Day 1 and have a big traffic jam and not have everything done. I'm really pleased to see that we're ahead of this.

I do have a question there, Rudy and I don't know if I heard this anecdotally or internally. There was some discussion about a pedestrian ramp over the 15. Is that something that is still under consideration or ever was under consideration?

Malfabon: It was at one time, Governor, it was identified—it would be a pedestrian bridge, which I think they're looking at—because of the layout of the MGM properties, the Mandalay Bay and they found an approach that could work with Special Events to use the Hacienda Bridge. It still could come to pass that in future years, a pedestrian bridge could be built there, but for now, they felt that they could use Hacienda as a primary access for pedestrian traffic; which is going to be substantial from the Strip Area, South Strip, Mandalay Bay area.

Sandoval: All right, thank you. And then just finally, another comment with regard to the RTC, I-11, Phase 2 Project; also in coordination with our piece, the Boulder City Bypass. That again was something that really seemed like it wasn't possible. My compliments to NDOT, as well as the RTC for what I believe is a visionary project, in terms of the first piece to what will be a major transportation artery for the Southwest United States, connect Mexico, Canada and everyone in between. Particularly, for the benefit of the State of Nevada. This is really something that, you know, all of us won't be here, but when it's completed, I think people are really going to appreciate again the vision of NDOT and the RTC and everyone—

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

and also our brothers and sisters from Arizona, from all of us working together to get this done. I know there's a lot more work that has to be accomplished in planning but this is a really big piece. I think a really massive indication of what the State of Nevada's intent and our commitment to making sure it gets done. Thank you for that Rudy.

Malfabon: Thank you, Governor.

Sandoval: Questions or comments from other Board Members with regard to the Director's Report, Member Valentine.

Valentine: Rudy, I'd like to acknowledge and thank you, Cole and Nick Johnson who appeared before the Northern Nevada Resort Association Board of Directors to talk about the Reno Ramps. I hope those will continue. I have one question, have they been added as a participating agency?

Malfabon: Cole is going to go ahead and address that Member Valentine.

Mortensen: First of all, I'd like to say thank you for all the kind words there. We have been considering them as a participating agency, I think since our meeting in late March. We actually did respond after it was apparent that there was some confusion as to whether or not there was an official document or something that made that happen. They will be and have been considered a participating agency since then. Basically what it boils down to is, it will be documented within the EIS and then we'll continue to work with them as we've worked with the other agencies to get through the process.

Valentine: I appreciate that. I have also a comment about that. I was a little surprised to see a traffic circle pop-up. I drive through traffic circles several times a day and they particularly, I think if you have people who are not familiar with how to drive in traffic circles, something like at an airport, where people are not familiar with the area, I think there could be some challenges associated with that. It surprised me too because I'm used to seeing traffic circles in conjunction [inaudible] and not necessarily capacity solutions. I hope that when you do your report, we—a good discussion about capacity and some of the alternatives, that things get a little bit lost and they don't really jump out at you from the graphics. I hope they'll consider that, to the Governor's point about long-term solutions as you are looking way down the road at increased volume.

Mortensen: Thank you. That's part of the reason why, at this point in time, we're not going to be able to include those alternatives as part of the draft EIS because we still have

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

a lot of evaluation that has to be done. The traffic analysis and other environmental considerations as well, so basically at this point in time, the whole purpose for us doing the draft EIS is to allow us to discontinue looking at the other two alternatives and to discontinue doing any further evaluation on those. What it doesn't mean is that we're not going to be making changes to the preferred alternative that we presently have in going forward. We'll continue to work with them and make sure that we can do our best to handle those traffic volumes and make sure that we're mitigating any of the environmental concerns as we go forward.

Valentine: Thank you.

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you. Governor, thank you. Rudy, thank you for your report. I just wanted to make a couple comments. One just on the passing of Bob Mendenhall, as Rudy you had mentioned and it was and is a loss for the great State of Nevada. As you mentioned, Bob was very innovative and really an icon in Nevada. I had an opportunity several months ago to take a tour of I-15, the I-15 stretch with his grandson Ryan. His legacy continues and his efforts continue and his history with the company will continue beyond his life. Some of that bridge work was excavation sites and that wildlife protection facilities that they came up with out there, I mean, those were very, very difficult engineering challenges that they conquered out there and very, very impressive. We continue to be blessed to have Bob's influence and his generosity in Southern Nevada and throughout the State.

I wanted to just follow-up on a couple of points and add my thanks on Project NEON. I drive Project NEON almost every day and it's never convenient to have a construction site in the middle of a freeway system like that, for anybody, but it is, I think as smooth as it possibly could be. I remember when we planned that and we thought about that and that was our number one priority, beyond making sure that the State of Nevada and the taxpayers receive a quality value for their tax dollars, but avoid the inconvenience as much as possible. I think we're accomplishing that. As I say, it's not convenient to have a construction project in the middle of I-15 and 95, but I think it's as smooth as it can possibly be. I just appreciate that. I haven't heard a lot of complaints, at least from my end down here.

Then again, just adding the emphasis that others have made to the pedestrian access for that stadium. Whatever we can do to coordinate with those hotels and

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

the stadium, just—that's got to be a great game day experience, event day experience for everybody. Again, I'm very pleased that we're coordinating all those efforts.

Finally, maybe this is a best question for Counsel, in terms of Nassiri v. NDOT, what do we think our chances of actually recovering attorney's fees in that million dollar lawsuit there?

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. If you'll indulge me for a moment because I know some Board Members aren't familiar with this case. It originated in 2012. NDOT was sued by Mr. Nassiri. Various tort and breach of contract allegations. Through the years, it was extensively motion practice to reduce the claims. Mr. Nassiri's theory of the case changed which added to the complexity to it and at different times, what he wanted from NDOT changed. At one point it was rescission plus \$20 million. At another point, he wanted \$45 million. Then at another point, he wanted \$20 million but he got to keep the property.

Everything was thrown out except a couple of breach of contract related claims. We were scheduled to go to trial with that. The State opted to go to the Nevada Supreme Court to seek a Writ of Mandamus. Earlier this year, the Court entered such a Writ, directing the District Court to enter judgment in favor of NDOT on all remaining counts. Mr. Nassiri requested a rehearing from the Supreme Court which was denied earlier this year. We filed, on behalf of NDOT a Motion for Cost and Fees. The Judge ordered supplemental briefing. We submitted supplemental briefing and at argument on the supplemental briefing, the Judge ruled from the bench in favor of NDOT, awarding approximately \$1 million worth of cost and fees. Significantly, that judgment will be entered against Mr. Nassiri both as an individual and his personal trust.

Hutchison: Mr. Gallagher, thank you very much. Congratulations to you, I know to outside counsel, had a chance to talk with him about the case. Competently handled, obviously, by his firm and managed by you. That's a big win and a great victory for us. Thank you.

Gallagher: Thank you, Lieutenant Governor.

Sandoval: Questions or comments from Northern Nevada?

Malfabon: None up here, Governor.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Sandoval: Thank you. We will move to Agenda Item No. 2, Public Comment. Is there any member of the public present in Las Vegas that would like to provide public comment to the Board? There's no one. Is there anyone in Northern Nevada who would like to provide public comment to the Board?

Malfabon: Yes, there is Governor. Someone is approaching the podium. Please state your name.

O'Malley: My name is Cynthia O'Malley. Governor Sandoval, I'm so sorry to have missed you today. I hope I get to see you soon. I'm here because NDOT just did a fabulous job in dedicating the 12-mile segment of Highway 140 for my son Jacob O'Malley and Will Hawkins. I wanted to thank you again. It was so amazing how Governor Sandoval pushed this through and everybody here worked hard and got it done so quickly. So, thank you very much. Thank you. And, that day, on November 2nd when we met out there, it was a very special time. It will always be held in my heart and I will not forget it.

Governor Sandoval, I'm here today because I brought the ballcaps that I told you I'd bring for Len and Sean and Bill and you. Since you're not here, I wondered if I could make an appointment with you when you get back from Las Vegas, and give this to you in person?

Sandoval: Ms. O'Malley, thank you for being here. You don't need to make an appointment, you come any time you want.

O'Malley: Okay.

Sandoval: That was an extraordinary day. It makes me emotional just thinking about it. Please know, you're always in my thoughts and prayers and you know, again, your son is a hero and just a shining example for everyone. You know, again everyone at NDOT and everyone who was out there that day, it was truly a special moment. It will be a place that everyone will be able to come to and think and pray and reflect. It's such a beautiful, beautiful place. It's really nice to see you again. I apologize I was down here today. If I had known that you were going to be up there, I would've made a special effort to be there. Please know, any time you want to come in, I truly look forward to seeing you. I'm going to really, really treasure that hat.

O'Malley: Oh yes and you know, you will. I have something for your dog Charlie as well. Because, Gatsby was out there that day. I'd like to say, to give a recap too that, I don't know, probably Governor Sandoval knows this, but in April we were flown

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

up with your tax dollars, thank you very much, to meet with and see the men that were behind the engine that day, the eight Boise Crew. There was eight men. They did their job and they saved the lives of Zachary and he's doing really well. We were flown up there because the National Director from Washington DC came and gave them all—they all received the Metal of Valor. I wanted to give that as a recap for everybody here, to know that happened. That was, gosh, they're eight young men, wonderful young men that did their job and went beyond the call of duty that day. That was really a special occasion that we went up there for and we were grateful to be there and to be able to thank them for the job they did. They saved Zach's life.

On this hat is the sticker that was done. It's called Never Forgotten. It has Engine 2410, O'Malley-Hawkins on here. And the date. What's special about this sticker is, it was asked to be put on the BLM engines in the State of Nevada as well, okay. So, they've made a hat and when I talked to the guys out there on November 2nd, you all said you wanted the Never Forgotten hats, so that's what I've brought you. I wondered, Governor Sandoval, if it would be okay, that I could give this to Len today and to Sean and then, at a later date, get maybe all four of us together and get a picture, altogether with the hat.

Sandoval: Absolutely, thank you. Thank you, thank you, very much. God bless you.

O'Malley: Thank you. So, can I give these to at least Len and Sean are here today, is that okay?

Sandoval: Yes, please.

O'Malley: Okay, thank you.

Savage: Governor, I typically don't speak during public comment, I don't think I ever have. This moment, it was very heartfelt and I want to thank Cynthia and may Jacob and Will rest in peace knowing they'll never be forgotten and this hat will be worn very proudly. I thank you, Cynthia. I thank you, Governor.

Sandoval: Thank you Len. Is there any other public comment from Northern Nevada?

Malfabon: I don't see any other speakers, Governor.

Sandoval: All right, thank you. We'll move to Agenda Item No. 3, which is the Approval of the May 14, 2018 Board Meeting Minutes, have the Members had an opportunity to review the minutes and are there any changes? Mr. Controller?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Knecht: Governor? Thank you. At Page 4, in the third line of my remarks, towards the middle of the page, there seems to be a fugitive extra word there and we should take out the 'but' that's in that line. At Page 35, two items. The top line, the word reins should be R-E-I-N-S, not R-E-I-G-N-S. The second line from the bottom, there are three what's in that line, the second one should be 'want'. Those are all the changes I have, thank you.

Sandoval: Thank you, Mr. Controller. Do the Members have any other changes? If there are none, the Chair will accept a motion to approve the May 14, 2018 Minutes with the amendments recommended by the Controller.

Valentine: So moved.

Sandoval: Member Valentine has moved for approval, is there a second?

Hutchison: Second.

Sandoval: Second by the Lieutenant Governor. All the Southern Nevadans are going to get their motions this week. Any questions or discussion on the motion? I hear none, all in favor say aye. [ayes around] Those opposed say no. That motion passes unanimously. We'll move to Agenda Item No. 4, Approval of Agreements Over \$300,000, Mr. Nellis, I would assume, you're up.

Nellis: Yes, good morning Governor, Members of the Board. For the record, Robert Nellis, Assistant Director for Administration. There are two agreements under Agenda Item No. 4, that can be found on Page 3 of 13 for the Board's consideration.

Line Item No. 1 is the first amendment with three service providers to increase authority by \$400,000 and extend the termination date for the continuation of on-call archeological services due to limited staff resources, number of anticipated projects and to meet the requirements of the National Historic Preservation Act.

Line Item No. 2 is also the first amendment with three service providers to increase authority by \$400,000 and extend the termination date for the continuation of on-call architectural historian services, due to limited staff resources, number of anticipated projects and to meet the requirements of the National Historic Preservation Act.

With that, Governor, that concludes Agenda Item No. 4. Does the Board have any questions regarding these two agreements?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Sandoval: Thank you, Mr. Nellis. I have no questions. Board Members, any questions with regard to Agenda Item No. 4?
- Knecht: Governor?
- Sandoval: Is that you, Mr. Controller? Yes.
- Knecht: Thank you. Mr. Nellis, a couple of questions. Could we have foreseen the need to run these projects three years, instead of one, at the time when they were first approved?
- Nellis: Mr. Controller, I'll defer you to Cole Mortenson for those answers.
- Mortensen: For the record, Cole Mortensen, Assistant Director of Engineering. I would have to verify with staff on that but my anticipation is, we've just started some more of these on-call lists. I would have to say, they're probably trying to find out how much use they actually get out of them, which is why they did one year to start with rather than the three. I think that that first year also helped them understand how much they'd be utilizing their services as well, which is why now they we're asking to extend it by two years, with the expectation of about \$200,000 for each of those years.
- Knecht: Fair enough. And, the problem that I see here is—actually two problems. One, there's an appearance here of getting the camel's nose under the tent and then two humps to follow. You know, as someone who used to have state contracts, getting an extension and more money in the amendment than the original had, it always looked like a great thing for the contractor. I guess, I understood your answer that you know, this is a start and a learning process. In the future, will we expect to see fewer of these back-end loaded amendments?
- Mortensen: I understand your concern and your question there. Maybe to give you a little bit more comfort with this also. With this being an on-call, this isn't a direct contract guaranteeing each one of them would receive this funding.
- Knecht: Right.
- Mortensen: What this does is it allows us to open up the door to send out a quicker process to get smaller amounts of work done. So, even though we're amending this overall payable amount to \$650,000, it doesn't mean that it is going to be spent or to given all to one contractor. But yeah, in the future, we're certainly—where we can, we certainly try to identify the total duration that we expect along with the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

total amount that we expect. In certain circumstances, it just doesn't work out that way.

Knecht: One final question here, how do we manage the budgetary aspects of this? We're looking at a new biennium here and I presume that the portion, the period and the dollars of the amendment that go into the new biennium are subject to legislative authorization and approval by the new Governor in the budget. Is that correct?

Malfabon: I'll respond to that, Mr. Controller. NDOT uses our Capital Improvement Program to pay the consultants that support our project delivery process, as well as our contractors that ultimately bill the project. Because that's a fluid situation, with receipt of grants or other funding adjustments, typically we do have to go to Interim Finance Committee for adjustments to the Capital Improvement Budget for NDOT. It's taken into account at that stage, when we go to IFC adjustments.

Knecht: Thank you, Mr. Malfabon and thank you, Governor.

Sandoval: Board Members, any other questions with regard to Agenda Item No. 4?

Almberg: I have one quick questions, Governor.

Sandoval: If there is none—oh yes, Mr. Almberg.

Almberg: This is—each of these items here have three consultants, for each of them. I'm just wondering, I realize that this work is given out by task order, whatever may come up and the simple question I have, have each of these consultants have had some type of task to do?

Mortensen: I would have to get that answer for you. Typically, with these, we'll send out a Request for Approach, or an RFA and then we'll get—it's a shorter type proposal, so they're not putting as much effort into it. Then they'll make the selection on who gets the work based off of the proposals that they receive. And, that doesn't necessarily mean that all three firms are going to submit a proposal either, right? It's just that we're asking them to submit, so that hopefully we can get them on board a little bit quicker. To—short answer to your question is, I don't know—

Almberg: Okay.

Mortensen: --if all three have, at this point in time or not.

Almberg: And I understand the process and I agree with the process, I was strictly wondering.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Nellis: Member AlMBERG, I can answer that question. In the archeological services, all three have been issued task orders and then one had been issued a task order so far in the architectural history services.

AlMBERG: All right, thank you. That's all for me, Governor.

Sandoval: Thank you. Any other questions? If there are none, the Chair will accept a motion for approval of the agreements presented in Agenda Item No. 4.

Savage: Move to approve.

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

Valentine: Second.

Sandoval: Second by Member Valentine. Any questions or discussion? I hear none, all in favor say aye. [ayes around] Those opposed say no. That motion passes unanimously. We'll move on to Agenda Item No. 5, Contracts, Agreements and Settlements, Mr. Nellis.

Nellis: Thank you, Governor. Again for the record, Robert Nellis. There are two attachments under Agenda Item No. 5 for the Board's information and no settlements this month.

Beginning with Attachment A, there are four contracts on Pages 4 and 5 of 14 in your packet. The first project is located on I-15 at 215 in Clark County. This is a capacity project in which restriping will modify the existing single lane southbound I-15 to westbound I-215 offramp to two lanes. There were two bids and the Director awarded the contract to CMMCM in the amount of \$548,006.55.

The second project is located at the Elko Administration Building. This is for asbestos removal, rough carpentry, new doors and windows, as well as, mechanical and electrical improvements. The Director awarded the contract to Core International, in the amount of \$343,730.13.

The third project is located in Fernley, Main Street from Hardie Lane to 400 feet west of Seventh Street. Construction includes ADA improvements, bike lane, curb gutters, sidewalks, approaches and drainage improvements. There were four bids and the Director awarded the contract to Granite Construction Company in the amount of \$735,735.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Lastly, the fourth project is at the Kingsbury Maintenance Station in Douglas County. This is for water line and sewer line installations. There were two bids and the Director awarded the contract to A&K Earthmovers in the amount of \$544,000.

With that, does the Board have any questions regarding these four contracts before we turn to Attachment B?

Sandoval: Thank you, Mr. Nellis. I have no questions. Board Members, any questions with the first portion of this agenda item?

Hutchison: Governor?

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you, just a quick question for you on Item 2. Were you surprised that there was only one bidder for that item?

Kaiser: Reid Kaiser, Assistant Director for Operations. Yeah, we were surprised and that—Northeast Nevada is very busy right now. In fact, this contractor had 11 subs on this job. Prices for the materials he was using has increased 40% this year. The contractors, the vertical contractors are very busy. That also gives an explanation as to why we were above the Engineer's estimate.

Hutchison: Okay. Thank you.

Sandoval: Thank you, Mr. Lieutenant Governor. Mr. Controller.

Knecht: Thank you Governor. Mr. Nellis, the first three projects came in nicely under the Engineer's estimate, so naturally I'm going to ask about the fourth one which came in about 30% over and its, you know, within seeing distance of the urban area here. Actually, you can see it from Carson City. Help us understand why that one came in 30% over.

Kaiser: Again, Reid Kaiser, Assistant Director for Operations. The biggest reason we think it came in over is, this job was up at Lake Tahoe and we had increased our Engineer's estimate a couple of times in the last couple of months because we've been meeting with the TRPA and trying to get this permit through. So, all we can figure is that, with it being in Lake Tahoe, there's longer hauls than what we had thought. I would have to assume that would be why the—why the contractor is over the engineer's estimate.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Knecht: Okay. And, I guess there's an uphill aspect of that one too, as well as longer. Thank you, Reid. Thank you, Governor.

Sandoval: Any other questions?

Savage: Yes, Governor.

Sandoval: Member Savage.

Savage: On the same item, number 4, being over budget again 35%. We talked about this last month as well. I would like to take this discussion to our next meeting at the CWG because there does have to be a point where the Department says, we can't afford something if it's 35%, 50%, wherever that margin is. So, I would like to discuss it at our next meeting this afternoon at the CWG on a further basis. Because as a contractor on the private side, I realize materials and labor have increased substantially over this past year and will continue to do so. As a Department, wearing the other hat, we need to be well aware, on top of the game, understanding what those estimated costs are. So, just to reassure the Controller and the Governor and the rest of the Board, we will discuss this particular issue and other estimates at the next CWG. Thank you very much.

Nellis: Member Savage, Robert Nellis for the record, I believe part of the—this is a unique situation in this particular one where the engineer's estimate was eight months old and that was—there was a delay from acquiring a utility easement. So, we had a—we had an estimate, we've been working on this for a number of years and then, by the time we got that acquisition or ready to go, it didn't take into account the current cost escalation and the big climb that we're experiencing now. I believe this is a little unique from some of the other overages that you've seen.

Savage: Thank you, Mr. Nellis.

Sandoval: Thank you. Any other questions on this portion of the agenda? All right, Mr. Nellis, please continue.

Nellis: Thank you Governor. Turning to Attachment B in your packet. There are 62 agreements under this attachment. On Pages 11-14 for the Board's information. Items 1-18 are Acquisitions and Cooperative Agreements. 19-29 are Facility Agreements and a Grant. 30-34 are Interlocal Agreements and Leases. Lastly, Items 35-62 are for Right-of-Way Access and Service Providers.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

With that, that concludes this agenda item, Governor. Does the Board have any questions for us regarding these agreements?

Sandoval: Board Members, questions on this portion of the agenda? Mr. Lieutenant Governor?

Hutchison: Thank you. Thank you, Governor. Just a couple of—just a question really on two items. Item 41 and Item 49 are just for janitorial services, fairly routine services here. I'm just curious, these I'm sure are competitively bid. These are within the range that we've seen in the past, or is this something that we're seeing an escalation in costs because of labor issues or other market conditions?

Malfabon: I'll respond to that and maybe Tracy can add, but usually the Districts, when they're procuring the janitorial services they allow the vendors, the service providers to look at the sites. They consider some other factors, as well as obviously the cost. They try to keep these as simple projects, but also do a lot of leg work in advance, to let the janitorial companies know what the expectations are for service so that our—the public that uses these facilities is not inconvenienced or that has that clean rest area and they negotiate the terms of that but explain it all in advance, so we get a level playing field on the bids. Tracy, do you want to add anything to that?

Larkin: For the record, Tracy Larkin, Deputy Director for NDOT. These costs—adding on to what Rudy said, but these costs are fairly typical for what we are expecting to see in these areas.

Hutchison: Okay. Thank you and one more question for me and that's Item 46. \$300,000 for a Hazardous Commodity Flow Study. I understand the importance of making sure that we deal with hazardous materials in a way that minimizes danger and maximizes safety, but just for the record, can somebody explain what we're doing here and the purpose of the \$300,000 for this study?

Rosenberg: Sondra Rosenberg, Assistant Director for Planning. That's something that came out of our Statewide Freight Plan, from our Freight Partners that it was of interest to several agencies to better understand where hazardous commodities are flowing through the State, create some maps. Really, it's more of a partnership on communication on this issue. That money is coming from the Freight Funds that we get from the Federal Highway Administration. Again, it was something that popped up through that study. We're working with Emergency Management and several other agencies to develop that.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Hutchison: Is Cambridge Systematics a company that we've contracted with before and has experience in this area?
- Rosenberg: Yes. They have—actually, they've recently established a Nevada office who has worked with us under other consulting firms, but they are a national expert on freight issues. They were a subconsultant on the Freight Plan. They're a subconsultant on our statewide plan. We are very familiar and comfortable with their abilities.
- Hutchison: All right, thank you Governor. Thank you.
- Sandoval: Thank you, Mr. Lieutenant Governor. I'm going to jump in here, just while you're speaking Sondra, on Contract 32, with University of Nebraska and this—I know it's not a cost one but it says, due to a delay in the receipt of materials, can you provide a little bit more detail on that?
- Kaiser: Governor, I'll handle that for Sondra. That was a—the delay in that contract was we sent them materials, concrete and cement from Northern Nevada and Southern Nevada. We were slow in acquiring those materials and getting that material to them so they could start the research. So, that's why we're requesting an extension in time on this agreement.
- Sandoval: Okay, so that one is on us, right?
- Kaiser: That one is on us. Yes, Governor.
- Sandoval: Okay, thank you. That's all I have. Mr. Controller.
- Knecht: Thank you, Governor. I've got three items. Mr. Mortensen, Item No. 8, Billboard relocation for \$325,000. Anywhere in the State and most of the country, \$325,000 is well above a starter house. What are they going to do for the billboard relocation that's going to cost \$325,000? Are they going to disassemble the thing and move it and reconstruct it or are they just going to build it from scratch or, must be some hotdog kind of billboard?
- Mortensen: If I may, Ruth Borrelli, our Chief Right-of-Way Agent will provide detail on that.
- Borrelli: For the record, Ruth Borrelli, Chief Right-of-Way Agent. What they need to do, the structure is no longer compliant. So, they'll be demolishing, bringing down the structure. Then they had to acquire and reconstruct the new structure and place it. So, it also is bringing in the infrastructure necessary to support the billboard. That's power, power lines need to be brought in.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Knecht: Okay. Power lines are required because this is an electronic billboard?
- Borrelli: Correct.
- Knecht: Gee, I thought electronics were going to save us money. Thank you, Ruth.
- Borrelli: Thank you.
- Knecht: Item 30 is Department of Public Safety, Office of Traffic Safety and it's an amendment, a no-cost amendment that extends a two-year contract to a five-year contract, roughly. I wondered about that. You know, there's been previous increases in the total of a modest nature but why are we extending it from two years to five years?
- Rosenberg: For the record, Sondra Rosenberg, Assistant Director for Planning. I was looking around to see if one of my traffic safety folks was here. Unfortunately, I may have to get back with you on the details of that—oh, there you are. Never mind. Ken Mammen will answer that question.
- Mammen: Good morning Governor, Members of the Board. For the record, Ken Mammen, Chief Traffic Safety Engineer. That agreement is one of our ongoing purposeful collection of data that we always have to have. There's two things going on here. We've got USOM, which is the School of Medicine, which we're working with on the Trend Newsletters. Then, of course, we get our crash and citation data base that we're constantly working on. It's a never-ending process, it will never go away. So, you'll always see these things come up and be extended.
- Knecht: So, if it's information technology, instead of the old rule of thumb that you double the time, this one is 2.5 times the time.
- Mammen: I can't answer the question on why it's—that the timeframe is. I can get back to you on that, why that transpired to that timeframe, but—I don't have an answer for why the timeframe is as it is.
- Knecht: And I would appreciate that.
- Mammen: Okay.
- Knecht: Thank you very much. Finally, Item 48 is an amendment that increases the authority by about 135% from what it originally was for continuation of services on an on-call basis. What's going on there? This actually will extend the end

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

date only slightly, if at all. I'm just wondering, why we have basically 135% increase.

Malfabon: Thor Dyson is approaching the podium, but typically they just need this type of service on-call for concrete pavement repairs. Thor, you want to add to that?

Dyson: Certainly. Thor Dyson, District Engineer for NDOT, Board Member Knecht, thank you. We anticipated that question. This is another one of those, it's on us. There was a clerical error, unintentional processing error on the contract and it was written for only \$102,612. It was determined and agreed at that time that the amendment was spent down to make this agreement whole to the original amount. So, it was initially a clerical error on our part.

Knecht: Okay, and—

Dyson: And, it's an on-call. We're constantly using this particular service. Our infrastructure is always being hit, crashed into, destroyed, needing repair, needing to be made whole on a timely basis.

Knecht: Thank you. So, we have two of them out of 48 this time that are on us, or do we have any others that basically, that involve some problem with our contracting process or would you know?

Dyson: We have the one earlier that Mr. Kaiser was talking about and then this one. I'm trying to think if there was another one that we had. We had a tree trimming contract, yeah, No. 59, same thing. That was in our District. That one was for, again, a clerical error. We needed to change the rate from \$340 to \$352 per hour. It does not change the total amount of the agreement. It's—it includes for a four-person crew to, with equipment, to address tree trimming.

So, like last Saturday, it was pretty windy. Had a hard time standing up. We have a lot of tree damage. A lot of trees have been blown over. So, we'll be using some of these guys. Not only to trim the trees, but on an over time basis, if we need to, to augment our staff to address tree trimming and tree removal, dangerous trees along the highway. That could be anything from, you know, — let's say we have some issues that trees are partially or all in the right-of-way and it's going to be an issue falling on to traffic or it's a vision problem for people making turns.

Knecht: Mr. Dyson, thank you very much for your candor and your forthcoming and informed response.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Dyson: I'm sorry we have—
- Knecht: I would like to say we never have—we never make errors at the Controller's Office, but I know better. So, 3 out of 62, I'm comfortable with that.
- Dyson: Well, we'll tighten it up, three is too many. Thanks.
- Knecht: Thank you. Thank you Governor.
- Sandoval: Thank you, Mr. Controller. Any further questions on this agenda item? Mr. Nellis, any further presentation?
- Nellis: No sir, that concludes this agenda item.
- Sandoval: Thank you very much. We'll move on to Agenda Item No. 6 which is a Resolution of Relinquishment. Director Malfabon.
- Malfabon: Thank you, Governor. This is for disposal of a portion of NDOT right-of-way. Eight permanent easements along SR-593/Tropicana Avenue and SR-604/Las Vegas Boulevard, for the elevators/escalators and stairways to the pedestrian bridges in Clark County.
- Apologize because we had to send you the additional reference materials separately. The original Board Packet had to be amended but it was correct on the agenda and we just had to get you that information and get you a hard copy as well.
- This is, as I mentioned last month, the final action for those pedestrian bridges at Tropicana Avenue and Las Vegas Boulevard. Basically to transfer to property at the landings of these escalators and the stairways to the County, to Clark County. We'll all be complete and actually pop the champagne for transferring the pedestrian bridges to Clark County for this last action associated with the pedestrian bridges.
- Sandoval: Thank you, Rudy. I actually went on them on Thursday, last Thursday. I will—I have no questions and you know, this is something that I talked about quite often and that I've followed since 2003. I've been a part of that discussion. If there are no questions, I don't want to discourage anybody but I will enthusiastically accept a motion for approval. Before I do, does anyone have any questions or comments on this agenda item?
- Hutchison: Only comment, Governor is just, hallelujah, the day has arrived. [laughter]

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Sandoval: Yeah. Again, I know there have been a lot of people in the Department that have been involved in getting this done. I hope that no one takes my being a bit factious as being pejorative in any way. I just—I know something like this is a really big deal and takes a really long time. Fifteen years is—I don't think—and actually, I don't lay it on the Department at all. I lay it on other—others. [laughter] In any event, all is well that ends well. Is there a motion for approval of the resolution of relinquishment as presented in Agenda Item No. 6?
- Hutchison: Move to approve.
- Sandoval: Lieutenant Governor has moved for approval, is there a second?
- Valentine: I'll second.
- Sandoval: Second by Member Valentine. Any questions or discussion on the motion? All those in favor, please say aye. [ayes around] Those opposed say no. That motion passes unanimously. Thank you everyone who was associated with this. We'll move on to Agenda Item No. 7 which is another Resolution of Relinquishment, Director Malfabon.
- Malfabon: Thank you, Governor. This is associated with disposal of a portion of NDOT right-of-way, parcel of land, in the City of Henderson in Clark County. We have a parcel of land associated with North Stephanie Street. It's within the City of Henderson's jurisdiction and the City of Henderson consented, by resolution, passed and adopted on May 15, of this year, to our relinquishment to the City of Henderson. It's just associated with a road that we do not maintain but we own the parcel and we're just transferring it to the City.
- Sandoval: Thank you, Director Malfabon. Board Members, any questions with regard to Agenda Item No. 7? If there are none, the Chair will accept a motion for approval of the resolution of relinquishment as presented in Agenda Item No. 7.
- Savage: Move to approve.
- Sandoval: Member Savage has moved for approval. Member Valentine has seconded the motion. Any questions or discussion on the motion? If there are none, all in favor, say aye. [ayes around] Those opposed, say no. That motion passes unanimously. We'll move on to Agenda Item No. 8 which is a proposed Rescission of Logan G. Hand and Debra Hand Parcel from Condemnation Resolution #464. Director Malfabon.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Malfabon: Thank you, Governor. One of the things associated with the US-50 project is we've continued to refine the design and in this case, we—the redesign changes that we've done for US-50 have resulted in us having to rescind this condemnation resolution because the property—the parcel in question, which lies along the north side of US-50 near Bowers Avenue, east of Onyx Street, we no longer require it. So, we're rescinding the action associated with Logan G. Hand and Debra L. Hand, and basically, if there's any questions about that, we can have Ruth Borrelli respond to those, but we no longer need the property. Therefore, we're rescinding the condemnation resolution previously passed.
- Sandoval: Thank you, Director Malfabon. Board Members, any questions with regard to Agenda Item No. 8? Pretty straightforward. If there are none, then the Chair will accept a motion to approve the rescission of the Logan and Debra Hand parcel from Condemnation Resolution #464.
- Knecht: So moved.
- Sandoval: We have a motion by the Controller. Is there a second?
- Valentine: I'll second.
- Sandoval: Second by Member Valentine. Any questions or discussion? I hear none. All in favor, say aye. [ayes around] Those opposed, say no. That motion passes unanimously, we'll move on to Agenda Item No. 9, which is another proposed rescission of 303050 LLC and Bowers-USA, LLC, parcels from Condemnation Resolution #467. Director Malfabon.
- Malfabon: Thank you, Governor. Similar to the previous item, NDOT redesigned so that we are—instead of building a road that required the acquisition of these portions of these parcels, we're going to be paving two County roads instead to get access to US-50. This affects previous condemnation resolutions approved by the Board for 303050 LLC and Bowers-USA, LLC. If the Board has any questions, we can have Ruth Borrelli, the Chief Right-of-Way Agent respond.
- Sandoval: Just a reminder. This doesn't implicate some of the discussion that we had at a prior Board Meeting, where we had individuals who came and presented?
- Malfabon: Governor, you might be referring to Mr. [inaudible]. That was associated with the USA Parkway project and we settled on a price for the acquisition of the property associated with USA Parkway. It's in the same area of USA Parkway, for this US-50 Project. Ruth, if you have anything to add?

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Borrelli: Ruth Borrelli, Chief Right-of-Way Agent, for the record. Governor, [phonetic] did come and speak to the Transportation Board, several months ago, when we made—when we had the original resolution on the agenda for condemnation, so you may be referring to that. Thank you.

Sandoval: Thank you. I probably should've asked that question in the prior agenda item, but it did—I wasn't sure if it was the same thing, thank you for the clarification. I have no other questions or comments. Board Members, any questions or comments on Agenda Item No. 9? If there are none, the Chair will accept a motion to approve the rescission presented in Agenda Item No. 9 with regard to Condemnation Resolution #467.

Hutchison: Move to approve.

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

Valentine: I'll second.

Sandoval: Second by Member Valentine. Any questions or discussion? I hear none. All in favor, say aye. [ayes around] Those opposed, say no. That motion passes unanimously. Agenda Item No. 10 has been removed from the Agenda. So, we'll move to Agenda Item No. 11 which is the Fiscal Year 2019 Equipment Replacement and Additions Request. Director Malfabon.

Malfabon: Thank you, Governor. District Engineer, Thor Dyson, will present this item to the Board. Just to remind the Board, our equipment line item is approved by the Legislature and we're now on the—just getting ready to enter into the next State Fiscal Year, so we're requesting Board approval early, as we finish FY '18 and are getting ready for '19, so that State Purchasing can proceed in a timely manner with acquisition of this equipment. Thor?

Dyson: Thank you. Thor Dyson, District Engineer. It's a pleasure to be back here. [audio cut] Fiscal Year for 2019 Equipment. As Director Malfabon stated, it certainly has been approved by the Legislature and we're going through process like we did last December for FY '18.

We had Legislative approval. NDOT is required to have the Board review and approve our fleet units that are greater than \$50,000. That's the procurement of new equipment is under NRS 408. It states that we'll not procure any equipment which exceeds \$50,000 unless we have your approval.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

This is right out of the Legislature. NDOT is to replace heavy-duty equipment \$7.5 million. That's again, for FY 2019. And, down at the bottom, Construction and Bridge, additional Special Equipment, for \$620,000.

Here's the class codes, the number of units, a brief description of the unit and the approximate dollar amount that we put together for \$7.5 million. A total of 99 units. This is statewide. This chart, you look at this table, one slide, but there is a tremendous amount of work and a tremendous amount of effort statewide, particularly with the Equipment Division. We've got Mr. Wayne Miller and Jeff Greenblot with us. They're here also to answer any questions, as well. I just want to say, a tremendous effort by the team. Mr. Mike Feese and some other individuals, of course, District 1 and 3 and headquarters with the Director's Office support. This slide right here represents a lot of work.

So, how do we replace our equipment? It's the same way I discussed back in December. We base it on miles and hours, the age, the downtime, the repair and recapitalization costs and then parts and parts availability.

This fiscal year, FY '19, we proposed to replace 4% of the current fleet. Before this replacement, more than 50% of the fleet meets replacement requirements. So, we'll have roughly 45% will meet fleet replacement criteria after this replacement. And, we're holding what we have, we're holding it together. There was a long time where we didn't replace equipment because of the recession and trying to be fiscally responsible and make things do with what we had. We're proud of that effort but now it's time to move forward and start replacing.

Here's a classic Class 12. It's one of—an older truck as you can tell. We've gotten a lot of life out of it. We're trying to replace this type of dump truck, which we use for multiple tasks for snow and ice operations, for hauling dirt and material, dealing with flash floods, debris, lots of debris. We're trying to move towards these Class 13s. Get out of the Class 12s. The Class 13s, they—first off, they have a higher resell value. Second, you can do more with them and you can get a lot out of these Class 13 dump trucks. You'll notice there's a stainless-steel bed on this truck and the reason is because we're out to save money by not painting it and having a stainless steel, we don't have the rust issues as you see on this. Our trucks are in very difficult, arduous environments.

Also, our trucks are going to be painted yellow—or, excuse me, white. This one here was before we decided to move to white. White is cheaper, so we're looking to save money on white trucks.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

I showed this last December. Not a lot has changed. This is our analysis for different units. For Class 13 Unit, here we have, this particular one, Unit 829, GMC, it's a 1995 diesel. It has 233,000 miles. It's, you know, 23 years old. The unit qualifies for replacement after 12 years or 200,000 miles. So, rather proud of squeezing every drop of blood out of this unit.

Same thing with the Class 35, front-end loader. Another case study that we have for Unit 2217. It's a frontend loader. I believe I showed this in December of 2017. 1998 diesel, it's got 5,400 miles [sic] and the unit qualifies for replacement after 17 years or 5,000 hours. We've done this analysis, Equipment Division, NDOT Headquarters, as well as the Districts, to justify why we need to replace our units.

Here's a couple of units that represent what we're asking for; a backhoe and a pick-up. You see this slide and you're going, gee Thor, what does this have to do with equipment? This is just debris, trash, picked up off the highway, only in the Reno/Sparks area. I believe it represents under two weeks of debris, probably closer to a week. We're constantly hauling, picking up debris and trash and we need equipment to do that. That's just in the Reno/Sparks area.

Here's—this is called the Fleet Augmentation. A high-speed profile system, six construction lab trailers and the Headquarters Bridge, which was purchased—I believe it's already been purchased, this Headquarters Bridge vehicle. I do want to say that the lab trailers on the last fiscal year, we—it's not—we already purchased those, but somehow in the Legislature write-up, it was written as an augmentation, it's not. It's a replacement. We're strictly replacement the lab trailers. We're not augmenting the lab trailers and I want to be clear and transparent on that. We've done three, this is the next three in FY '19. These trailers are pretty old.

How do we use our fleet and how does this impact how we move forward? Well, we don't like to look backwards. We want to look forwards, right? And, we want to be in the driver's seat looking forward. It's important to us that we stay current with technology. We stay current with, you know, parts availability. Stay current with safety aspects of our equipment. We want to look forward.

Here's how we use some of our current equipment. [plays video] This is on US-50, towards Spooner's Summit, I believe. We're constantly cleaning up, picking up debris.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Seeing this slide, up above already once. That's the Topaz Flood that we had back in May, May 21st. The equipment, the self-propelled broom below was critical in helping us clean up the debris that you see up above. The reason I say that is, once you remove all the debris, you still have to come back and really broom and sweep the asphalt, the roadway surface because it is slick. We've got the rocks and all the mud off, but there's still like two or three millimeters or even maybe a centimeter of material that can make people be in an unsafe condition.

Here's a shot, we use the drone that we have and you can see, Topaz Lodge, you can see NDOT's equipment. Immediate response. You can see the self-propelled brooms, they're in the lead, 1, 2, 3. Then you see a couple of sweeper trucks which is fine-tuning the sweeping. Then, up front, the water trucks. We have an NDOT truck there and then we have a rented water truck that we use. We just threw everything at it to get this thing opened up as quickly as possible. We're pretty proud of getting to these responses, these disasters as quickly as possible.

[plays video] This is just routine maintenance. We're trying to fix up our ditches. It's not a large project but we have lots and lots of small tiny ones all over the place. This type of equipment visits those areas along with our dump trucks and we're just trying to preserve the infrastructure. That's our main goal. We want to preserve the infrastructure.

[plays video] Same thing. Loader. Around the corner we have a dump truck and we're hauling off debris that slides down the mountain. Trying to keep things clean and stay storm water compliant and out of trouble. Ultimately though, most importantly, keep the public safe.

This was a bad, bad morning, December 19th in particular. It was December 19th. We had four accidents within three and a half hours, from 4:00 AM to 7:30; all on USA Parkway. These accidents were attributed to driver fatigue. NDOT crews responded from several different areas along with emergency crews. It was a pretty chaotic morning. Our equipment gets into these situations, helping out REMSA, NHP, law enforcement, Emergency Services and once things are kind of done, we spend a lot of time cleaning this up. What's not apparent is this was a very cold morning, no snow anywhere but very cold. Lyon County Fire Department had to put this fire out. When they did with all the water, the water froze. So, we had an ice condition.

Our equipment, again, I want to say is in very difficult elements. Difficult scenarios. This is a snow blower. It's over 20 years old. We're getting close to

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

the last of the life of this thing. Our Equipment Division, I can't say enough about them, how they help us keep this going. I actually have a traveling mechanic with these snow blowers. We're going to need, at some time in the future to look at special request. One that doesn't tap into the replacement equipment but one that comes in for a special need to slowly start pulling out these old snow blowers. Like I said, they're 20 years old and older. That also includes our paint trucks. So, striping trucks. We want to eventually be coming back before the Board at some point to request these high dollar—a snow blower like this, nowadays costs about a million dollars. When you need one, you really need one. There's about 20 feet of snow that came down on this particular avalanche control on Mt. Rose.

Here's our equipment again, out on the rural areas of NDOT highways, just putting down chip seals along with the contractors. We need contractors to help us with chip seals. There's so many that need to be done that we're doing them as well.

So, why is this truck, why is this motor grader here? Again, our equipment is in very difficult situations. This is District 1, SR-774. A couple of years ago, we had a flash flood and we were trying to get some ditch lines established so the water would stay away from the highway and it sank. Talk about an empty feeling. We were able to pull it out with a loader and there was no damage at all, to either the loader or the motor grader. We're constantly in and out of these type of situations, before during and after storms, storm events.

This vehicle was, again, near—around Tonopah, Highway 6. This one broke our heart in the sense that, what was really good, no one got hurt, there was no fatalities, however, this was a brand-new truck that the Board had approved. What happened here was this was in a work zone and there were three cars traveling west. This was a Maintenance Supervisor traveling east. The three cars decided to pass another car in a no-passing zone. Our driver drove off to the shoulder to get out of the way, to avoid serious injury. The third car that was doing the passing westbound, clipped him and pretty much destroyed the truck. That's why we need to replace equipment.

We require—NRS requires that we go through these three bullet points. Purchasing and operating and maintaining the same item of equipment. We look at leasing and operating to maintain the same item of equipment. Then we look at the contracting performance of the work; which have been performed using the

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

mobile equipment. We justify that, it's in your packet, like last December. We justify the needs to purchase the equipment.

It reflects the budget authorization of the Legislature. NRS requires that we have your approval to implement this procurement. After all the hard work and all the analysis that we've done, we recommend the Board approve this procurement as stated in the Staff Report.

I always put a plug in. We're always trying to hire temporary construction aides. We hire them at \$12.00 an hour. If anyone wants to come work for us at \$12.00 an hour, we're happy to accommodate you for a temporary six-month position. For the winter and permanent positions, maintenance workers, we start out at \$14.00 an hour. So, we welcome anybody that has a Class A, CDL License and is drug-free of course, willing to come work for us at \$14.00 an hour.

At that point, I'm going to defer to anyone that has questions. Thank you.

Sandoval: Thank you, Thor. I'm going to be in the job market in about six months. [laughter] So, you never know.

Dyson: I've got a job for you.

Sandoval: Okay. Just a couple of questions and just on a lighter note, who is the wonderful young lady whose photograph you have throughout the presentation?

Dyson: Well, they're my three kids. So, the lady driving the car in the beginning, that's my daughter. The other two are my twin boys. I don't know, how serious are we supposed to be at these meetings? [laughter] They're not NDOT employees, no.

Sandoval: Please don't even start to interpret my asking you that, going down that direction. I think it's wonderful and it brightens this up. I really appreciate that. I mean, I want to compliment you on how exhaustive the presentation is, in terms of providing the necessary detail to establish the record for the justification for the purchase of these vehicles. I mean, for all of us who sit as a Board, we know fully well how well maintained this equipment is, how well used it is, how you exhaust all of them to justify the purchase of new equipment. I think the purpose of providing such a detailed presentation is that, in the event anything is questioned later on we have the record to demonstrate that truly, you know, this isn't just replacement equipment for the sake of it. It's replacing equipment that frankly has been extended well beyond its useful life because of the quality of the maintenance that has been done on it through the years. Thank you for that, Thor.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Just finally, I guess it's the old lawyer in me. When there's an at-fault accident by someone besides us, do we seek compensation for the replacement costs of our vehicles?

Dyson: We do.

Sandoval: Perhaps it's a question for Dennis.

Dyson: We do. We work with legal. I'm very familiar with legal and these type of issues. Our equipment is constantly being hit by members of the public for one reason or another. Not only our equipment but as well, our guard rail, barrier rail, hence the need for on-call contracts. Statewide, we fill out a property damage report, say on guide posts, guard rails and we submit that to Legal Division, to the Tort Claims folks. We go after the insurance companies to be made whole and to be compensated. It doesn't come back to my budget or Equipment Division's budget, but it does go back to the Highway Fund and maybe Dennis Gallagher would like to elaborate.

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Thor described the process pretty thoroughly. Generally, if there's insurance, we're very successful in recovering. There are the rare occasions where the driver involved in damaging state property is not insured. We pursue them up to a point, where we make the call, whether or not it's economically feasible.

Sandoval: All right, thank you. That's all I have. Board Members, any questions with regard to Agenda Item No. 11?

Hutchison: I've got one.

Sandoval: Mr. Lieutenant Governor.

Hutchison: Thank you. Can I just get a clarification on one of the fleet replacement items. That's miscellaneous trucks. And again, thank you for the presentation. I echo what the Governor said. We know these are justified but I think for the record in terms of just, what are we talking about here with—it looks like it's Class Code 11, Miscellaneous, 20 units, miscellaneous trucks. Is there a reason we can't itemize that out, in terms of what trucks they are? And it looks like it's about an average of about \$75,000 a piece, if I'm doing my math right.

Dyson: So, some of these—if you look in the packet, miscellaneous trucks 11—

Hutchison: Right.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Dyson: We've got aerial lift trucks, we've got [inaudible], compactor trucks, lube trucks, half-ton dump trucks, service trucks. It's a variety of equipment. Attenuator type trucks, swap loaders, single axles, flat beds. It would make this thing a lot longer. So, they fit a category in the Class 11. We could break it out if that's what you really want.

Hutchison: No, I just wanted to for the record, you can identify and itemize what we're talking about in those miscellaneous trucks. I prefer that it be compacted, like it is now, but I just thought it was important for the record.

Now, are we—one of the points that was made here in Page 2 of our packet is, the goal is to replace the fleet before they require regular major maintenance. It seems like, just probably because of the recession and our efforts to really try to maximize the mileage on these things, we may not be getting the maximum resell or we may not be replacing these really before they're in need of major maintenance, is that right?

Dyson: That's correct. We will do what we need to do as directed. If we need to hang on to the vehicle and maintain it and keep maintaining it, we'll do that, but if it's more prudent and we have direction to replace sooner, rather than later, so we can recoup some costs, we're happy to do that as well, Lieutenant Governor.

Hutchison: Thank you. No, I know you've been working hard with the budgets you've had over the last eight years or so and some of that budget was during a very difficult time economically for the State, I know that was a reason for it. I think we leave it to the best judgment of the professionals in terms of whether or not it makes sense to replace these earlier than we are, now that we're in a position maybe where we can do that. If we're going to save a lot of money on major maintenance, versus getting every drop we can out of these vehicles and extending the mileage beyond where we otherwise may want to extend them. I think in a lot of ways, we rely on your professional judgment and just kind of conditions on the ground.

Dyson: Thank you, appreciate that. Lieutenant Governor, back to your first question. In your Attachment C, it has it all broken down on Class 11. Every Class 11, what they are, a description.

Hutchison: Thank you. Thank you, Governor.

Sandoval: All right. Mr. Controller.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Knecht: Thank you Governor. Mr. Dyson, thank you for a very good report. You have a lovely family and if I were you, I'd feature them too. In fact, I do that with my wife and daughter. My question is, we've got all these graphs in here, bar charts and a line for Unit 0829; that's the fourth page of the presentation or the packet we got and a bunch of others like that. As I read those graphs, the bars are amounts spent per year over the last 19 fiscal years for each of those classes of equipment, is that right?

Dyson: Yes, that's correct.

Knecht: Okay. So that would include purchase, maintenance, etc., for example, for Unit 0829?

Dyson: I don't know about the purchase, but I think it does include the maintenance that we've accrued for that year.

Knecht: Okay. Is the dotted line, is that a statistical best-fit line to those bars, is that what that is?

Dyson: Yes.

Knecht: And, what do we use that for? I'm wondering what the value is of that measurement, that statistical best-fit, what do we use that for?

Dyson: Well, it's straight line projection of the costs that should be occurring on an annual basis, as you go in age of the vehicle. Outside of that, it's kind of shock and awe, right? Some of it's—some years you don't have anything and some years you have a big dollar amount.

Knecht: Yeah.

Dyson: It could be a variety of things, what's going on. It could be new engine. It could be something critical that was expensive.

Knecht: Many of them, for FY '03, FY '06 and FY '15 have a large amount and much lower amounts for many other years. You find those straight line projections to be useful, despite some cases the low [inaudible]? You can take account of that and you just look basically for a wide range around the expected value?

Dyson: Yeah, it's kind of—we want to be on that line, but we're not. And, things happen. Sometimes you get a lemon. Sometimes, you know, you got 10 trucks, same

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

manufacturer, same spec and one of them was built on a Monday after the Detroit Lyons got beat, right. So, you're running that risk in the lemon factor. [laughter]

Knecht: Okay. I appreciate that explanation. Good work you all do and thank you.

Dyson: Sure, no problem.

Knecht: Thank you Governor.

Sandoval: Thank you. Any other questions from Board Members with regard to Agenda Item No. 11?

Savage: Governor, just one quick comment, if I could.

Sandoval: Of course.

Savage: Thank you Governor. Again, my compliments, Thor, to you, Mike, Wayne and Jeff; District 2, Equipment Division and District 1 and District 3. The Department is very conservative, I think on replacement of equipment. I think this is well justified. There was a wealth of information in the packet here. You did your cost analysis on straight buy-out versus lease versus contracting out. Again, those are very, very informative. I'm grateful for everyone being conservative because it is difficult to buy new equipment. If we don't have the equipment, we can't get the job done.

I support this agenda item and I do think we need to seriously look at—I was fortunate to ride in a Mount Rose Snowblower. Thor, you said it was 20 years. I thought it was 1940 vintage. [laughter] Those guys—there's a traveling mechanic, and it was not as nice as this tempered boardroom by any means. Quite the experience. Very dedicated employees and the job got done. I think we need to seriously look at some of the major equipment, even though it's a hard pill to swallow. We have to be prepared. Thank you Thor and I thank the men and women of the Department.

Dyson: Thank you, Mr. Savage. I do want to say on some of these larger pieces of equipment, the stripers and the snowblowers, I think we need to take a look, seriously and maybe do another analysis on these. We haven't done it in a while for these large pieces of equipment, maybe we should lease. I don't know if that's the right answer, but an analysis should be looked at. They're very expensive, large complicated finicky pieces of equipment and that could be something that we could consider later.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

- Sandoval: Thank you. Any other questions or comments?
- Almberg: Governor, I've got—
- Sandoval: I just wanted—oh, go ahead, Mr. Almberg.
- Almberg: I got one question real fast. On the construction lab trailers, we have three lab trailers for \$540,000. Are those lab trailers equipped with new lab equipment?
- Dyson: No.
- Almberg: A lab trailer is that—is \$180,000, that just seems very costly.
- Dyson: They move around. They're all plumbed out for running lots of lab testing equipment. They get moved around to various sites throughout the entire state. They've got to be able to be air conditioned. They've got to have the ability to sustain difficult environments where the construction activity is and we want to keep them for a long time.
- Malfabon: It's really the customization of the ventilation system and the power and some of the gas for the propane tanks, or portable units. They do a lot of testing and specialized equipment has to go on special cabinets and it's a lot of specialization needed for the new retrofit of that trailer.
- Almberg: Sure.
- Dyson: And we want them to be secure and stout as well, so we don't—they're out in the middle of nowhere, with lots of expensive equipment. We want them to be able to survive any vandalism and that type of thing.
- Almberg: Sure. No, I mean, I just, it is higher than I would anticipate and I was hoping, I guess, that there was some lab equipment inside of it. I guess one last comment, just based on your pictures with the unfortunate of one of our vehicles on its side, during there—I'm just going to go back and take the opportunity to come in and respond that, I think that that is the exact reason why I am always going for on our rural highways, our needs for passing lanes and everything else because people get very impatient sitting in line behind construction equipment or just long lines of freight vehicles. I think it's very important that we continue to look at that. That's all for me, Governor, thank you.
- Sandoval: Thank you, Member Almberg. I just wanted to comment on or build on something Len had talked about in terms of, you know, we're sitting here in our

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

nice climate controlled environment and we shouldn't feel timid or hesitant about approving this equipment at all because, as part of this presentation, these are some of the most extreme conditions possible and at the end of the day, it's about public safety and making sure that people are able to get home in a safe way. When they're taking their kids—as Thor has included his family in here and as you look through some of these photographs with regard to falling rock and floods and fires and snow and some of the most extreme conditions that you can have in one state from the snow to the heat down here. We have to have, for the safety of the men and women of the Department as well as the traveling public, the best that we can offer.

I feel really good about this presentation and what you have here Thor. Again, I want to thank you and everyone in the Department that was responsible for presenting this. It truly is as detailed as it gets. I won't be around to approve those new snowblowers, but hopefully we'll get into the 70s instead of the 40s, right Len?

All right, if there are no further questions or presentation, Thor, anything else you wanted to add?

Dyson: It's just a team effort. A lot of folks at NDOT involved on this. It was a team effort.

Sandoval: All right. Well, hail to the team. All right. So, if there are no further questions or comments, the Chair will accept a motion for approval of the FY 2019 Equipment Replacement and Additions Request as presented in Agenda Item No. 11.

Savage: Move to approve.

Valentine: Second.

Sandoval: Member Valentine has moved for approval. Member Savage has seconded the motion. Any questions or discussion on the motion? If there are none the Chair—or, all those in favor, say aye. [ayes around] Those opposed say no. Okay, that motion passes unanimously. Thank you Thor.

Dyson: Thank you Governor and thank you Transportation Board, appreciate it.

Sandoval: We'll move to Agenda Item No. 12, Old Business. Mr. Director.

Malfabon: Thank you Governor. You have a lot of updates and reports to review. I'll just be very brief and go over them quickly.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Project NEON, as was noted, there's a significant amount of construction going on, significant impacts to travelers on I-15, but we really don't receive as many complaints, I think because the people are seeing such a large amount of construction going on throughout that corridor for the NEON footprint. It is amazing to see how many lanes that we're going to have when it's finally finished in the middle of next year. We're just a little bit over a year away from substantial completion. The Main Event is going well. Kiewit is doing a great job.

The Spaghetti Bowl Quarterly Update. We are looking for November 2018 Public Meetings. As Cole had mentioned previously, we're really zeroing in on the preferred alternative so we don't have to spend a lot more effort environmentally on the other alternatives that don't make sense; either financially or scope wise.

The I-11, as mentioned previously, our Phase 1 is complete by Fisher Sand and Gravel. RTC is having their event August 9th for Phase 2, so we're really looking forward to opening that road and having more efficient movement of freight and motorists along that new Route I-11. The second round of public meetings will occur for the rest of the State in identifying those corridor alternatives and what makes sense. They'll have that second round of meetings in those five venues again; from Vegas all the way up to the Reno/Sparks area. July and August is when we'll have that second round of public meetings and get input. We'll give a final presentation to the Board.

The Pedestrian Safety. We had previously had the award approved by the Board for Kietzke and the Boulder Highway Pedestrian Safety Projects. There is a note mentioned in the update about a project on Lake Mead. We were looking at a Complete Street approach on Lake Mead in North Las Vegas. Due to scope creep, it really was getting out of hand as far as some of the reconstruction needed of the roadway that wasn't originally anticipated. Due to the type of road it is, if you looked at a cross-section of the road, it was—where the new curb, gutter and sidewalk would've gone, it would require a lot of reconstruction of the road that wasn't anticipate in the engineer's estimated. We had to rethink that and we're going to proceed with the pedestrian safety improvements. The Complete Street idea was just not penciling out on Lake Mead Boulevard in North Las Vegas. I think it was the right decision to move forward with the pedestrian safety and crossing improvements on that project. A lot of other good work has been taking place on our pedestrian safety program throughout the State.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Dave Gaskin will give a presentation on Item E shortly.

On the Shared Radio System Update, negotiations are continuing this summer. We expect them to be complete in late August. Eventually, Transportation Board approval and IFC approval. The Legislature wanted to see the actual negotiated costs of the shared radio system update.

Freeway Service Patrol. There's a very comprehensive report there. The Board had previously authorized the award of the Freeway Service Patrol contracts in Washoe County and Clark County. Really, a lot of good information about clearance times and performance measures associated with this very effective program. Very well received program by the public and much appreciated by the public.

Dennis Gallagher can respond to any questions about Outside Counsel Costs and Monthly Litigation Report.

Good news on the Fatality Report. We're receiving that again, in a lot better format. Fatalities—I recently received the June 6th report and we have five less than this time last year. Pedestrians down 32% in Clark County, as far as fatalities. So, great news there. 36% lower statewide. These are just tremendous achievements by our safety group and our other partners, law enforcement, educators and emergency medical responders to achieve these types of improvements in pedestrian safety. And, motorcyclists, 28% less fatalities in Clark County and 15% total statewide. These are emphasis areas in our Strategic Highway Safety Program. Just hats off to our safety folks in their efforts and dedication to saving lives on our streets and highways in Nevada.

With that, Governor, I'm going to have Dave Gaskin give a presentation on the Stormwater Program Quarterly Report. Then, if there's any questions for Dennis or any of us, the Director's Office will respond to the Board's questions. Dave.

Gaskin: Thank you, Rudy. Good morning Governor and Members of the Board. Dave Gaskin, Deputy Director. Brief update on the Stormwater Program. This has been kind of a meeting of milestones and I have a few milestones of my own for you.

First one is a significant milestone but not a very positive one. We've been working on getting our stormwater permit from NDEP for the past three years. It's taking a long time. We hope that it will finally go out to public comment this week. That would mean that we'll hopefully have our renewed permit by some

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

time next month in July. It's been a long time coming but hopefully we'll get there.

More positive note, we had our—what EPA was calling our Final Quarterly Compliance Meeting with them on the consent decree. We met down in Las Vegas. They wanted to see some of the activities and NDOT systems down in Southern Nevada. They were very interested. I want to thank Mary and Mario and Mike—the folks down there for helping set everything up. It was a very positive meeting. Ellen Blake, the head EPA point for the consent decree said during the meeting that NDOT now has one of the best programs in the nation. So, I was pleased to hear that.

Just progress on the consent decree. On June 1st, another milestone. We sent in the last two submittals under the consent decree on our UAV monitoring sites and the supplemental environmental project on our real-time monitoring. So, at this point, we have met or exceeded every requirement or deadline that was contained in the consent decree. Last week, June 7th, we submitted our termination request which was the final step in the process on our end. At this point, the parties, being EPA, NDOT and NDEP will confer informally and if things are all agreed to, which all the parties indicate they are then EPA will send for the Court's approval a joint stipulation terminating the consent decree. EPA said at our meeting in Vegas, they saw no reason why that shouldn't proceed in a quick fashion. We're hopeful about that. That's a major milestone.

I really wanted to thank everyone. When I came to NDOT, I didn't know what to expect, but starting with you Governor, setting up the support for this whole program and through Rudy and Bill, we had some very fiery and colorful meetings with Mishon and Joe Reynolds at the Capital and it's really come along way. With Dennis's help. But really, I didn't know what to expect from NDOT coming from the outside, but the reception that I've gotten from the front office and especially Tracy and the District Engineers; we really couldn't have done it without all of their help. I saw Mario sitting down there. I see Mike [inaudible] here today with Thor. It's just been excellent support and everybody is really helped move us along. Of course, with the Stormwater Division, hired some excellent folks that have really made it work. So, wanted to thank everybody.

We'll still wait a word on the termination request. It has to go through the Court, but we'll keep you updated.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

In that final meeting down in Las Vegas, we met at the District 1 Maintenance Station. Had a very good discussion on how things were going. Mary, I wanted to thank, I know she's not present today but she gave a great presentation on the homeless situation. Thor has been of great assistance on that topic as well. We started at the Maintenance Station and went over to Project NEON. Dale Keller gave an excellent overview of the project but on the way, we went down F Street, underneath I-15, through this very long and dark overpass and it was just full of homeless. It was dark and they're walking like zombies around in there. I was looking, trying to find the door lock to make sure we could get through there in one piece but get through. It was scary. All around our District 1 Office, there's homeless all over. So, it's quite a topic. It's a big challenge for NDOT.

We looked at some other things at the Maintenance Yard. A lot of improvements that are being planned there from a stormwater perspective and in terms of an improved vehicle wash station and treatment system to treat the collected water. I think most of you have been there but it's got quite a gradient to it. It really slants off to the north and a lot of water flows through there. Just on the maintenance yard, there's a lot of activity.

As I mentioned, Dale gave a nice overview. Then we went to visit Project NEON, got a good view of that. It was very impressive. EPA was really amazed by everything being right in the middle of town, in the middle of everything, all this construction going on. It's pretty impressive.

As I mentioned, the homeless. You don't normally think of that being a stormwater issue but they are a lot of water quality impacts from the homeless being in the stormwater conveyances. They're very convenient places to get out of the sun and the heat and get out of the spotlight. They can't have a lot of water quality issues with biohazards and trash and other things. Big issue that—not just us, but EPA asked in particular to have us talk a bit about what we're doing because they recognize that as a national issue. NDOT is taking some leading edge action in dealing with that. There's no easy answer but there's a lot of mitigating measures that we can do.

We did visit our Continuous Real-Time Monitoring System which is out on East Vegas Valley Drive where the Sloan Channel meets Las Vegas Wash. EPA was very impressed with that. What that does is, stormwater is difficult to get samples of because it comes and it goes and by the time you get out there, it's hard to catch that flush of water. Usually the first flush is the worse quality water. We

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

have some systems that can give it real-time—collect it real-time and transmit it out to everyone real-time on the internet.

One thing we've been talking about is we have some of these systems, the other jurisdictions have some. Some for water quality, some for flood control. So, why not work together and share our information. So, we are making a big push and something we've been talking with Tracy about is sharing data and sharing this so we can all appreciate the benefit of the work that we're doing.

The two last submittals under the consent decree involved our drone work with stormwater basins. Finding out what type of information we could get using these unmanned vehicles. It's been quite interesting. We've learned a lot about what we can do and what we can't do. EPA was quite impressed with that.

They also requested to visit the Clark County Wetlands Park, which hopefully all of you have been to down in the Las Vegas Wash. It's very impressive with lots of bike paths, lots of interpretative features. They have a whole museum that talks about water issues in the Las Vegas Valley. We have been working with them on some displays and helping them with their public outreach and education efforts.

Governor, you remember you were at the April 3rd partnering meeting with the Nevada Water Innovation Campus in Reno. The Governor was given a prestigious award for Public Official of the Year. He has been nominated for a national award in a similar manner and we hope to hear this month whether he will get that award. There were very many—all the top State Water Officials from the State, Northern Nevada, Southern Nevada were there and they were all very appreciative of the forum and the venue and really appreciated the comments from the Governor which were really from his heart, really spoke to all his work that he's done in improving the water environment of Nevada. So, congratulations again, Governor.

Stormwater Group has been very busy and NDOT in general, spreading the word for our Stormwater Division. Cliff Lawson spoke at the Nevada Transportation Conference. And, Krista Shamura has been involved in having a booth and sharing information at a lot of events like the GreenFest. I gave a talk at the American Public Works Association. Cliff again went to Texas to have a big meeting on the—with Agile Assets, just talking about our EAMS Project, the Enterprise Asset Management System, which is a big thing nationwide. Not just stormwater, but all aspects of transportation systems, tracking and managing your

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

assets and being much more efficient in what you do and making sure those different management systems talk to each other. It's very important.

Part of the consent decree as the EPA expressed early on and their pleased with the progress we're making. So, appreciate our IT folks keeping up on that.

I don't have any pictures of my family, but can we make picture—maybe—maybe not, okay. That was just a picture of the Stormwater Group and Rudy. So, I got the work family. I got the work family, not the home family. That concludes my presentation and thank you very much. If you have any questions, I'd be glad to answer them.

Sandoval: Thank you Dave. I guess I'll start with the EPA and this consent decree. This is a red-letter day for the Department and for you, in terms of the amount of effort and investment we've made into getting this done. We've taken something that was maybe even over the [inaudible] in terms of the fines that we were looking at and the administrative action that could've been taken against the State and really taken it 180 degrees and brought it into a position, in a very short amount of time, where as you said, we're going to have this request. It's nothing short of remarkable. I want to thank you for your leadership and everybody else that's been associated with this. As I listened to you and thought about all this, at the end of the day, what it's about is the best quality water possible for everybody in the State. That's how you finish this, clean water for future generations. We've seen in some of our sister states where they've had some pretty extreme issues where the very essence of life, water, has been put at risk. We can be proud of the fact that with at least the water that we have control over and a fact that we are doing everything that we possibly can in terms of ensuring that it's treated properly and that it's kept as clean as possible.

This homeless situation is one that it is difficult statewide. Obviously, it's something that has to be addressed, but also I hope and I assume we're doing it with dignity and you know, treating these individuals with respect, that they deserve. We don't know why they're in that situation but we have to ensure that we provide them with the resources so that they can be successful. I know that we're doing that.

In any event—then finally, with the award, I really appreciate that, Dave. I may have commented on this in previous meetings. It really is a team effort. You know, it's just something that is really shared by everybody, by this Board. I know this Board has been absolutely committed to quality water and treating it

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

properly and all the things I just described, everybody within the Department that's been working on this. Certainly, it's something that I share—in fact, I don't feel deserving. I think it's more deserving of all of you that have been really on the front lines in making sure that everything is happening that needs to be happening. Thank you for that.

Those are all the questions and comments I have. Board Members, any other questions with regard to Agenda Item 12E, or Mr. Lieutenant Governor.

Hutchison: Thank you. Mr. Gallagher, just quickly on the Outside Counsel contracts. Just underscoring what we talked about earlier with Nassiri. We've got total contracting authority of \$1,032,000. We've got \$341 left which means we've spent, \$1,032,000 of that litigation. I know we all want to try to recover what we can of those attorney's fees back to the extent we can push that and get as much as we possibly can back, it would benefit, obviously the State.

My question is, I see that we've got, it looks like three new eminent domain cases related to US-50. Do we anticipate retaining outside counsel for those, Dennis and what's the status? I assume we're just getting started.

Gallagher: For the record, Dennis Gallagher, Counsel to the Board. Lieutenant Governor, those will be handled by the Attorney General's Office. You are correct, those cases were just recently filed within the past month.

Hutchison: Great.

Gallagher: The projection is for all of the cases for the Highway 50 Project and other cases for the foreseeable future will all be handled internally.

Hutchison: That's great news and great work. Dennis, as you know, that's something that I think we've been working towards and if we can do that in-house then it obviously saves the State money and you've done a great job managing these cases so far. I've got great confidence that the Attorney General's Office will competently and professionally handles these cases as they have in the past. Thank you very much. Thank you, Governor.

Sandoval: Thank you, Mr. Lieutenant Governor. Member Valentine?

Valentine: I would just like to say, congratulations on getting out from under the consent decree. That's about as successful a story as I've heard. Nicely done.

Transcript of Nevada Department of Transportation
Board of Directors Meeting
June 11, 2018

Sandoval: Thank you. Questions or comments from Northern Nevada? On any of the items within Agenda Item 12. All right. We'll move to Agenda Item 13, is there any public comment from Las Vegas? I hear and see none. Any public comment from Northern Nevada?

Malfabon: Nobody is approaching the podium Governor, so it looks like none.

Sandoval: Thank you. Agenda Item No. 14, is there a motion to adjourn?

Hutchison: Move to adjourn.

Sandoval: Lieutenant Governor has moved. Is there a second?

Valentine: Second.

Sandoval: Second by Member Valentine. All in favor, say aye. [ayes around] Those opposed, say no. That motion passes. This meeting is adjourned. Thank you, ladies and gentlemen, have a wonderful week.

Secretary to Board

Preparer of Minutes



1263 South Stewart Street
Carson City, Nevada 89712
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MEMORANDUM

June 29, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 9, 2018 Transportation Board of Directors Meeting
Item #6: Approval of Contracts Over \$5,000,000 – For Possible Action

Summary:

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

Background:

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

The attached construction contracts constitute all contracts over \$5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department from May 16, 2018, through June 20, 2018.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts for Approval, May 16, 2018, through June 20, 2018.

Recommendation for Board Action:

Approval of the contracts listed on Attachment A.

Prepared by: Administrative Services Division

Attachment

A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS FOR APPROVAL
May 16, 2018, through June 20, 2018

1. May 10, 2018 at 1:30 PM the following bids were opened for Contract 3716, Project No. NHP-160-1(028) & NHP-160-1(029), on SR 160, Blue Diamond Road, from the west edge of Mountain Springs Community to the beginning of mountainous area SR 160, Blue Diamond Road, and from 1.03 miles north of Mountain Springs Summit to the Clark County / Nye County Line, in Clark and Nye Counties, for roadbed modification, cold mill, and place plant-mix bituminous surface with open grade.

Aggregate Industries SWR, Inc.....	\$58,561,165.00
Fisher Sand & Gravel Co.....	\$60,500,000.00
Las Vegas Paving Corporation	\$61,975,000.00
Road and Highway Builders LLC.....	\$65,111,111.00
Security Paving Company, Inc.....	\$72,110,225.28

Engineer's Estimate \$65,330,045.23

The Director recommends award to Aggregate Industries SWR, Inc. for \$58,561,165.00.

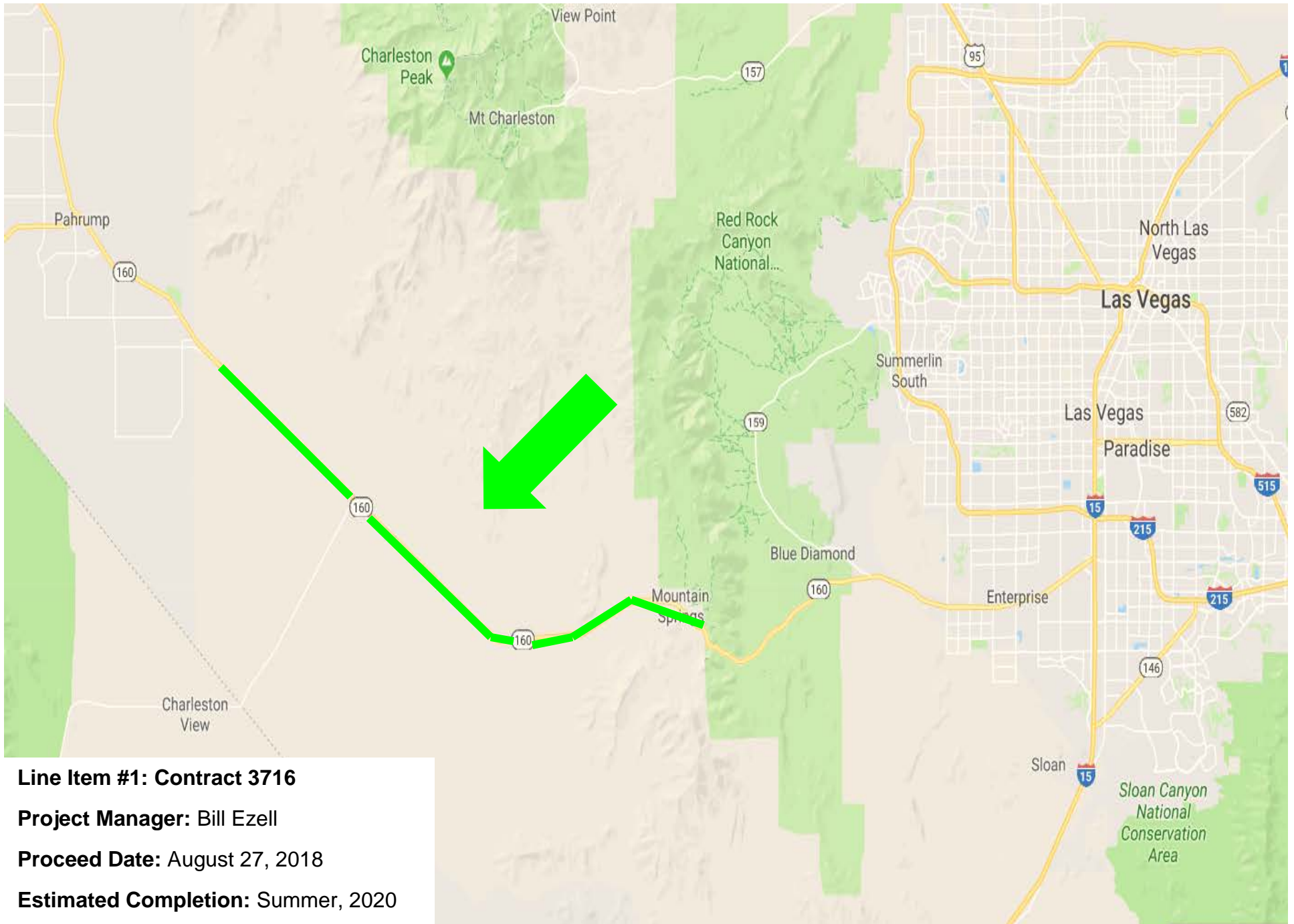
2. June 07, 2018 at 1:30 PM the following bids were opened for Contract 3722, Project No. SP-000M(047), on SR 156, Lee Canyon Road, from Ski Run to US 95 and on SR 157, Kyle Canyon Road, from the trailing edge of B-609 to SR 158, Deer Creek Road, in Clark County, for cold milling and plant-mix bituminous surface with open grade.

Aggregate Industries SWR, Inc.....	\$5,759,759.00
Road and Highway Builders LLC.....	\$6,393,393.00
Las Vegas Paving Corporation	\$6,399,500.00

Engineer's Estimate \$5,842,198.13

The Director recommends award to Aggregate Industries SWR, Inc. for \$5,759,759.00.

Line Item 1



Line Item #1: Contract 3716

Project Manager: Bill Ezell

Proceed Date: August 27, 2018

Estimated Completion: Summer, 2020



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MEMORANDUM
Administrative Services

May 29, 2018

To: Rudy Malfabon, Director
Cole Mortensen, Assistant Director, Engineering
Reid Kaiser, Assistant Director, Operations

From: Tianne Simpson, Contract Services Manager – Administrative Services

Subject: Concurrence in Award for Contract No. 3716, Project No. NHP-160-1(028), SR 160, Blue Diamond Road, from the west edge of Mountain Springs Community to the beginning of mountainous area SR 160 Blue Diamond Road, and from 1.03 miles north of Mountain Springs Summit to the Clark County/Nye County Line, in Clark and Nye Counties, described as roadbed modification, cold mill, and place plantmix bituminous surface with open grade. The Engineer's Estimate is \$65,330,045.23.

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

Bid proposals were opened on May 10, 2018. Aggregate Industries SWR, Inc. is the apparent low bidder at \$58,561,165.00 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Fisher Sand & Gravel Co. with a bid of \$60,500,000.00.

The project is Federally funded, required 5.60% DBE participation, and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Aggregate Industries SWR, Inc. have been reviewed and confirmed by Contract Services. The DBE information submitted by the Aggregate Industries SWR, Inc. has been reviewed and certified by the External Civil Rights office. Aggregate Industries SWR, Inc. has met the required DBE participation with a 6.27% commitment. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:

5F9A0E81C54047A...
Cole Mortensen, Assistant Director

DocuSigned by:

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Reid Kaiser, Assistant Director

DocuSigned by:

C4C7CE5CD584445
Rudy Malfabon, Director

- Enclosures:
Unofficial Bid Results Report
DBE Sub Approval
BRAT Report



Nevada Department of Transportation
Unofficial Bid Results
 May 10, 2018

Contract Number: 3716	Bid Opening Date and Time: 5/10/2018 1:30 PM
Designer: BILLY EZELL	Liquidated Damages: \$11,600.00
Senior Designer: JOHN BRADSHAW	Working Days: 480
Estimate Range: R39 \$59,000,000.01 to \$71,000,000	District: DISTRICT 1
Project Number: NHP-160-1(028), NHP-160-1(029)	

County: CLARK; NYE

Location: SR 160, Blue Diamond Road, from the west edge of Mountain Springs Community to the beginning of mountainous area SR 160 Blue Diamond Road, and from 1.03 Miles North of Mountain Springs Summit to the Clark County / Nye County Line

Description: Roadbed modification, cold mill, and place plantmix bituminous surface with open grade

	Actual Bid
Apparent Low Bidder: Aggregate Industries SWR, Inc.	<u>\$58,561,165.00</u>
Apparent 2nd: Fisher Sand & Gravel Co.	<u>\$60,500,000.00</u>
Apparent 3rd: Las Vegas Paving Corporation	<u>\$61,975,000.00</u>

Bidders:	Actual Bid Amount
1 Aggregate Industries SWR, Inc. 4675 West Teco Ave #140 Las Vegas, NV 89118 (702) 649-6250	\$58,561,165.00
2 Fisher Sand & Gravel Co. 1302 W Drivers Way Tempe, AZ 85284 (480) 730-1033	\$60,500,000.00
3 Las Vegas Paving Corporation 4420 South Decatur Boulevard Las Vegas, NV 89103 (702) 251-5800	\$61,975,000.00
4 Road and Highway Builders LLC 175 Salomon Circle Ste #103 Sparks, NV 89434 (775) 852-7283	\$65,111,111.00
5 Security Paving Company, Inc. 13170 Telfair Ave Sylmar, CA 91311 (818) 362-9200	\$72,110,225.28




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MEMORANDUM
Contract Compliance

May 23, 2018

To: Rachell Bennett, Administrative Services Officer II

From: Teri Lewis, DBE/Title VI Assistant Manager 

Subject: NDOT Bidder DBE Information – Contract no. 3716, SR 160, Blue Diamond Road, from the west edge of Mountain Springs Community to the beginning of mountainous area SR 160 Blue Diamond Road, and from 1.03 Miles North of Mountain Springs Summit to the Clark County / Nye County Line, in Clark; Nye County, for roadbed modification, cold mill, and place plantmix bituminous surface with open grade

Apparent low bid: \$58,561,165.00

The DBE information for Nevada Barricade & Sign Company, Inc., C and S Company, Inc., The Barajas Group, and Wildhorse Investments submitted by the apparent low bidder, Aggregate Industries SWR, Inc. has been received by Contract Compliance and we have concluded:

Nevada Barricade & Sign Company, Inc., C and S Company, Inc., The Barajas Group, and Wildhorse Investments hold active State of Nevada business licenses and are Nevada certified DBE firms. Additionally, Nevada Barricade & Sign Company, Inc., C and S Company, Inc., and Wildhorse Investments hold active Nevada State Contractors Board licenses. All firms are clear of State disqualification and Federal exclusion.

The DBE goal of 5.60% has been met with a 6.27% DBE committed participation by the apparent low bidder Aggregate Industries SWR, Inc.

The DBE firms are approved for this contract.

cc: Contract Services
Contract Compliance
Ray Marshall, Title VI/DBE Manager



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Carson City, Nevada 89712
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MEMORANDUM
Administrative Services

May 24, 2018

To: Lynn Hoffman, ASO III - Administrative Services
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract # 3716

The Bid Review and Analysis Team (BRAT) met on May 23, 2018 to discuss bids for the above referenced contract. The following were in attendance:


- Sharon Foerschler, Chief Construction Engineer
- Scott Hein, Chief Roadway Design Engineer
- Rachel Bennett, Admin Services Officer
- Mark Caffaratti, Professional Engineer
- Casey Connor, Professional Engineer
- Billy Ezell, Associate Engineer
- Brian Deal, Associate Engineer
- Lynn Hoffman, Admin Services Officer
- Shawn Howerton, Professional Engineer
- Shawn Paterson, Professional Engineer
- Tianne Simpson, Management Analyst
- Sonia Jacinto-Acosta, PSI

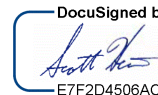
Via Phone:
Jeffrey Freeman, Professional Engineer
Kevin Maxwell, Professional Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent low bidder, Aggregate Industries SWR, Inc., submitted a bid which is 90% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

67A4C09A4CB7477...
Sharon Foerschler, BRAT Co-Chair

DocuSigned by:

E7F2D4506AC6488...
Scott Hein, BRAT Co-Chair

cc: Attendees
Dennis Gallagher, Legal
Design Admin
Dale Wegner, FHWA

Bid Tabulation
May 10, 2018

Item No.	Quantity	Unit	Description	Engineer's Estimate		Aggregate Industries		Fisher Sand & Gravel		Las Vegas Paving		Road and Highway Builders		Security Paving Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6320460	2,145.000	SQFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (VARIES)	\$10.00	\$21,450.00	\$1.58	\$3,389.10	\$1.60	\$3,432.00	\$1.65	\$3,539.25	\$1.50	\$3,217.50	\$1.60	\$3,432.00
6320480	3,816.670	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (6-INCH DOTTED WHITE)	\$1.00	\$3,816.67	\$0.34	\$1,297.67	\$0.40	\$1,526.67	\$1.57	\$5,992.17	\$0.30	\$1,145.00	\$0.35	\$1,335.83
6320530	33.520	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (BROKEN WHITE)	\$1,500.00	\$50,280.00	\$353.85	\$11,861.05	\$365.00	\$12,234.80	\$292.00	\$9,787.84	\$330.00	\$11,061.60	\$360.00	\$12,067.20
6320588	946.000	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (6-INCH SOLID WHITE)	\$4.00	\$3,784.00	\$0.45	\$425.70	\$0.50	\$473.00	\$1.57	\$1,485.22	\$0.40	\$378.40	\$0.50	\$473.00
6320590	33.640	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (6-INCH SOLID WHITE)	\$1,500.00	\$50,460.00	\$1,037.00	\$34,884.68	\$1,050.00	\$35,322.00	\$438.00	\$14,734.32	\$1,000.00	\$33,640.00	\$1,050.00	\$35,322.00
6320610	1.120	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (8-INCH SOLID WHITE)	\$2,500.00	\$2,800.00	\$1,525.00	\$1,708.00	\$1,500.00	\$1,680.00	\$886.00	\$992.32	\$1,450.00	\$1,624.00	\$1,600.00	\$1,792.00
6320640	420.004	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (24-INCH SOLID WHITE)	\$5.00	\$2,100.02	\$6.00	\$2,520.02	\$6.00	\$2,520.02	\$1.84	\$772.81	\$5.00	\$2,100.02	\$6.00	\$2,520.02
6320680	32.710	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (SOLID YELLOW)	\$700.00	\$22,897.00	\$759.00	\$24,826.89	\$750.00	\$24,532.50	\$292.00	\$9,551.32	\$700.00	\$22,897.00	\$750.00	\$24,532.50
6320750	0.360	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (BROKEN YELLOW W/SOLID YELLOW)	\$1,000.00	\$360.00	\$1,150.00	\$414.00	\$1,150.00	\$414.00	\$918.00	\$330.48	\$1,000.00	\$360.00	\$1,100.00	\$396.00
6320780	0.114	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (DOUBLE SOLID YELLOW)	\$1,500.00	\$171.00	\$1,959.00	\$223.33	\$1,950.00	\$222.30	\$1,015.00	\$115.71	\$1,900.00	\$216.60	\$1,900.00	\$216.60
6330110	100.000	EACH	REFLECTIVE PAVEMENT MARKERS	\$10.00	\$1,000.00	\$10.50	\$1,050.00	\$11.00	\$1,100.00	\$3.68	\$368.00	\$25.00	\$2,500.00	\$10.50	\$1,050.00
6340410	924.000	SQFT	PERMANENT PAVEMENT MARKING TAPE (TYPE 2) (VARIES)	\$13.00	\$12,012.00	\$13.10	\$12,104.40	\$13.50	\$12,474.00	\$5.88	\$5,433.12	\$20.00	\$18,480.00	\$13.00	\$12,012.00
6340650	1,376.400	LINFT	PERMANENT PAVEMENT MARKING TAPE (TYPE 2) (24-INCH SOLID YELLOW)	\$15.00	\$20,646.00	\$12.85	\$17,686.74	\$13.00	\$17,893.20	\$10.28	\$14,149.39	\$20.00	\$27,528.00	\$13.00	\$17,893.20
6360130	0.180	MILE	TEMPORARY PAINTED STRIPING (DOTTED WHITE)	\$600.00	\$108.00	\$520.00	\$93.60	\$550.00	\$99.00	\$368.00	\$66.24	\$5,000.00	\$900.00	\$525.00	\$94.50
6360170	22.250	MILE	TEMPORARY PAINTED STRIPING (BROKEN WHITE)	\$900.00	\$20,025.00	\$384.00	\$8,544.00	\$400.00	\$8,900.00	\$292.00	\$6,497.00	\$3,000.00	\$66,750.00	\$380.00	\$8,455.00
6360190	46.640	MILE	TEMPORARY PAINTED STRIPING (SOLID WHITE)	\$900.00	\$41,976.00	\$660.00	\$30,782.40	\$675.00	\$31,482.00	\$292.00	\$13,618.88	\$3,000.00	\$139,920.00	\$660.00	\$30,782.40
6360210	0.580	MILE	TEMPORARY PAINTED STRIPING (8-INCH SOLID WHITE)	\$1,000.00	\$580.00	\$1,244.00	\$721.52	\$1,300.00	\$754.00	\$884.00	\$512.72	\$5,000.00	\$2,900.00	\$1,200.00	\$696.00
6360220	172.000	LINFT	TEMPORARY PAINTED STRIPING (12-INCH SOLID WHITE)	\$3.50	\$602.00	\$6.55	\$1,126.60	\$6.50	\$1,118.00	\$1.68	\$288.96	\$20.00	\$3,440.00	\$6.60	\$1,135.20
6360260	46.760	MILE	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	\$900.00	\$42,084.00	\$659.40	\$30,833.54	\$675.00	\$31,563.00	\$292.00	\$13,653.92	\$3,000.00	\$140,280.00	\$667.00	\$31,188.92
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$109,428.77	\$109,428.77	\$33,450.00	\$33,450.00	\$175,000.00	\$175,000.00	\$75,000.00	\$75,000.00	\$250,000.00	\$250,000.00	\$75,000.00	\$75,000.00
6370190	1.000	LS	DUST CONTROL	\$92,303.98	\$92,303.98	\$1,359,998.21	\$1,359,998.21	\$225,000.00	\$225,000.00	\$180,000.00	\$180,000.00	\$250,000.00	\$250,000.00	\$260,000.00	\$260,000.00
6410100	3.000	EACH	IMPACT ATTENUATOR	\$25,000.00	\$75,000.00	\$23,100.88	\$69,302.64	\$25,000.00	\$75,000.00	\$23,000.00	\$69,000.00	\$50,000.00	\$150,000.00	\$40,000.00	\$120,000.00
Totals:					\$65,330,045.23		\$58,561,165.00		\$60,500,000.00		\$61,975,000.00		\$65,111,111.00		\$72,110,225.28

Price Sensitivity

May 11, 2018

Contract No.: 3716
Project No.: NHP-160-1(028), NHP-160-1(029)
Project Id: 60748, 60785
Counties: Clark and Nye
Range: R39 (\$59,000,000.01 to \$71,000,000.00)
Working: 480

RE: Don Christiansen
Designer: Billy Ezell

Engineer's Estimate	Aggregate Industries	Fisher Sand & Gravel	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$65,330,045.23	\$58,561,165.00	\$60,500,000.00	\$1,938,835.00	-\$6,768,880.23	90%

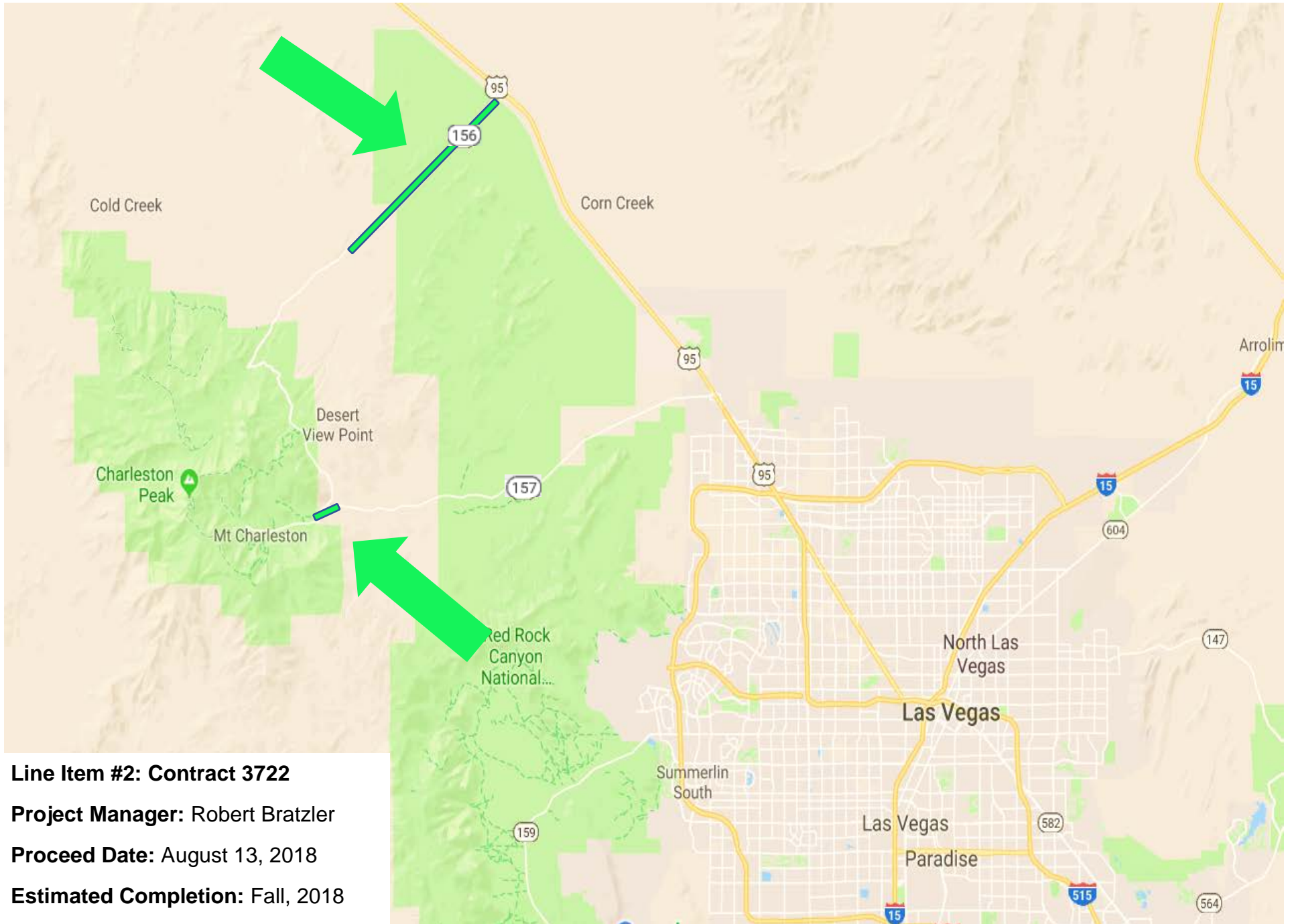
Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2010120	64.800	CLEARING AND GRUBBING	ACRE	\$1,200.00	\$3,045.00	\$1,000.00	948.09	1463%	254%	Yes	Qty Verified by Designers, OK
2010250	382.000	REMOVE TREES	EACH	\$500.00	\$294.00	\$475.00	-10,711.80	-2804%	59%	Yes	Qty Verified by Designers, OK
2020270	572.000	REMOVAL OF PORTION OF REINFORCED CONCRETE BOX CULVERT	LINFT	\$100.00	\$72.50	\$350.00	-6,986.79	-1221%	73%	Yes	Qty Verified by Designers, OK
2020285	3,251.000	REMOVAL OF CULVERT PIPE	LINFT	\$50.00	\$25.20	\$40.00	-131,002.36	-4030%	50%	Yes	Qty Verified by Designers, OK
2020475	20,648.000	REMOVAL OF GUARDRAIL	LINFT	\$2.50	\$4.20	\$4.50	-6,462,783.33	-31300%	168%	Yes	Qty Verified by Designers, OK
2020585	25,704.000	REMOVAL OF FENCE	LINFT	\$2.00	\$1.20	\$2.00	-2,423,543.75	-9429%	60%	Yes	Qty Verified by Designers, OK
2020640	1.000	REMOVE RIPRAP	LS	\$2,975.00	\$61,200.00	\$50,000.00	N/A	N/A	2057%	Yes	EE Low, Multiple locations, Varying Qty of Removal @ each Location.
2030140	346,234.000	ROADWAY EXCAVATION	CUYD	\$20.00	\$16.15	\$10.00	315,257.72	91%	81%	No	Qty Verified by Designers, OK
2030160	5,904.000	DRAINAGE EXCAVATION	CUYD	\$20.00	\$10.00	\$15.00	-387,767.00	-6568%	50%	Yes	Qty Verified by Designers, OK
2030170	24,929.000	CHANNEL EXCAVATION	CUYD	\$15.00	\$20.00	\$10.00	193,883.50	778%	133%	No	Qty Verified by Designers, OK
2060110	26,005.700	STRUCTURE EXCAVATION	CUYD	\$50.00	\$18.25	\$20.00	-1,107,905.71	-4260%	37%	Yes	Qty Verified by Designers, OK
2070110	39,038.400	GRANULAR BACKFILL	CUYD	\$25.00	\$21.50	\$40.00	-104,801.89	-268%	86%	No	Qty Verified by Designers, OK
2110110	25,879.000	TOPSOIL (SALVAGE)	CUYD	\$6.00	\$9.30	\$6.00	587,525.76	2270%	155%	Yes	Qty Verified by Designers, OK
2110160	96,872.000	SEEDING	SQYD	\$1.50	\$1.10	\$1.10	#DIV/0!	#DIV/0!	73%	Yes	Qty Verified by Designers, OK
2110260	27.800	HYDRO-SEEDING	ACRE	\$7,000.00	\$3,518.00	\$3,500.00	107,713.06	387457%	50%	Yes	Qty Verified by Designers, OK
2120045	84,297.000	PAINTING	SQYD	\$5.75	\$3.90	\$4.00	-19,388,350.00	-23000%	68%	Yes	Qty Verified by Designers, OK
2120390	1.000	PLANT ESTABLISHMENT WORK	LS	\$65,000.00	\$68,600.00	\$70,000.00	N/A	N/A	106%	No	
2120580	1.000	TRANSPLANT FLORA	LS	\$446,000.00	\$389,400.00	\$400,000.00	N/A	N/A	87%	No	
2120860	304.000	DECORATIVE BOULDER (TYPE E)	EACH	\$300.00	\$147.00	\$150.00	-646,278.33	-212592%	49%	Yes	Qty Verified by Designers, OK
2120870	1,029.000	DECORATIVE ROCK (TYPE A)	TON	\$50.00	\$58.80	\$65.00	-312,715.32	-30390%	118%	No	Qty Verified by Designers, OK
2120942	2.000	DECORATIVE FIGURE (TYPE A)	EACH	\$36,191.44	\$32,190.00	\$40,000.00	-248.25	-12413%	89%	No	Qty Verified by Designers, OK
2121943	2.000	DECORATIVE FIGURE (TYPE B)	EACH	\$27,551.50	\$17,695.00	\$35,000.00	-112.04	-5602%	64%	Yes	Qty Verified by Designers, OK
2121950	11.000	DECORATIVE STRUCTURE	EACH	\$22,884.46	\$21,058.00	\$20,000.00	1,832.55	16660%	92%	No	Qty Verified by Designers, OK
3020130	133,440.000	TYPE 1 CLASS B AGGREGATE BASE	TON	\$10.00	\$10.90	\$15.00	-472,886.59	-354%	109%	No	Qty Verified by Designers, OK
3050140	505,885.000	PROCESSING FOR ROADBED MODIFICATION	SQYD	\$2.25	\$0.82	\$2.25	-1,355,828.67	-268%	36%	Yes	Qty Verified by Designers, OK
3050190	501,829.000	PULVERIZE EXISTING SURFACE	SQYD	\$1.75	\$0.80	\$0.10	2,769,764.29	552%	46%	Yes	Qty Verified by Designers, OK
3050220	3,946.000	PORTLAND CEMENT	TON	\$165.00	\$150.60	\$160.00	-206,259.04	-5227%	91%	No	Qty Verified by Designers, OK
4020100	16,359.700	PLANTMIXING MISCELLANEOUS AREAS	SQYD	\$10.00	\$4.00	\$10.00	-323,139.17	-1975%	40%	Yes	Qty Verified by Designers, OK
4020190	269,911.000	PLANTMIX SURFACING (TYPE 2C) (WET)	TON	\$70.00	\$71.75	\$69.00	705,030.91	261%	103%	No	Qty Verified by Designers, OK
4030120	30,134.000	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	TON	\$85.00	\$85.40	\$95.00	-201,961.98	-670%	100%	No	Qty Verified by Designers, OK
4060120	283,106.480	PRIME COAT	SQYD	\$1.00	\$0.52	\$0.60	-24,235,437.50	-8561%	52%	Yes	Qty Verified by Designers, OK
4070080	505,885.000	SEAL COAT	SQYD	\$0.50	\$0.28	\$0.60	-6,058,859.38	-1198%	56%	Yes	Qty Verified by Designers, OK
4070190	322.100	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	TON	\$400.00	\$785.55	\$300.00	3,993.07	1240%	196%	Yes	Qty Verified by Designers, OK
5020160	3,961.000	CONCRETE BARRIER RAIL (TYPE A)	LINFT	\$36.00	\$37.80	\$40.00	-881,288.64	-22249%	105%	No	Qty Verified by Designers, OK
5020170	21,791.000	CONCRETE BARRIER RAIL (TYPE FA)	LINFT	\$42.00	\$43.35	\$45.00	-1,175,051.52	-5392%	103%	No	Qty Verified by Designers, OK
5020540	154.000	PLAIN ELASTOMERIC BEARING PAD	EACH	\$1,000.00	\$88.65	\$135.00	-41,830.31	-27163%	9%	Yes	Qty Verified by Designers, OK
5020710	404.000	CLASS A CONCRETE (MAJOR)	CUYD	\$500.00	\$704.40	\$750.00	-42,518.31	-10524%	141%	No	Qty Verified by Designers, OK
5020720	223.000	CLASS A CONCRETE (MINOR)	CUYD	\$1,000.00	\$1,771.55	\$1,850.00	-24,714.28	-11083%	177%	Yes	Qty Verified by Designers, OK
5020920	11,533.460	CLASS A CONCRETE, MODIFIED (MAJOR)	CUYD	\$525.00	\$516.10	\$400.00	16,699.70	145%	98%	No	Qty Verified by Designers, OK
5021000	500.000	CLASS E CONCRETE, MODIFIED (MAJOR)	CUYD	\$550.00	\$328.30	\$800.00	-4,110.31	-822%	60%	Yes	Qty Verified by Designers, OK
5050100	2,382,344.000	REINFORCING STEEL	POUND	\$1.00	\$0.51	\$0.45	32,313,916.67	1356%	51%	Yes	Qty Verified by Designers, OK
5060750	3,092.000	PEDESTRIAN RAIL, TYPE R	LINFT	\$150.00	\$105.00	\$100.00	387,767.00	12541%	70%	Yes	Qty Verified by Designers, OK
6000100	225.000	TRENCH DRAIN	LINFT	\$250.00	\$216.15	\$300.00	-23,122.66	-10277%	86%	No	Qty Verified by Designers, OK
6030170	8,032.000	18-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$80.00	\$43.00	\$55.00	-161,569.58	-2012%	54%	Yes	Qty Verified by Designers, OK
6030230	664.000	24-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$90.00	\$49.05	\$65.00	-121,557.05	-18307%	55%	Yes	Qty Verified by Designers, OK
6030350	944.000	36-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$125.00	\$84.85	\$95.00	-191,018.23	-20235%	68%	Yes	Qty Verified by Designers, OK
6030410	927.000	42-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$125.00	\$106.55	\$110.00	-561,981.16	-60624%	85%	No	Qty Verified by Designers, OK
6030440	474.000	48-INCH REINFORCED CONCRETE PIPE, CLASS III	LINFT	\$130.00	\$123.55	\$130.00	-300,594.57	-63417%	95%	No	Qty Verified by Designers, OK
6031030	36.000	18-INCH PRECAST END SECTION	EACH	\$1,300.00	\$1,394.25	\$1,100.00	6,589.07	18303%	107%	No	Qty Verified by Designers, OK
6091040	67,752.000	STRUCTURAL STEEL GRATES	POUND	\$3.00	\$2.30	\$3.00	-2,769,764.29	-4088%	77%	No	Qty Verified by Designers, OK
6100050	14,929.000	GEOTEXTILE (CLASS 1)	SQYD	\$8.00	\$1.75	\$3.50	-1,107,905.71	-7421%	22%	Yes	Qty Verified by Designers, OK
6100190	3,892.000	RIPRAP (CLASS 300)	CUYD	\$90.00	\$47.25	\$55.00	-250,172.26	-6428%	53%	Yes	Qty Verified by Designers, OK
6100200	4,114.000	RIPRAP (CLASS 400)	CUYD	\$100.00	\$47.25	\$50.00	-705,030.91	-17137%	47%	Yes	Qty Verified by Designers, OK
6100210	5,867.000	RIPRAP (CLASS 550)	CUYD	\$70.00	\$47.25	\$50.00	-705,030.91	-12017%	68%	Yes	Qty Verified by Designers, OK
6100470	1,335.000	RIPRAP BEDDING (CLASS 300)	CUYD	\$30.00	\$48.55	\$65.00	-117,862.31	-8829%	162%	Yes	Qty Verified by Designers, OK
6100480	1,143.000	RIPRAP BEDDING (CLASS 400)	CUYD	\$50.00	\$48.25	\$50.00	-1,107,905.71	-96930%	97%	No	Qty Verified by Designers, OK
6100490	1,467.000	RIPRAP BEDDING (CLASS 550)	CUYD	\$60.00	\$47.15	\$50.00	-680,292.98	-46373%	79%	No	Qty Verified by Designers, OK
6130190	32,000.000	CLASS A CONCRETE CURB (TYPE 3)	LINFT	\$15.00	\$11.65	\$13.00	-1,436,174.07	-4488%	78%	No	Qty Verified by Designers, OK

Price Sensitivity May 11, 2018

6160480	19.000	12-FOOT SWING GATE (DOUBLE)	EACH	\$3,500.00	\$1,138.25	\$4,000.00	-677.50	-3566%	33%	Yes	Qty Verified by Designers, OK
6161070	35,784.000	DEER-PROOF FENCE	LINFT	\$10.00	\$17.85	\$17.00	2,280,982.35	6374%	179%	Yes	Qty Verified by Designers, OK
6161080	15,400.000	TORTOISE FENCE	LINFT	\$2.50	\$7.20	\$4.50	718,087.04	4663%	288%	Yes	Qty Verified by Designers, OK
6170580	2.000	48-FOOT STEEL CATTLE GUARD (TYPE B)	EACH	\$40,000.00	\$34,319.00	\$45,000.00	-181.52	-9076%	86%	No	Qty Verified by Designers, OK
6180550	6,230.000	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	LINFT	\$30.00	\$37.25	\$38.00	-2,585,113.33	-41495%	124%	No	Qty Verified by Designers, OK
6190210	1,898.000	GUIDE POSTS (FLEXIBLE)	EACH	\$40.00	\$46.20	\$45.00	1,615,695.83	85126%	116%	No	Qty Verified by Designers, OK
6230240	32.000	NO. 9 PULL BOX	EACH	\$4,000.00	\$2,467.00	\$2,500.00	-58,752.58	-183602%	62%	Yes	Qty Verified by Designers, OK
6230570	17.000	STEEL POLE, TYPE 7	EACH	\$4,500.00	\$5,512.00	\$5,500.00	161,569.58	950409%	122%	No	Qty Verified by Designers, OK
6231820	47,725.000	3-INCH CONDUIT	LINFT	\$17.00	\$9.45	\$10.00	-3,525,154.55	-7386%	56%	Yes	Qty Verified by Designers, OK
6240140	480.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$605.00	\$371.65	\$1,000.00	-3,085.60	-643%	61%	Yes	Qty Verified by Designers, OK
6240150	1,160.000	PILOT CAR	hour	\$55.00	\$76.55	\$150.00	-26,396.66	-2276%	139%	No	Qty Verified by Designers, OK
6250241	5.000	RENT CHANGEABLE MESSAGE SIGN, TYPE 1	EACH	\$8,000.00	\$13,125.50	\$30,000.00	-114.90	-2298%	164%	Yes	Qty Verified by Designers, OK
6250244	6.000	RENT PORTABLE TRAFFIC SENSOR	EACH	\$7,500.00	\$8,400.00	\$15,000.00	-293.76	-4896%	112%	No	Qty Verified by Designers, OK
6250310	820.000	RENT TRAFFIC DRUMS	EACH	\$70.00	\$57.75	\$60.00	-861,704.44	-105086%	83%	No	Qty Verified by Designers, OK
6250390	78.000	RENT TEMPORARY IMPACT ATTENUATOR (55 MPH)	EACH	\$4,000.00	\$7,388.00	\$1.00	262.47	336%	185%	Yes	Qty Verified by Designers, OK
6250500	4,356.000	RENT CONSTRUCTION SIGNS	SQFT	\$15.00	\$11.55	\$10.00	1,250,861.29	28716%	77%	No	Qty Verified by Designers, OK
6250510	67,029.000	RENT PORTABLE PRECAST CONCRETE BARRIER RAIL	LINFT	\$25.00	\$31.60	\$1.00	63,360.62	95%	126%	No	Qty Verified by Designers, OK
6270190	2,125.550	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	\$70.00	\$104.45	\$100.00	435,693.26	20498%	149%	No	Qty Verified by Designers, OK
6280120	1.000	MOBILIZATION	LS	\$3,692,158.94	\$1,350,000.00	\$5,236,080.21	N/A	N/A	37%	Yes	
6290100	480.000	TIME RELATED OVERHEAD	DAY	\$3,000.00	\$2,866.00	\$7,500.00	-418.39	-87%	96%	No	Qty Verified by Designers, OK
6320530	33.520	WATERBORNE PAVEMENT STRIPING (TYPE II) (BROKEN WHITE)	MILE	\$1,500.00	\$353.85	\$365.00	-173,886.55	-518755%	24%	Yes	Qty Verified by Designers, OK
6320590	33.640	WATERBORNE PAVEMENT STRIPING (TYPE II) (6-INCH SOLID WHITE)	MILE	\$1,500.00	\$1,037.00	\$1,050.00	-149,141.15	-443345%	69%	Yes	Qty Verified by Designers, OK
6370110	1.000	TEMPORARY POLLUTION CONTROL	LS	\$109,428.77	\$33,450.00	\$175,000.00	N/A	N/A	31%	Yes	
6370190	1.000	DUST CONTROL	LS	\$92,303.98	\$1,359,998.21	\$225,000.00	N/A	N/A	1473%	Yes	
6410100	3.000	IMPACT ATTENUATOR	EACH	\$25,000.00	\$23,100.88	\$25,000.00	-1,020.91	-34030%	92%	No	Qty Verified by Designers, OK

Additional Comments:

Line Item 2



Line Item #2: Contract 3722

Project Manager: Robert Bratzler

Proceed Date: August 13, 2018

Estimated Completion: Fall, 2018



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

MEMORANDUM
Administrative Services

June 19, 2018

To: Rudy Malfabon, Director
Cole Mortensen, Assistant Director, Engineering
William Hoffman, Deputy Director

From: Tianne Simpson, Contract Services Manager – Administrative Services

DS
TS

Subject: Concurrence in Award for Contract No. 3722, Project No. SP-000M(047), SR 156, Lee Canyon Road, from Ski Run to US 95, and SR 157, Kyle Canyon Road, from the trailing edge of B-609 to SR 158, Deer Creek Road, Clark County, described as cold milling and plantmix bituminous surface with open grade. The Engineer's Estimate is \$5,842,198.13.

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

Bid proposals were opened on June 7, 2018. Aggregate Industries SWR, Inc. is the apparent low bidder at \$5,759,759.00. and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Road and Highway Builders LLC with a bid of \$6,393,393.00.

The project is State funded; required 2.10% DBE participation; and Bidder's Preference was applied but did not affect the successful contractor's ranking.

The subcontractor and supplier listings submitted by the Aggregate Industries SWR, Inc. have been reviewed and confirmed by Contract Services. The DBE information submitted by the Aggregate Industries SWR, Inc. has been reviewed and certified by the External Civil Rights office. Aggregate Industries SWR, Inc. has met the required DBE participation with a 2.67% commitment. The bid is within the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Chair has provided his recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:
Cole Mortensen
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Cole Mortensen, Assistant Director

DocuSigned by:
William Hoffman
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William Hoffman, Deputy Director

DocuSigned by:
Rudy Malfabon
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Rudy Malfabon, Director

Attachments:
Unofficial Bid Results Report
DBE Sub Approval
BRAT Report



Nevada Department of Transportation
Unofficial Bid Results
 June 07, 2018

Contract Number: 3722	Bid Opening Date and Time: 6/7/2018 1:30 PM
Designer: JEFFREY JOHNSON	Liquidated Damages: \$4,500.00
Senior Designer: ROBERT BRATZLER	Working Days: 80
Estimate Range: R26 \$5,500,000.01 to \$6,600,000	District: DISTRICT 1
Project Number: SP-000M(047)	

County: CLARK
Location: SR 156, Lee Canyon Road, from Ski Run to US 95 and SR 157, Kyle Canyon Road, from the trailing edge of B-609 to SR 158, Deer Creek Road.
Description: Cold milling and plantmix bituminous surface with open grade

	Actual Bid
Apparent Low Bidder: <u>Aggregate Industries SWR, Inc.</u>	<u>\$5,759,759.00</u>
Apparent 2nd: <u>Road and Highway Builders LLC</u>	<u>\$6,393,393.00</u>
Apparent 3rd: <u>Las Vegas Paving Corporation</u>	<u>\$6,399,500.00</u>

Bidders:	Certificate of Eligibility	Actual Bid Amount
1 Aggregate Industries SWR, Inc. 4675 West Teco Ave #140 Las Vegas, NV 89118 (702) 649-6250	✓	\$5,759,759.00
2 Road and Highway Builders LLC 175 Salomon Circle Ste #103 Sparks, NV 89434 (775) 852-7283	✓	\$6,393,393.00
3 Las Vegas Paving Corporation 4420 South Decatur Boulevard Las Vegas, NV 89103 (702) 251-5800	✓	\$6,399,500.00




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

MEMORANDUM
Contract Compliance

June 14, 2018

To: Rachel Bennett, Administrative Services Officer II

From: Paulita De La Cruz/DBE Specialist 
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Subject: NDOT Bidder DBE Information – Contract No. 3722 - SR 156, Lee Canyon Road, from Ski Run to US 95 and SR 157, Kyle Canyon Road, from the trailing edge of B-609 to SR 158, Deer Creek Road in Clark County for cold milling and plantmix bituminous surface with open grade

Apparent low bid: \$5,759,759.00

The DBE information for C and S Company Inc. submitted by the apparent low bidder, Aggregate Industries SWR, Inc. has been received by Contract Compliance and we have concluded:

C and S Company Inc. holds an active State of Nevada business license, an active Nevada State Contractors Board license and is a Nevada certified DBE firm. C and S Company Inc. is clear of State disqualification and Federal exclusion.

The DBE goal of 2.10% has been met with a 2.67% DBE committed participation by the apparent low bidder Aggregate Industries SWR.

The DBE firm is approved for this contract.

cc: Contract Services
Contract Compliance
Ray Marshall, Title VI/DBE Manager
Teri Lewis, Asst. Title VI/DBE Manager
Teresa Schlaffer, Contract Compliance Manager



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

MEMORANDUM
Administrative Services

June 14, 2018

To: Lynn Hoffman, ASO III - Administrative Services
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract # 3722

The Bid Review and Analysis Team (BRAT) met on June 14, 2018 to discuss bids for the above referenced contract. The following were in attendance:


Scott Hein, Chief Roadway Design Engineer
Robert Bratzler, Associate Engineer
Shawn Howerton, Professional Engineer
Jeff Johnson, Associate Engineer
Shawn Paterson, Professional Engineer
Tianne Simpson, Management Analyst

Via Phone:
Samih Alhwayek, Professional Engineer
Nate Enos, Associate Engineer

The overall bid proposal was evaluated and determined to be acceptable. The Bid Tabulation and Price Sensitivity is attached.

The apparent low bidder, Aggregate Industries SWR, submitted a bid which is 99% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

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Scott Hein, BRAT Co-Chair

cc: Attendees
Dennis Gallagher, Legal
Design Admin
Sharon Foerschler

Bid Tabulation**- June 08, 2018 -**

Contract No.: 3722
Description: Cold milling and plantmix bituminous surface with open grade
Location: SR 156, Lee Canyon Road, from Ski Run to US 95 and SR 157, Kyle Canyon Road, from the trailing edge of B-609 to SR 158, Deer Creek Road.
Bid Opening: June 07, 2018, 1:30 PM

Project No.: SP-000M(047)
Project Id: 74074
County: Clark
Range: R26 \$5,500,000.01 to \$6,600,000.00
Working: 80

Item No.	Quantity	Unit	Description	Engineer's Estimate		Aggregate Industries SWR		Road & Highway Builders		Las Vegas Corporation	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
2000100	10.000	HOUR	SURVEY CREW	\$250.00	\$2,500.00	\$250.00	\$2,500.00	\$150.00	\$1,500.00	\$232.00	\$2,320.00
2020475	763.000	LINFT	REMOVAL OF GUARDRAIL	\$5.50	\$4,196.50	\$6.10	\$4,654.30	\$4.00	\$3,052.00	\$4.00	\$3,052.00
2020790	16.000	EACH	REMOVE MAILBOX	\$350.00	\$5,600.00	\$43.75	\$700.00	\$100.00	\$1,600.00	\$135.00	\$2,160.00
2020925	2.000	EACH	REMOVAL OF PULL BOX	\$300.00	\$600.00	\$275.00	\$550.00	\$500.00	\$1,000.00	\$270.00	\$540.00
2020990	320,112.500	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.00	\$960,337.50	\$1.85	\$592,208.13	\$2.00	\$640,225.00	\$2.65	\$848,298.13
2021255	250.000	LINFT	REMOVAL OF TEMPORARY PORTABLE PRECAST CONCRETE BARRIER RAIL	\$40.00	\$10,000.00	\$26.35	\$6,587.50	\$10.00	\$2,500.00	\$30.00	\$7,500.00
2030140	3,415.000	CUYD	ROADWAY EXCAVATION	\$30.00	\$102,450.00	\$41.40	\$141,381.00	\$28.00	\$95,620.00	\$68.35	\$233,415.25
2060110	619.900	CUYD	STRUCTURE EXCAVATION	\$50.00	\$30,995.00	\$36.00	\$22,316.40	\$28.00	\$17,357.20	\$25.92	\$16,067.81
2140100	1.000	EACH	MAILBOX SYSTEM (SINGLE)	\$400.00	\$400.00	\$290.00	\$290.00	\$400.00	\$400.00	\$243.00	\$243.00
2140110	4.000	EACH	MAILBOX SYSTEM (DOUBLE)	\$500.00	\$2,000.00	\$383.00	\$1,532.00	\$800.00	\$3,200.00	\$486.00	\$1,944.00
2140120	2.000	EACH	MAILBOX SYSTEM (MULTIPLE)	\$800.00	\$1,600.00	\$667.00	\$1,334.00	\$1,000.00	\$2,000.00	\$967.00	\$1,934.00
3020140	445.000	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$140.00	\$62,300.00	\$105.00	\$46,725.00	\$70.00	\$31,150.00	\$108.00	\$48,060.00
4020100	4,529.200	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$15.00	\$67,938.00	\$11.75	\$53,218.10	\$18.00	\$81,525.60	\$6.85	\$31,025.02
4020130	1,203.000	LINFT	PLANTMIX BITUMINOUS SHOULDER DIKES	\$10.00	\$12,030.00	\$14.65	\$17,623.95	\$12.00	\$14,436.00	\$5.35	\$6,436.05
4020180	36,909.000	TON	PLANTMIX SURFACING (TYPE 2) (WET)	\$80.00	\$2,952,720.00	\$87.00	\$3,211,083.00	\$87.00	\$3,211,083.00	\$92.92	\$3,429,584.28
4030050	300.000	LINFT	TRANSVERSE MILLED RUMBLE STRIPS	\$15.00	\$4,500.00	\$13.95	\$4,185.00	\$5.00	\$1,500.00	\$30.00	\$9,000.00
4030100	14.130	MILE	MILLED RUMBLE STRIPS	\$700.00	\$9,891.00	\$757.50	\$10,703.48	\$2,500.00	\$35,325.00	\$833.00	\$11,770.29
4030120	3,675.000	TON	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	\$110.00	\$404,250.00	\$112.50	\$413,437.50	\$170.00	\$624,750.00	\$114.50	\$420,787.50
4060120	1,840.000	SQYD	PRIME COAT	\$1.00	\$1,840.00	\$1.95	\$3,588.00	\$2.00	\$3,680.00	\$2.10	\$3,864.00
4070190	18.600	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,000.00	\$18,600.00	\$955.75	\$17,776.95	\$1,900.00	\$35,340.00	\$615.00	\$11,439.00
4070240	185.900	TON	SAND BLOTTER	\$50.00	\$9,295.00	\$86.50	\$16,080.35	\$4.00	\$743.60	\$174.00	\$32,346.60
6080150	3.000	EACH	EMBANKMENT PROTECTOR, TYPE 5	\$3,500.00	\$10,500.00	\$5,755.00	\$17,265.00	\$3,000.00	\$9,000.00	\$5,686.00	\$17,058.00
6080250	9.000	EACH	ANCHOR ASSEMBLY (18-INCH)	\$400.00	\$3,600.00	\$377.00	\$3,393.00	\$150.00	\$1,350.00	\$373.00	\$3,357.00
6080370	150.000	LINFT	18-INCH DOWNDRAIN PIPE	\$150.00	\$22,500.00	\$67.75	\$10,162.50	\$350.00	\$52,500.00	\$66.96	\$10,044.00
6080470	3.000	EACH	18-INCH METAL END SECTION (DOWNDRAIN)	\$700.00	\$2,100.00	\$1,821.00	\$5,463.00	\$600.00	\$1,800.00	\$1,799.00	\$5,397.00
6091040	735.000	POUND	STRUCTURAL STEEL GRATES	\$5.00	\$3,675.00	\$1.65	\$1,212.75	\$3.00	\$2,205.00	\$1.62	\$1,190.70
6100050	755.000	SQYD	GEOTEXTILE (CLASS 1)	\$6.00	\$4,530.00	\$3.30	\$2,491.50	\$5.00	\$3,775.00	\$3.24	\$2,446.20
6100170	150.000	CUYD	RIPRAP (CLASS 150)	\$150.00	\$22,500.00	\$103.85	\$15,577.50	\$100.00	\$15,000.00	\$103.00	\$15,450.00
6100200	132.000	CUYD	RIPRAP (CLASS 400)	\$110.00	\$14,520.00	\$114.75	\$15,147.00	\$120.00	\$15,840.00	\$114.00	\$15,048.00
6100210	182.000	CUYD	RIPRAP (CLASS 550)	\$100.00	\$18,200.00	\$132.70	\$24,151.40	\$150.00	\$27,300.00	\$103.00	\$18,746.00
6100460	44.000	CUYD	RIPRAP BEDDING (CLASS 150)	\$100.00	\$4,400.00	\$98.35	\$4,327.40	\$60.00	\$2,640.00	\$97.00	\$4,268.00
6100480	36.000	CUYD	RIPRAP BEDDING (CLASS 400)	\$95.00	\$3,420.00	\$92.90	\$3,344.40	\$70.00	\$2,520.00	\$92.00	\$3,312.00
6100490	45.000	CUYD	RIPRAP BEDDING (CLASS 550)	\$150.00	\$6,750.00	\$92.90	\$4,180.50	\$80.00	\$3,600.00	\$92.00	\$4,140.00
6161470	1,950.000	LINFT	TEMPORARY FENCE	\$10.00	\$19,500.00	\$5.45	\$10,627.50	\$6.00	\$11,700.00	\$4.86	\$9,477.00
6180250	1,638.000	LINFT	REMOVE AND RESET GUARDRAIL	\$5.00	\$8,190.00	\$4.92	\$8,058.96	\$12.00	\$19,656.00	\$7.30	\$11,957.40
6180260	2.000	EACH	BURIED END ANCHOR	\$2,000.00	\$4,000.00	\$874.45	\$1,748.90	\$1,000.00	\$2,000.00	\$3,240.00	\$6,480.00
6180350	1.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$2,500.00	\$2,500.00	\$3,280.00	\$3,280.00	\$2,500.00	\$2,500.00	\$3,240.00	\$3,240.00
6180360	1.000	EACH	GUARDRAIL TERMINAL (TANGENTIAL)	\$3,000.00	\$3,000.00	\$4,355.00	\$4,355.00	\$2,500.00	\$2,500.00	\$3,240.00	\$3,240.00
6180550	913.000	LINFT	GALVANIZED GUARDRAIL (TRIPLE CORRUGATION)	\$30.00	\$27,390.00	\$47.80	\$43,641.40	\$50.00	\$45,650.00	\$80.20	\$73,222.60
6190200	1,216.000	EACH	GUIDE POSTS (RIGID)	\$40.00	\$48,640.00	\$51.65	\$62,806.40	\$40.00	\$48,640.00	\$58.00	\$70,528.00
6190280	88.000	EACH	OBJECT MARKERS, TYPE 3	\$105.00	\$9,240.00	\$120.25	\$10,582.00	\$60.00	\$5,280.00	\$105.00	\$9,240.00
6230232	2.000	EACH	NO. 5 PULL BOX, MODIFIED	\$500.00	\$1,000.00	\$520.00	\$1,040.00	\$600.00	\$1,200.00	\$513.00	\$1,026.00
6231820	17.000	LINFT	3-INCH CONDUIT	\$25.00	\$425.00	\$46.45	\$789.65	\$100.00	\$1,700.00	\$45.90	\$780.30
6231830	27.000	LINFT	4-INCH CONDUIT	\$40.00	\$1,080.00	\$33.35	\$900.45	\$100.00	\$2,700.00	\$32.94	\$889.38
6232630	12.000	EACH	LOOP DETECTOR (6-FOOT X 6-FOOT)	\$600.00	\$7,200.00	\$2,186.00	\$26,232.00	\$600.00	\$7,200.00	\$2,160.00	\$25,920.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00	\$98,000.00

Bid Tabulation

- June 08, 2018 -

Item No.	Quantity	Unit	Description	Engineer's Estimate		Aggregate Industries SWR		Road & Highway Builders		Las Vegas Corporation	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6240140	80.000	DAY	TRAFFIC CONTROL SUPERVISOR	\$900.00	\$72,000.00	\$826.50	\$66,120.00	\$1,500.00	\$120,000.00	\$1,094.00	\$87,520.00
6240240	40.000	HOUR	RENT EQUIPMENT (LOADER)	\$200.00	\$8,000.00	\$203.65	\$8,146.00	\$135.00	\$5,400.00	\$184.00	\$7,360.00
6240280	40.000	HOUR	RENT EQUIPMENT (DUMP TRUCK)	\$150.00	\$6,000.00	\$121.45	\$4,858.00	\$120.00	\$4,800.00	\$106.00	\$4,240.00
6240480	40.000	HOUR	RENT EQUIPMENT (HYDRAULIC EXCAVATOR)	\$200.00	\$8,000.00	\$299.55	\$11,982.00	\$135.00	\$5,400.00	\$241.00	\$9,640.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$157,000.00	\$157,000.00	\$210,000.00	\$210,000.00	\$300,000.00	\$300,000.00	\$260,072.00	\$260,072.00
6270190	1,953.890	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$75.00	\$146,541.75	\$88.85	\$173,603.13	\$50.00	\$97,694.50	\$71.00	\$138,726.19
6270240	1,777.180	SQFT	PERMANENT SIGNS, REMOVE	\$6.00	\$10,663.08	\$6.55	\$11,640.53	\$5.00	\$8,885.90	\$6.20	\$11,018.52
6270260	24.000	SQFT	PERMANENT SIGNS, RESET	\$85.00	\$2,040.00	\$38.25	\$918.00	\$50.00	\$1,200.00	\$41.00	\$984.00
6270270	22.500	SQFT	PERMANENT SIGNS, RESET (PANELS ONLY)	\$50.00	\$1,125.00	\$28.35	\$637.88	\$50.00	\$1,125.00	\$18.00	\$405.00
6270280	20.000	SQFT	PERMANENT SIGNS (FOREST SERVICE)	\$100.00	\$2,000.00	\$88.85	\$1,777.00	\$250.00	\$5,000.00	\$42.00	\$840.00
6280120	1.000	LS	MOBILIZATION	\$330,690.46	\$330,690.46	\$252,086.58	\$252,086.58	\$562,720.60	\$562,720.60	\$278,148.47	\$278,148.47
6320460	101.500	SQFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (VARIES)	\$5.00	\$507.50	\$2.50	\$253.75	\$14.00	\$1,421.00	\$1.81	\$183.72
6320580	40.350	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (SOLID WHITE)	\$800.00	\$32,280.00	\$797.95	\$32,197.28	\$800.00	\$32,280.00	\$437.39	\$17,648.69
6320600	724.000	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (8-INCH SOLID WHITE)	\$1.00	\$724.00	\$0.42	\$304.08	\$4.00	\$2,896.00	\$1.67	\$1,209.08
6320640	367.000	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (24-INCH SOLID WHITE)	\$5.00	\$1,835.00	\$5.00	\$1,835.00	\$7.00	\$2,569.00	\$1.84	\$675.28
6320650	10.584	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (BROKEN	\$500.00	\$5,292.00	\$382.50	\$4,048.38	\$600.00	\$6,350.40	\$293.12	\$3,102.38
6320670	2,926.000	LINFT	WATERBORNE PAVEMENT STRIPING (TYPE II) (SOLID YELLOW)	\$1.00	\$2,926.00	\$0.31	\$907.06	\$2.00	\$5,852.00	\$1.54	\$4,506.04
6320750	1.728	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (BROKEN YELLOW W/SOLID YELLOW)	\$1,500.00	\$2,592.00	\$950.90	\$1,643.16	\$1,000.00	\$1,728.00	\$879.96	\$1,520.57
6320780	7.356	MILE	WATERBORNE PAVEMENT STRIPING (TYPE II) (DOUBLE SOLID YELLOW)	\$1,200.00	\$8,827.20	\$1,366.00	\$10,048.30	\$1,200.00	\$8,827.20	\$877.59	\$6,455.55
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$32,251.14	\$32,251.14	\$19,500.00	\$19,500.00	\$25,000.00	\$25,000.00	\$29,000.00	\$29,000.00
Totals:					\$5,842,198.13		\$5,759,759.00		\$6,393,393.00		\$6,399,500.00

Price Sensitivity

- June 8, 2018 -

Contract No.: 3722
Project No.: SP-000M(047)
Project Id: 74074
County: Clark
Range: R26 \$5,500,000.01 to \$6,600,000.00
Working: 80

RE: Samih Alhwayek
Designer: Jeffrey Johnson

Engineer's Estimate	Aggregate Industries SWR	Road & Highway Builders	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$5,842,198.13	\$5,759,759.00	\$6,393,393.00	\$633,634.00	-\$82,439.13	99%

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2020990	320,112.500	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$3.00	\$1.85	\$2.00	-4,224,226.67	-1320%	62%	Yes	Qty Verified OK
2030140	3,415.000	ROADWAY EXCAVATION	CUYD	\$30.00	\$41.40	\$28.00	47,286.12	1385%	138%	No	Qty Verified OK
3020140	445.000	TYPE 1 CLASS B AGGREGATE BASE	CUYD	\$140.00	\$105.00	\$70.00	18,103.83	4068%	75%	No	Qty Verified OK
4020100	4,529.200	PLANTMIXING MISCELLANEOUS AREAS	SQYD	\$15.00	\$11.75	\$18.00	-101,381.44	-2238%	78%	No	Qty Verified OK
4020180	36,909.000	PLANTMIX SURFACING (TYPE 2) (WET)	TON	\$80.00	\$87.00	\$87.00	N/A	N/A	109%	No	Qty Verified OK
4030120	3,675.000	PLANTMIX OPEN-GRADED SURFACING (1/2-INCH) (WET)	TON	\$110.00	\$112.50	\$170.00	-11,019.72	-300%	102%	No	Qty Verified OK
6190200	1,216.000	GUIDE POSTS (RIGID)	EACH	\$40.00	\$51.65	\$40.00	54,389.18	4473%	129%	No	Qty Verified OK
6240140	80.000	TRAFFIC CONTROL SUPERVISOR	DAY	\$900.00	\$826.50	\$1,500.00	-940.81	-1176%	92%	No	Qty Verified OK
6250490	1.000	RENT TRAFFIC CONTROL DEVICES	LS	\$157,000.00	\$210,000.00	\$300,000.00	N/A	N/A	134%	No	
6270190	1,953.890	PERMANENT SIGNS (GROUND MOUNTED) (METAL	SQFT	\$75.00	\$88.85	\$50.00	16,309.76	835%	118%	No	Qty Verified OK
6280120	1.000	MOBILIZATION	LS	\$330,690.46	\$252,086.58	\$562,720.60	N/A	N/A	76%	No	

Additional Comments:



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

MEMORANDUM

June 29, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 9, 2018, Transportation Board of Directors Meeting
Item #7: Approval of Agreements Over \$300,000 - For Possible Action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from May 16, 2018, through June 12, 2018.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached agreements constitute new agreements and amendments which take the total agreement above \$300,000 during the period from May 16, 2018, through June 12, 2018.

Analysis:

These agreements have been prepared following the Code of Federal Regulations, Nevada Revised Statutes, Nevada Administrative Code, State Administrative Manual, and/or Department policies and procedures. They represent the necessary support services needed to deliver the State of Nevada's multi-modal transportation system.

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, May 16, 2018, through June 12, 2018.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A

Prepared by: Administrative Services Division

Attachment

A

State of Nevada Department of Transportation
 Agreements for Approval
 May 16, 2018, through June 12, 2018

Attachment A

Line No	Agreement No	Amend No	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Dept. Division	Dir. Office	Notes
1	61217	00	BOSCHUNG AMERICA, LLC	ROADSIDE WEATHER INFORMATION SYSTEM	N	500,000.00		500,000.00		03-May-2018	31-Jul-2020		Service Provider	District II	Tracy/Thor	05-03-18: PROVIDE SERVICE AND MAINTENANCE ON THE ROADSIDE WEATHER INFORMATION SYSTEM (RWIS) AND THE FIXED ANTI-ICING SPRAY SYSTEM (FAST) THROUGH PERFORMING FALL AND SPRING SWITCH-OVER INSPECTIONS, REMOTE TECHNICAL ASSISTANCE, EMERGENCY ON-SITE SERVICE CALL PROVISION, MATERIALS PROVISION, AND A YEARLY CERTIFICATION OPERATION TRAINING SESSION. THE FALL SWITCH-OVER FLUSHES THE SYSTEM FROM WATER TO ANTI-ICING CHEMICAL, TEST ALL VALVES, SPRAY UNITS AND DEVICES, AND UPDATES AND TESTS THE COMPUTER CONTROL SYSTEM. SPRING SWITCH-OVER FLUSHES THE SYSTEM WITH WATER, OPERATES ALL VALVES, SPRAY UNITS AND DEVICES, AND UPDATE AND TEST THE COMPUTER CONTROL SYSTEM, WASHOE COUNTY. NV B/L# NVF20181243482-S

Line Item 1



DS
EL

310 Galletti Way
Sparks, Nevada 89431
Phone: (775)834-8300
Fax: (775) 834-8380

MEMORANDUM

District II

April 13, 2018

To: Thor Dyson, P.E., District Engineer
From: Marlene Revera, District Agreement Liaison
Subject: Approval Request for Service Provider Agreement P612-17-201

District II requests authorization to enter into a Service Provider Agreement with Boschung America, LLC. Boschung America, LLC is the only North American authorized provider of Boschung technology and parts providing factory trained engineering, installation expertise, commissioning, testing and service of Boschung products.

The Boschung Fast systems are located at:

- Browns Creek-I-580 at MP 9.51
- Galena Creek-I-580 at MP 10.28
- Steamboat Hills-I-580 at MP 13.28
- Galena Forest-I-580 at MP 14.3

The cost of the agreement will be \$500,000.00 for a two-year agreement. Funds are available in the District II Cat 04 budget.

Approval of this memo by the District Engineer authorizes the request to solicit the services.

Enclosures: Boschung Proposal
Sole Source for Professional Exemption

APPROVED:  DATE: 04/13/2018

TAD: mcr

cc: Tracy Larkin-Thomason, P.E., Deputy Director
Mike Fuess, P.E., Assistant District Engineer
Eden Lee, Administrative Services Officer II
Brad Burge, Maintenance Manager-West
Steve Cordle, Highway Maintenance Supervisor I
Kalie Giardini, Agreement Services



310 Galletti Way
Sparks, Nevada 89431
Phone: (775) 834-8380
Fax: (775) 834-8390

MEMORANDUM

May 29, 2018

TO: Tracy Larkin-Thomason, Assistant Director
FROM: Steve Cordle, Project Manager
SUBJECT: Negotiation Summary for Sole Source Agreement P612-17-201
Boschung System

A negotiation meeting was held at District II in Reno on April 18, 2018, with SERVICE PROVIDER MEMBER Chris Vitek and DEPARTMENT MEMBERS Steve Cordle and Marlene Revera of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at Zero percent (0%).

This duration of this agreement will be two (2) years, ending on July 31, 2020.

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

(INSERT OR ATTACH THE SCOPE OF SERVICES IF APPLICABLE)

The following schedule was agreed to by both parties:

Completion Date: July 31, 2020. To update the Boschung System, test software, switch chemicals and ensure the systems are running correctly.

Key personnel dedicated to this project are as follows:

Name	Title
Michael Fuess	ADE Maintenance
Brad Burge	Maintenance Manager
Troy Hammond	Highway Maintenance Supervisor II
Steve Cordle	Project Manager
Dane Rice	Highway Maintenance Worker IV

There are no sub-consultants being utilized on this Project.

The DEPARTMENT's original estimate was \$500,000.00 including direct labor.

The SERVICE PROVIDER's original estimate was \$500,000.00, including direct labor (technician labor at \$120.00 per hour-as needed, technician labor, on site (overtime weekends, holidays), at \$180.00 per hour-as needed.

Reviewed and Approved:

DocuSigned by:
Tracy Larkin Thomason 06/01/2018
832931E930B041E
Assistant Director

**Fixed Anti-Icing System and Roadside Weather Information
System, Maintenance and Repair**

Proposal #: 102882

Prepared For:

Nevada Department of Transportation



Prepared By:

Chris Vitek

PH: 724-658-3300 ext. 506

cgv@BoschungAmerica.com

PURPOSE

The Nevada Department of Transportation (NVDOT) has several combined Roadside Weather Information System (RWIS) and Fixed Anti-Icing Spray System (FAST) installations that improve safety by preemptively spraying liquid anti-icing chemical on various locations listed below. This system consists of Boschung® proprietary hardware, computer programs, and devices. Potassium acetate is used for anti-icing. The systems are complex and require routine maintenance for effective operation. Public safety is in turn dependent on this.

The purpose of this contract is to maintain effective system operation through performing a fall startup inspection, a spring switch-over inspection, remote technical assistance, emergency on-site service call provision, materials provision, and a yearly certified operation training session.

SERVICE LOCATIONS:

- Browns Creek - I-580 at Milepost 9.51
- Galena Creek - I-580 at Milepost 10.28
- Steamboat Hills - I-580 at Milepost 13.28
- Galena Forest - I-580 at Milepost 14.3

SERVICES PROVIDED:

1) FALL SWITCHOVER

Switch system over from water to anti-icing chemical, operate all valves, spray units and devices through at least one complete cycle, operate computer control system, and check for operation within manufacturer's specification, check RWIS instrument function and output.

Detailed service items are listed below

- Central Processing Unit (desktop computer)
 - Clean cabinet
 - Inspect PC for defects
 - Check modem operation and cable condition
 - Verify dial tone at modem
 - Test and reset PC power switches
 - Review system log for errors
 - Clean display screen
 - Perform check disk and defrag on PC
 - Assess hard drive capacity
 - Update software as needed

- **Road Weather Information System**
 - Check stability of RPU
 - Replace padlock if defective
 - Clean dirt, trash, nests, and animal parts/debris from inside of cabinet
 - Check and if needed, place rodent control.
 - Check and seal any holes in cabinet
 - Check all RPU and panel hardware; tighten and replace if necessary
 - Verify power supply voltages
 - Clean lens on precipitation sensor and check operation
 - Clean shield on humidity sensor
 - Perform the shock test on the relative humidity sensor
 - Check relative humidity sensor output with a known source
 - Verify wind direction at all four compass points
 - Check modem operation at power interrupter
 - Check for dial tone and noise on the line
 - Clean pavement sensors
 - Run Auto-Test on pavement sensors
 - Inspect for cracks around sensor; notify NVDOT
- **FAST**
 - Replace system chemical filter
 - Verify and rectify, if required, operation of system and transferpump
 - Check pressure switch operation limits
 - Verify flow meter operation and accuracy
 - Test main solenoid valve for proper operation
 - Check operation of level sensor
 - Check operation of valve units
 - Verify spray disk patterns; clean and adjust disks as needed
 - Inspect system for leaks, poor sealant, or loose components
 - Verify system programs (spray programs, customer set points, etc.)
 - Verify maintenance spray set points

2) SPRING SWITCHOVER

Switchover system by flushing with water. Operate all valves, spray units and devices through at least one complete cycle, operate computer control system, and check for proper operation.

Detailed service items are listed below

- **Central Processing Unit**
 - Clean dust and debris from cabinet
 - Inspect PC for defects
 - Check operation and condition of the modem and cables
 - Verify dial tone at modem
 - Test and reset power switches on the PC
 - Review system log for errors
- **Road Weather Information System**
 - Check stability of RPU
 - Check and seal any holes in cabinet
 - Check all RPU and panel hardware; tighten and replace if necessary
 - Verify power supply voltages
 - Check operation of the modem at power interrupter
 - Check for dial tone and noise on the line
 - Clean surface of pavement sensors (weather permitting)
 - Run Auto-Test on pavement sensors
 - Inspect for cracks around sensor; notify NVDOT for filling
- **FAST**
 - Check operation of valve units
 - Spray disk patterns; clean and adjust disks as needed
 - Inspect system for leaks
 - Flush system with water (switchover)
 - Initiate weekly maintenance spray cycle and verify setpoints

3) REMOTE TECHNICAL SUPPORT AND SITE MONITORING

- Remote technical support will be provided via telephone or email.
- Technician shall attempt to troubleshoot system malfunctions remotely
- Remote technical support will be unlimited through the contract period
- Site will be remotely investigated once weekly by a qualified technician

4) UNSCHEDULED ON-SITE SERVICE (if Needed)

- Provide on-site service callouts when requested by NVDOT representative with a confirming written authorization.
- Perform service at the specific site.
- Notify the system operator when repair technician arrives onsite.
- Troubleshoot system operation based on operator's reported symptoms.
- Repair or replace components as required to maintain autonomous operation of the system.
- Maintain an on-site log of tests performed and action taken.
- Participate in exit interview with system operator where the following takes place :
- All changes to settings and control criteria are provided in a written report.
- System operator is trained in any changes made.
- Components replaced, removed, or recalibrated.
- List of items of concern or requiring more than routine maintenance are documented in writing.
- Provide written report of problems found, action taken, materials and parts used, and future recommendations.
- All unscheduled on-site service will be invoiced as used.

5) CERTIFIED OPERATION TRAINING

- Training is provided by a qualified Boschung America personal.
- Provide one full day Operation Training for up to 5 attendees annually.
- Training includes instruction for switching the Boschung FAST system over for winter or summer operation.
- Basic understanding of assisting Boschung Technician in rebooting FAST computer system

REPAIR/REPLACEMENT PARTS

- Replace damaged parts in kind.
- Work with original manufacturer(s) for parts under warranty and any new parts used must be approved by NVDOT.
- All parts will be priced according to Boschung America's pricelist .

Unscheduled Labor and Parts

- Technician Labor \$120 per hour (as Needed)
- Technician labor, on site (overtime, weekends, holidays) \$180 per Hour (as Needed)
- Part and Replacement Parts will be billed per Boschung America price list provided to NVDOT
- Shipping cost will be prepaid and added to the invoice
 - FedEx or UPS Ground - Unless otherwise approved by the department

TIMELINESS

- Seasonal Switchovers
 - Service appointments will be scheduled with Nevada DOT – District 2 and Boschung America
- Unscheduled On-site Service
 - Provide on-site service as needed
 - NVDOT directs the hours that the service technician may work on the site depending on traffic and weather conditions

TRAFFIC CONTROL

- Traffic control, site access, special lift equipment, railroad permits, flaggers, etc. will be provided by NVDOT as designated on the work order.

QUOTE#:102882
 CREATED: 4/18/2018
 EXPIRES: 5/19/2018
 QUOTED BY: Chris Vitek

	Items	Unit Price	Units	QTY	Extended Price
1	Fall Seasonal Switchovers				
	• Galena Creek	\$2977.75	Year	2	\$5,955.50
	• Steamboat Hills	\$2977.75	Year	2	\$5,955.50
	• Galena Creek	\$2977.75	Year	2	\$5,955.50
	• Browns Creek	\$2977.75	Year	2	\$5,955.50
2	Spring Seasonal Switchovers				
	• Galena Creek	\$2977.75	Year	2	\$5,955.50
	• Steamboat Hills	\$2977.75	Year	2	\$5,955.50
	• Galena Creek	\$2977.75	Year	2	\$5,955.50
	• Browns Creek	\$2977.75	Year	2	\$5,955.50
3	Remote Technical Support/Monitoring Remote telephone and email support	\$2,160.00	Year	2	\$4,320.00
4	Unscheduled Callout Pricing Schedule				
	Technician labor, on site (if Needed)	\$120.00	Hour	Each	\$120.00
	Technician labor, on site (overtime, weekends, holidays) – (If Needed)	\$180.00	Hour	Each	\$180.00
5	Certified Operation Training	\$3,960.00	Year	2	\$7,920.00

Boschung America's standard terms and conditions apply
 Quote for Nevada Department of Transportation



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

MEMORANDUM

June 29, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 9, 2018, Transportation Board of Directors Meeting
ITEM #8: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded May 16, 2018, through June 12, 2018.
- Agreements under \$300,000 executed May 16, 2018, through June 12, 2018.

Any emergency agreements authorized by statute will be presented here as an informational item.

Background:

Pursuant to NRS 408.131(5), the Transportation Board has authority to “[e]xecute or approve all instruments and documents in the name of the State or Department necessary to carry out the provisions of the chapter”. Additionally, the Director may execute all contracts necessary to carry out the provisions of Chapter 408 of NRS with the approval of the board, except those construction contracts that must be executed by the chairman of the board. Other contracts or agreements not related to the construction, reconstruction, improvement and maintenance of highways must be presented to and approved by the Board of Examiners. This item is intended to inform the Board of various matters relating to the Department of Transportation but which do not require any formal action by the Board.

The Department contracts for services relating to the construction, operation and maintenance of the State’s multi-modal transportation system. Contracts listed in this item are all low-bid per statute and executed by the Governor in his capacity as Board Chairman. The projects are part of the STIP document approved by the Board. In addition, the Department negotiates settlements with contractors, property owners, and other parties to resolve disputes. These proposed settlements are presented to the Board of Examiners, with the support and advisement of the Attorney General’s Office, for approval. Other matters included in this item would be any emergency agreements entered into by the Department during the reporting period.

The attached construction contracts and agreements constitute all that were awarded for construction from May 16, 2018, through June 12, 2018 and agreements executed by the Department from May 16, 2018, through June 12, 2018. There were no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded – Under \$5,000,000, May 16, 2018, through June 12, 2018.
- B) State of Nevada Department of Transportation Executed Agreements – Informational, May 16, 2018, through June 12, 2018.

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
 CONTRACTS AWARDED - INFORMATIONAL
 May 16, 2018, through June 12, 2018**

1. April 26, 2018 at 1:30 PM the following bids were opened for Contract 3704-READV, Project No. SPSR-0582(003), on SR 582, Boulder Highway between College Drive/South Pueblo Boulevard and South Racetrack Road/Horizon Drive, Foster Avenue, Corn Street, Lowery Street, approximately 588 feet north of Hamilton Drive, Whitney Avenue, 4350 Boulder Highway, and Oakey Boulevard, in Clark County, for pedestrian safety improvements to include updating crosswalks, installing pedestrian median islands, RRFB's, LED street lighting, and ADA ramps.

MC4 Construction LLC	\$1,494,253.30
Fast-Trac Electric (Nev-Cal Investors, Inc.)	\$1,495,886.15
CMMCM LLC DBA Muller Construction	\$1,559,874.21
Andersen Hoeram & Excavation.	\$1,630,694.07
Unicon, LLC.	\$1,836,803.87
Acme Electric.	\$1,887,839.00

Engineer's Estimate.....\$1,775,258.85

The Director awarded the contract May 23, 2018, to MC4 Construction LLC for \$1,494,253.30.

2. April 26, 2018 at 2:00 PM the following bids were opened for Contract 3720, Project No. SP-000M(033), on I-80 ramps, E. Fourth St. and Mustang Truck Station and US 395 ramps, Stead Blvd, in Washoe County, to cold-mill with plant-mix bituminous surface with open grade.

Granite Construction Company	\$873,873.00
Sierra Nevada Construction, Inc.	\$929,007.00

Engineer's Estimate.....\$996,804.47

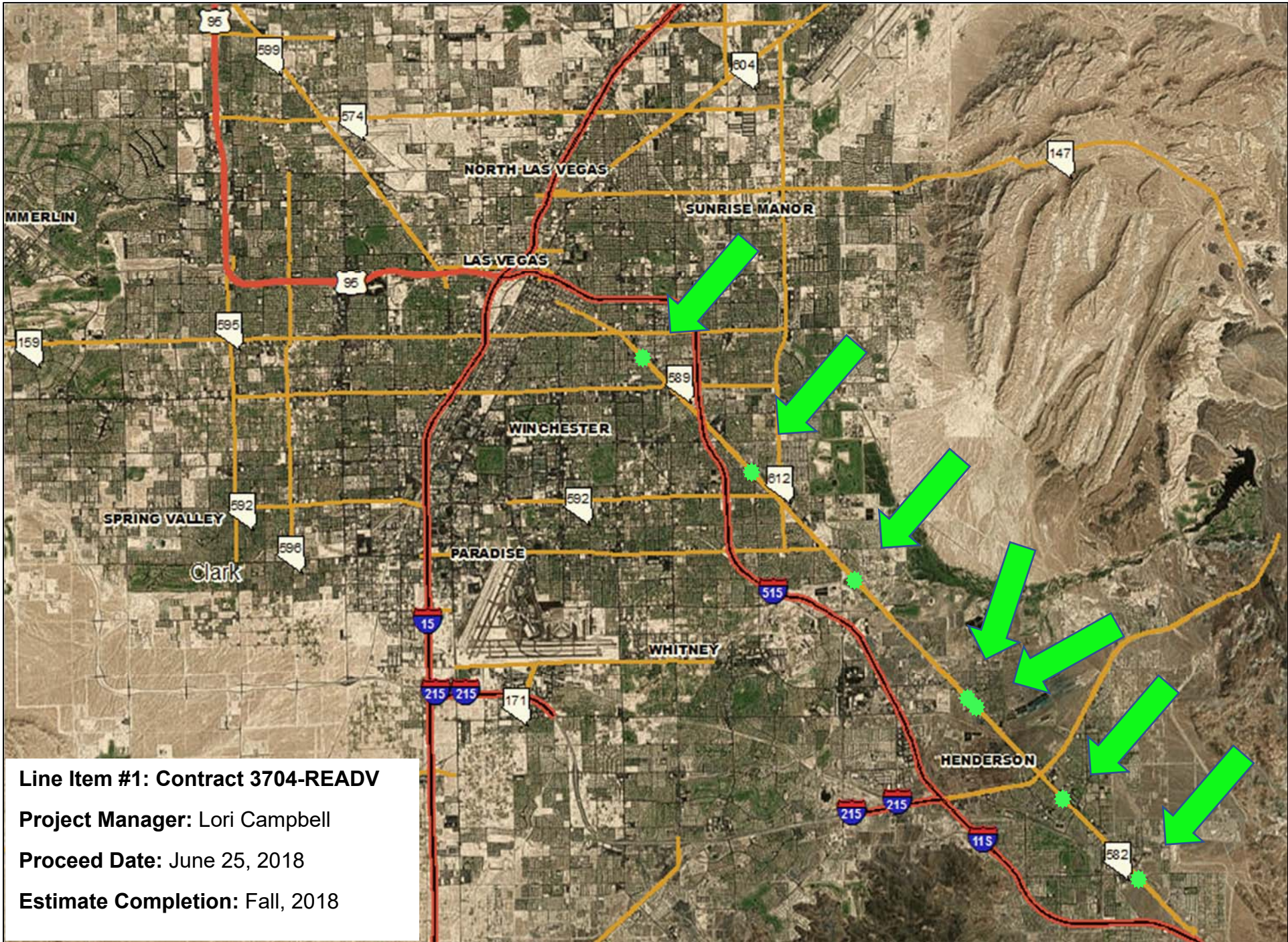
The Director awarded the contract on May 23, 2018, to Granite Construction Company for \$873,873.00.

3. May 17, 2018 at 1:30 PM the following bids were opened for Contract 3721, Project No. SPSR-0305(008), on SR 305, in Lander County, for 1/2" chip seal with seal coat.

Sierra Nevada Construction, Inc.	\$1,322,007.00
VSS International, Inc.	\$1,435,120.00
Intermountain Slurry Seal, Inc.	\$1,541,541.00

Engineer's Estimate.....\$1,282,103.47

The Director awarded the contract on June 01, 2018, to Sierra Nevada Construction, Inc. for \$1,322,007.00.

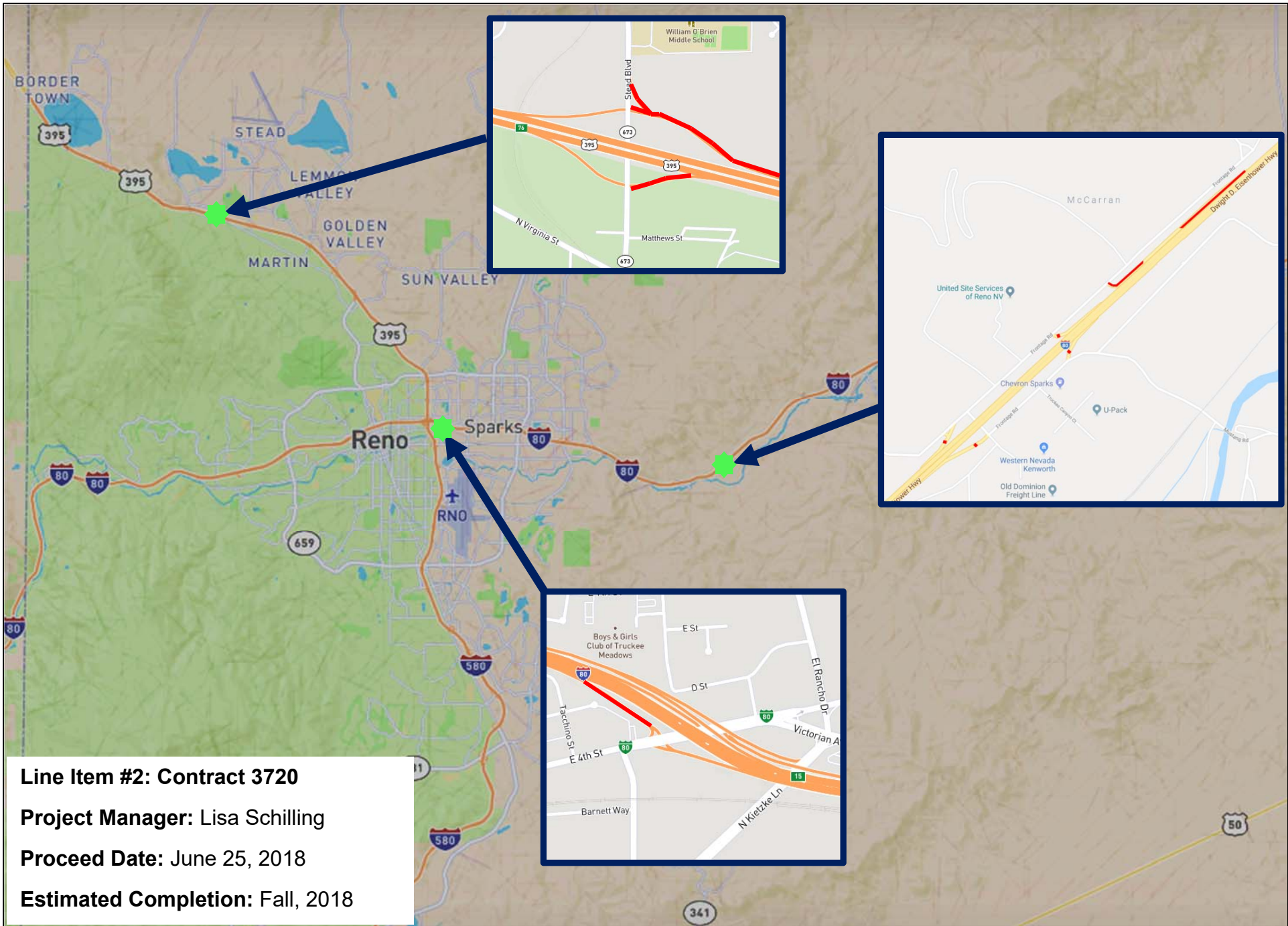


Line Item #1: Contract 3704-READV

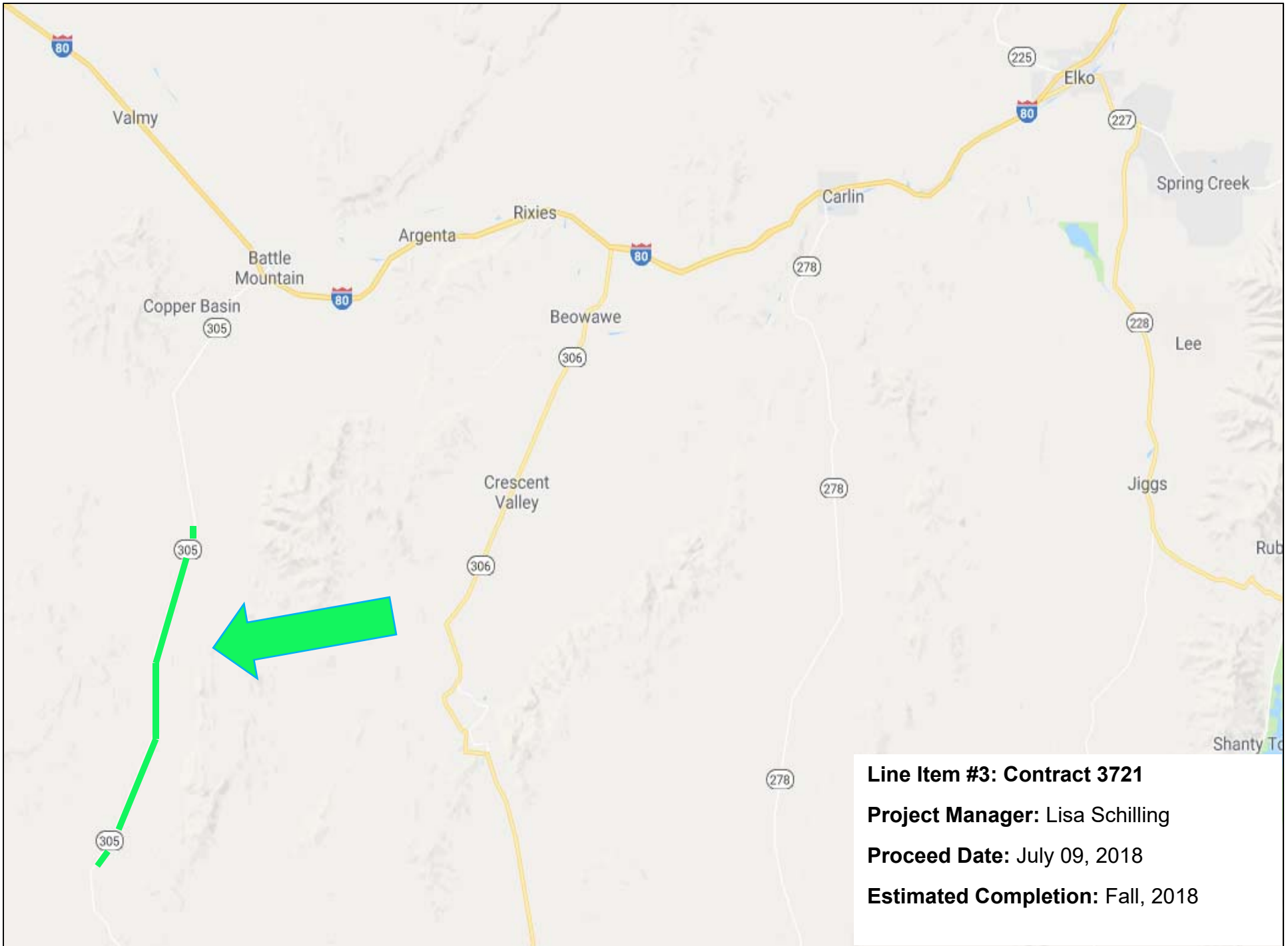
Project Manager: Lori Campbell

Proceed Date: June 25, 2018

Estimate Completion: Fall, 2018



Line Item #2: Contract 3720
Project Manager: Lisa Schilling
Proceed Date: June 25, 2018
Estimated Completion: Fall, 2018



Line Item #3: Contract 3721
Project Manager: Lisa Schilling
Proceed Date: July 09, 2018
Estimated Completion: Fall, 2018

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
May 16, 2018 through June 12, 2018

Attachment B

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Dir. Office	Notes
1	25718	00	CHARLES & CHARLENA MANCHESTER	PERMANENT EASEMENT	N	52,550.00	-	52,550.00	-	17-May-2018	31-May-2023	-	Acquisition	Right-of-Way	Cole	05-17-18: GRANT A PERMANENT EASEMENT OF PARCEL S-207-DO-002.252PE ON KINGSBURY GRADE, DOUGLAS COUNTY. NV B/L#: NVD20021232227
2	25818	00	KHASHAYAR AND GOLNAR ZARGHAM	PARCEL ACQUISITION	N	3,000.00	-	3,000.00	-	25-May-2018	31-May-2023	-	Acquisition	Right-of-Way	Cole	05-25-18: ACQUISITION OF PARCEL U-050-LY-023.774 CONTAINING .06 ACRES FOR THE WIDENING OF US 50, LYON COUNTY. NV B/L#: EXEMPT
3	19718	00	PAUL AND SHARON CHEN	PARCEL ACQUISITION	N	1,300.00	-	1,300.00	-	4-May-2018	30-Apr-2023	-	Acquisition	Right-of-Way	Cole	05-04-18: ACQUISITION OF PARCEL U-050-LY-023.661 CONTAINING .12 ACRES FOR THE WIDENING OF US 50, LYON COUNTY. NV B/L#: EXEMPT
4	25918	00	ROBERT AND KEELY SPINNATO	PERMANENT AND TEMPORARY EASEMENT	Y	40,000.00	-	40,000.00	-	25-May-2018	31-May-2023	-	Acquisition	Right-of-Way	Cole	05-25-18: GRANT PERMANENT AND TEMPORARY EASEMENTS OF PARCEL S-756-DO-003.523PE1 AND PARCEL S-756-DO-003.523TE1 FOR THE CONSTRUCTION AND MAINTENANCE OF NEW SIDEWALK AND BRIDGE WIDENING, DOUGLAS COUNTY. NV B/L#: NVD20021232227
5	25418	00	SALENDAR K. DHILLON ET AL.	PARCEL ACQUISITION	N	6,300.00	-	6,300.00	-	17-May-2018	31-May-2023	-	Acquisition	Right-of-Way	Cole	05-17-18: ACQUISITION OF PARCEL U-050-LY-021.376 CONTAINING .38 ACRES FOR THE WIDENING OF US 50, LYON COUNTY. NV B/L#: EXEMPT
6	26718	00	NV ENERGY	LINE EXTENSION	N	8,293.00	-	8,293.00	-	5-Jun-2018	31-May-2023	-	Facility	Right-of-Way	Cole	06-05-18: LINE EXTENSION TO ALTER EXISTING FACILITIES NEAR THE INTERSECTION OF E-13680 (DIRT ROAD DRIVEWAY) AND US 50 FOR THE US 50 WIDENING PROJECT, LYON COUNTY. NV B/L#: NVD19831015840
7	26018	00	NV ENERGY	LINE EXTENSION	N	6,401.00	-	6,401.00	-	25-May-2018	31-May-2023	-	Facility	Right-of-Way	Cole	05-25-18: LINE EXTENSION TO INSTALL STREET LIGHTING FROM CHAVES ROAD TO ROY'S ROAD ON US 50, LYON COUNTY. NV B/L#: NVD19831015840
8	11518	00	ANNIE'S JANITORIAL	JANITORIAL SERVICES	N	15,450.00	-	15,450.00	-	25-May-2018	31-Mar-2019	-	Service Provider	District II	Tracy/Thor	05-25-18: PROVIDE JANITORIAL SERVICES AT THE MT. ROSE REST AREA, WASHOE COUNTY. NV B/L#: NVS20131145514-Q PROPOSERS: ANNIE'S JANITORIAL, CHARLES MCNEIL'S CLEANING SERVICE LLC, F.A.A.D. JANITORIAL
9	23818	00	ANNIE'S JANITORIAL	JANITORIAL SERVICES	N	204,999.84	-	204,999.84	-	30-May-2018	31-Dec-2020	-	Service Provider	District II	Tracy/Thor	05-30-18: PROVIDE JANITORIAL SERVICES AT DISTRICT II AND EQUIPMENT OFFICES LOCATED AT 310 GALLETTI WAY IN SPARKS, WASHOE COUNTY. NV B/L#: NV20131145514-Q PROPOSERS: ABLE JANITORIAL SERVICE, ANNIE'S JANITORIAL, EXPRESS JANITORIAL, MCNEIL'S CLEANING SERVICE.
10	22218	00	ASSOCIATED GENERAL CONTRACTORS	TRAINING SERVICES	N	85,000.00	-	85,000.00	-	8-Jun-2018	31-Dec-2018	-	Service Provider	Contract Compliance	Tracy	06-08-18: PROVIDE TRAINING SERVICES FOR DISADVANTAGED BUSINESS ENTERPRISES (DBE), SMALL BUSINESS ENTERPRISES (SBE), AND CONSTRUCTION WORKFORCE DEVELOPMENT, CLARK COUNTY. NV B/L#: EXEMPT
11	13618	00	ATM ELECTRIC	ELECTRICAL/LIGHTING UPGRADE	N	50,690.00	-	50,690.00	-	18-May-2018	31-Dec-2018	-	Service Provider	Architecture	Thor	05-18-18: ELECTRICAL AND LIGHTING UPGRADE AT SOUTHERN NEVADA'S VISITOR CENTER, MESQUITE'S WELCOME CENTER, AND THE SOUTHERN LAS VEGAS MAINTENANCE STATION, CLARK COUNTY. NV B/L#: NVD20131191279-Q PROPOSERS: ATM ELECTRIC
12	02918	01	BRADLEY HARRIS	COMMUNICATION TRAINING	N	4,350.00	200.00	4,550.00	-	9-Feb-2018	29-Jun-2018	6-Jun-2018	Service Provider	Training	Bill	AMD 1 06-06-18: INCREASE AUTHORITY BY \$200.00, FROM \$4,350.00 TO \$4,550.00 TO COVER NON-REFUNDABLE COSTS ASSOCIATED WITH RESCHEDULING THE MEETING FROM MARCH 13 AND 14, 2018 TO MAY 17, 2018. 02-09-18: ADDRESS EXTERNAL CIVIL RIGHTS GROUP AT STAFF MEETING ON MARCH 13 AND 14, 2018, IN LAS VEGAS, ON VIRTUAL/REMOTE TEAMS NEEDED FOR COMMUNICATION AND GROUP NORMS, CLARK COUNTY. NV B/L#: EXEMPT
13	59117	00	DIGITAL MAPPING INCORPORATED	AERIAL PHOTOGRAPHY AND LIDAR	N	250,000.00	-	250,000.00	-	24-May-2018	30-Jun-2020	-	Service Provider	Locations	Cole	05-24-18: PROVIDE AERIAL SURVEY PHOTOGRAPHY AND AIRBORNE LIDAR ON AN AS-NEEDED BASIS FOR MAPPING, GIS, AND RECONNAISSANCE OF PROJECTS. THE DATA WILL BE USED IN TRANSPORTATION PLANNING, MAPPING, AND ENGINEERING DESIGN, STATEWIDE. NV B/L#: NVF20181331762-R PROPOSALS: AERO-GRAPHICS, DIGITAL MAPPING, KEYSTONE AERIAL, AND QUANTUM SPATIAL.
14	22818	00	DOWN TO EARTH LANDSCAPING	LANDSCAPING	N	24,875.00	-	24,875.00	-	14-May-2018	30-Jun-2018	-	Service Provider	Buildings and Grounds	Robert	05-14-18: XERISCAPE THE SOUTH SIDE OF NDOT'S HEADQUARTERS BUILDING LOCATED AT 1263 SOUTH STEWART STREET FOR IRRIGATION SAVING MEASURES AND BEAUTIFICATION OF THE PROPERTY, CARSON CITY. NV B/L#: NVD20131548135-Q PROPOSERS: EDDISS LAWN AND LANDSCAPING, DOWN TO EARTH LANDSCAPING
15	10118	00	ENVISE	DELTA CONTROLS BUILDING AUTOMATED SYSTEM	N	41,760.00	-	41,760.00	-	24-May-2018	30-Jun-2022	-	Service Provider	District I	Tracy/Mary	05-24-18: PROVIDE INSPECTIONS, MAINTAINANCE, AND SYSTEM SUPPORT FOR THE BUILDING AUTOMATION SYSTEM INSTALLED AT THE NDOT TRAFFIC MANAGEMENT CENTER FOR HVAC, LIGHTING, AND ACCESS CONTROLS. THE SCOPE OF SERVICES INCLUDE PROVIDING RECOMMENDATIONS REGARDING MODIFICATIONS TO THE EXISTING SYSTEM APPLICATIONS FOR ADDED ENERGY SAVINGS, PROVIDING DETAILS ON MORE EFFICIENT OPERATIONS AND FACILITY MANAGEMENT CAPABILITIES, AND REVIEW ALL APPLICATION SOFTWARE DATABASES AND VERIFY SUCH DATABASES ARE MAINTAINED ACCORDING TO OPERATING PROCEDURES, CLARK COUNTY. NV B/L#: NVF20151201704-S

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Dir. Office	Notes
16	13918	00	GREAT BASIN PAINTING & DECORATING, INC.	EXTERIOR PAINT	N	119,550.00	-	119,550.00	-	5-Jun-2018	31-Aug-2018	-	Service Provider	Architecture	Thor	06-05-18: EXTERIOR PAINTING OF BUILDING FACILITIES AT WINNEMUCCA MAINTENANCE STATION TO PROTECT AGAINST WEATHER DAMAGE, HUMBOLDT COUNTY. NV B/L#: NVD19961250559-Q PROPOSERS: GREAT BASIN PAINTING & DECORATING, INC., FASANI PAINTING
17	01518	00	GRL ENGINEERS, INC.	DRILL SHAFT TESTING SERVICES	Y	250,000.00	-	250,000.00	-	29-May-2018	30-Jun-2020	-	Service Provider	Materials	Thor	05-29-18: PROVIDE TESTING FOR STRUCTURAL INTEGRITY OF CONCRETE WITHIN THE DRILLED SHAFT FOUNDATIONS FOR NDOT PROJECTS, STATEWIDE. NV B/L#: NVF20101856032-R PROPOSER: GRL ENGINEERS, INC.
18	22618	00	GRUBER POWER SERVICES	UNINTERRUPTED POWER SERVICE MAINTENANCE	N	25,000.00	-	25,000.00	-	4-Jun-2018	30-Jun-2020	-	Service Provider	Buildings and Grounds	Robert	06-04-18: PROVIDE SEMI-ANNUAL UNINTERRUPTED POWER SERVICE (UPS) PREVENTATIVE MAINTENANCE AND OPERATIONAL INSPECTIONS THAT WILL TEST UPS EQUIPMENT AND ASSOCIATED SWITCHGEARS TO ENSURE RELIABILITY DURING POWER OUTAGE SITUATIONS AT NDOT'S HEADQUARTERS, CARSON CITY. NV B/L#: NVF20001457095-Q PROPOSER: GRUBER POWER SERVICES
19	30818	00	ITILJAMS CONSULTING, INC.	INFORMATION TECHNOLOGY INFRASTRUCTURE LIBRARY (ITIL) TRAINING	N	19,250.00	-	19,250.00	-	4-Jun-2018	30-Jun-2018	-	Service Provider	Information Technologies	Robert	06-04-18: PROVIDE TRAINING THAT FOCUSES ON ALIGNING INFORMATION TECHNOLOGY SERVICES WITH THE NEEDS OF THE BUSINESS. THE OBJECTIVES WILL INCREASE PRODUCTIVITY, OPTIMIZE COST, AND IMPROVE CUSTOMER EXPERIENCE FOR INFORMATION TECHNOLOGY STAFF, CARSON CITY. NV B/L#: EXEMPT-S
20	24218	00	JOHNSON, PERKINS AND GRIFFIN	APPRAISAL AND EXPERT WITNESS	N	15,000.00	-	15,000.00	-	23-May-2018	31-Dec-2020	-	Service Provider	Risk Management	Rudy	05-23-18: REAL ESTATE APPRAISAL AND EXPERT WITNESS SERVICES FOR POTENTIAL LITIGATION ON PROPERTIES, WASHOE COUNTY. NV B/L#: NVD20151108081-S
21	22918	00	KIMLEY-HORN AND ASSOCIATES	INTELLIGENT TRAFFIC MANAGEMENT SOFTWARE UPDATES	N	245,571.00	-	245,571.00	-	18-May-2018	30-Jun-2019	-	Service Provider	Traffic Operations	Thor	05-18-18: PROVIDE SOFTWARE UPDATES, DIAGNOSTICS, MAINTENANCE OF DATA AND MANUALS, INTEGRATION OF DEVICES, AND IN-PERSON TRAINING FOR AN INTELLIGENT TRANSPORTATION MANAGEMENT SYSTEM THAT NDOT USES TO CONTROL A WIDE VARIETY OF DEVICES INSTALLED ALONG THE ROADSIDE, SUCH AS CAMERAS, MESSAGE SIGNS, AND CHAIN CONTROL SIGNS, STATEWIDE. NV B/L#: NVF19911015458-S
22	13718	00	MANDLI COMMUNICATIONS, INC	ROAD VIDEO/LIDAR VEHICLE SYSTEMS SUPPORT	N	110,100.00	-	110,100.00	-	5-Jun-2018	30-Jun-2020	-	Service Provider	Roadway Systems	Sondra	06-05-18: PROVIDE ONGOING SYSTEMS SUPPORT FOR THE ROAD VIDEO/LIDAR VEHICLE THAT WAS EQUIPPED IN 2017 WITH SOPHISTICATED CAMERAS, LIDAR, COMPUTERS, HARDWARE, AND ROAD COLLECTION CAPABILITIES. SCOPE OF SERVICES INCLUDE TROUBLESHOOTING SYSTEMS, ASSISTING WITH VIDEO/LIDAR DOWNLOADS, AND TESTING AND RE-CALIBRATING OF EQUIPMENT, STATEWIDE. NV B/L#: NVF20121276171-S
23	62217	00	MISSION LINEN SUPPLY	LAUNDRY SERVICE	N	54,011.38	-	54,011.38	-	8-Jun-2018	30-Sep-2021	-	Service Provider	District I	Tracy/Mary	06-08-18: FURNISH, LAUNDRY, PICK UP, AND DELIVER PROTECTIVE CLOTHING FOR TONOPAH'S MAINTENANCE OFFICE AND OUTLYING MAINTENANCE STATIONS, NYE COUNTY. NV B/L#: NVF20121451751-Q PROPOSER: MISSION LINEN SUPPLY
24	1018	00	PRECISION CRANE & HOIST SERVICES	CRANE AND HOIST MAINTENANCE	N	16,550.00	-	16,550.00	-	5-Jun-2018	31-Dec-2020	-	Service Provider	District II	Tracy/Thor	06-05-18: PROVIDE MAINTENANCE AND INSPECTION SERVICES OF CRANES AND HOISTS OWNED BY NDOT AT VARIOUS LOCATIONS IN DISTRICT II FOR SAFETY, CARSON CITY, CHURCHILL, DOUGLAS, LYON, MINERAL, PERSHING, STOREY, AND WASHOE COUNTIES. NV B/L#: NVD20051280421-Q PROPOSERS: PRECISION CRANE AND HOIST SERVICES
25	21818	00	TDA ENTERPRISES DBA DIVERSIFIED SYSTEMS INTERNATIONAL	AUDIO/VISUAL CONTROL SYSTEM	N	151,460.00	-	151,460.00	-	7-Jun-2018	31-Aug-2018	-	Service Provider	Architecture	Thor	06-07-18: INSTALLATION OF AUDIO/VISUAL CONTROL SYSTEM FOR THE HOT SPRINGS OFFICE TRAINING ROOM #2 AT THE DEPARTMENT'S NORTH ANNEX BUILDING LOCATED ON OLD HOT SPRINGS ROAD, CARSON CITY. NV B/L#: NVF20171685774-S
26	30118	00	TDA ENTERPRISES DBA DIVERSIFIED SYSTEMS INTERNATIONAL	MAINTENANCE OF AUDIO EQUIPMENT	N	30,000.00	-	30,000.00	-	6-Jun-2018	30-Jun-2020	-	Service Provider	Information Technologies	Robert	06-06-18: PROVIDE CLEANING, GENERAL MAINTENANCE, AND ROUTINE TESTING OF ALL NDOT AUDIO/VISUAL EQUIPMENT THREE TIMES A YEAR, CARSON CITY. NV B/L#: NVF20171685774-S
27	22118	00	THOLL FENCE, INC.	SPONSOR-A-HIGHWAY SIGNS	N	58,944.00	-	58,944.00	-	21-May-2018	31-Dec-2019	-	Service Provider	Public Information	Bill	05-21-18: INSTALLATION OF SPONSOR-A-HIGHWAY SIGNS IN THE RENO/SPARKS AREA I-580/I-80 AS NEEDED, WITH ADDITIONAL LOCATIONS THAT MAY INCLUDE ALONG I-580/US 395 AND US 50, CARSON CITY, DOUGLAS, LYON, AND WASHOE COUNTIES. NV B/L#: NVD19591000420-Q PROPOSER: THOLL FENCE, INC.
28	20218	00	TIMOTHY R. MORSE AND ASSOCIATES	EXPERT WITNESS SERVICES	N	25,000.00	-	25,000.00	-	11-Jan-2018	31-Dec-2020	-	Service Provider	Risk Management	Rudy	01-11-18: PROVIDE CONSULTING AND POTENTIAL EXPERT/REBUTTAL WITNESS SERVICES FOR AN INVERSE CONDEMNATION ACTION, CLARK COUNTY. NV B/L#: NVD20161513038-S
29	22718	00	UTILITY MAPPING SERVICES, INC.	SUBSURFACE UTILITY ENGINEERING	N	50,000.00	-	50,000.00	-	4-Jun-2018	30-Jun-2019	-	Service Provider	Hydraulics	Cole	06-04-18: PROVIDE SUBSURFACE UTILITY ENGINEERING SERVICES TO LOCATE EXISTING UTILITY FACILITIES, TO INCLUDE DEPTH, TO REDUCE CONFLICT WITH DESIGN REQUIREMENTS. THIS WORK IS NEEDED FOR PHASE 2 WIDENING FROM US 50 TO US 95A, LYON COUNTY. NV B/L#: NVF20141714519-Q PROPOSERS: CARDNO, KCI TECHNOLOGIES, AND UTILITY MAPPING SERVICES, INC.

NO COST AGREEMENTS AND/OR AMENDMENTS																
Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Dir. Office	Notes
30	26317	00	CLARK COUNTY DEPARTMENT OF PUBLIC WORKS	PEDESTRIAN SAFETY MAINTENANCE AND OPERATIONS	N	-	-	-	-	17-May-2018	31-Dec-2018	-	Coop	Safety	Sondra	05-17-18: NO COST AGREEMENT FOR RIGHT-OF-WAY ACCESS AND TO DEFINE RESPONSIBILITY FOR THE PEDESTRIAN SAFETY MAINTENANCE AND OPERATIONS ALONG BOULDER HIGHWAY FROM OAKY BULEVARD TO HAMILTON AVENUE, CLARK COUNTY. NV B/L#: EXEMPT
31	57117	01	UNIVERSITY OF NEVADA, RENO	WATER MANAGEMENT TECHNOLOGY	N	298,994.00	-	298,994.00	-	16-Apr-2018	30-Jun-2021	8-Jun-2018	Coop	Stormwater	David	AMD 1 06-08-18: NO COST AMENDMENT TO CHANGE THE AGREEMENT LANGUAGE TO ALLOW UNOBLIGATED FUNDS FROM THE PREVIOUS FISCAL YEAR TO BE TRANSFERRED TO THE FOLLOWING FISCAL YEAR BUDGET. 04-16-18: DEVELOP AND EVALUATE ADVANCED FIELD-SCALE TECHNOLOGIES FOR COMPREHENSIVE WATER MANAGEMENT WITHIN THE DEPARTMENT, INCLUDING THE COLLECTION, HANDLING, TREATMENT, RECYCLING, AND REUSE OF WATER AND WASTEWATER IN THE DEPARTMENT'S JURISDICTION, WASHOE COUNTY. NV B/L#: EXEMPT
32	21318	01	HARRIS CORPORATION-AIR TRAFFIC	STANDBY GENERATOR USE	N	-	-	-	-	9-May-2018	30-Jun-2022	18-May-2018	Facility	Traffic Operations	Thor	AMD 1 05-18-18: NO COST AMENDMENT TO CHANGE THE AGREEMENT LANGUAGE FROM "PROPANE" TANK TO "DIESEL" TANK. 05-09-18: NO COST AGREEMENT AUTHORIZING THE USE OF A STANDBY GENERATOR TO PROVIDE CONTINUOUS POWER TO THE NEVADA SHARED RADIO SYSTEM (NSRS) IN THE EVENT OF COMMERCIAL POWER FAILURE AT THE MOUNT MOSES COMMUNICATIONS SITE, LANDER COUNTY. NV B/L#: NVF19831009840
33	26518	00	SOUTHWEST GAS CORPORATION	MANHOLE AND VALVE COVER	N	-	-	-	-	1-Jun-2018	31-May-2023	-	Facility	Right-of-Way	Cole	06-01-18: NO COST AGREEMENT TO ADJUST THE MANHOLE AND VALVE COVERS AT TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY AFTER REPAVING, CLARK COUNTY. NV B/L#: NVF19571000091
34	33316	01	CITY OF WINNEMUCCA	ROADWAY STRIPING	N	-	-	-	35,000.00	13-Jun-2016	31-Dec-2020	31-May-2018	Interlocal	District III	Tracy/Boyd	AMD 1 05-31-18: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-20 FOR CONTINUATION OF SERVICES. 6-13-16: INTERLOCAL AGREEMENT FOR NDOT TO ASSIST CITY OF WINNEMUCCA WITH STRIPING OF WINNEMUCCA CITY ROADS, HUMBOLDT COUNTY. NV B/L#: EXEMPT
35	20818	00	OPTIMUMEDICINE	STATEWIDE PUBLIC SAFETY RADIO COMMUNICATIONS SYSTEM	N	-	-	-	11,250.00	24-May-2018	30-Jun-2023	-	Interlocal	Traffic Operations	Thor	05-24-18: NO COST AGREEMENT TO ESTABLISH DEPARTMENT AND ORGANIZATIONAL RESPONSIBILITIES IN OPERATING AND MAINTAINING THE DEPARTMENT'S STATEWIDE PUBLIC SAFETY RADIO COMMUNICATIONS SYSTEM, CLARK COUNTY. NV B/L#: NVD20171435577
36	26318	00	E&H DISTRIBUTING, LLC	MULTI-USE LEASE	N	-	-	-	72,967.00	1-Apr-2018	31-Mar-2023	-	Lease	Right-of-Way	Cole	04-01-18: NO COST MULTI-USE LEASE OF PARCEL I-015-CL-043.622 WITH THE CITY OF LAS VEGAS FOR PARKING, INGRESS, AND EGRESS, CLARK COUNTY. NV B/L#: NVD19551000160
37	26218	00	CARSON HOTEL GROUP, LLC	LAND SALE	N	-	-	-	745,000.00	26-Apr-2018	31-Dec-2018	-	Property Sale	Right-of-Way	Cole	04-26-18: NO COST LAND SALE OF PARCEL U-395-CC-008.443XS1 CONTAINING 1.77 ACRES LOCATED AT 29 ARROWHEAD DRIVE, CARSON CITY. NV B/L#: NVF20171816043
38	26418	00	AWS WESTERN, LLC	RIGHT-OF-WAY ACCESS	N	-	-	-	-	25-May-2018	31-May-2019	-	Right-of-Way Access	Right-of-Way	Cole	05-25-18: NO COST AGREEMENT FOR CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY TO RECONSTRUCT A SEGMENT OF WESTERN AVENUE FOR IMPROVED INGRESS AND EGRESS, CLARK COUNTY. NV B/L#: NVD20011008938
39	25518	00	DUNN-EDWARDS CORPORATION	RIGHT-OF-WAY ACCESS	N	-	-	-	-	25-May-2018	31-Dec-2023	-	Right-of-Way Access	Right-of-Way	Cole	05-25-18: NO COST AGREEMENT FOR CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY TO RECONSTRUCT A SEGMENT OF TROPICANA AVENUE FROM DEAN MARTIN DRIVE TO BOULDER HIGHWAY, CLARK COUNTY. NV B/L#: NVF20041361210
40	25618	00	MGM GRAND HOTEL, LLC	RIGHT-OF-WAY ACCESS	N	-	-	-	-	17-May-2018	31-Dec-2023	-	Right-of-Way Access	Right-of-Way	Cole	05-17-18: NO COST AGREEMENT FOR CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY TO RECONSTRUCT A SEGMENT OF TROPICANA AVENUE FROM DEAN MARTIN TO BOULDER HIGHWAY, CLARK COUNTY. NV B/L#: NVD20001069760
41	21016	01	DICKSON COMMERCIAL GROUP	BROKERAGE	Y	250,000.00	-	250,000.00	-	3-Oct-2016	30-Jun-2020	18-May-2018	Service Provider	Right-of-Way	Cole	AMD 1 05-18-18: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 06-30-18 TO 06-30-20 FOR CONTINUATION OF SERVICES. 10-03-16: PROVIDE BROKERAGE SERVICES FOR THE SALE OF PROPERTIES CURRENTLY OWNED BY THE DEPARTMENT, CARSON, DOUGLAS, AND WASHOE COUNTIES. NV B/L#: NVD20141398561
42	55017	01	DIVERSIFIED CONSULTING SERVICE	AUGMENTATION OF CREWS IN DISTRICT II	Y	712,381.00	-	712,381.00	-	10-Jan-2018	31-Dec-2018	10-Jun-2018	Service Provider	Construction	Thor	AMD 1 06-10-18: NO COST AMENDMENT TO INCLUDE CREW 912 FOR REASSIGNMENT TO PROJECT 60778 (CONTRACT 3721) FOR CHIP SEAL IN LANDER COUNTY. 01-10-18: CONSTRUCTION ENGINEERING SERVICES FOR AUGMENTATION OF CREW 920 TO ENSURE THAT THE FOLLOWING PROJECTS ARE ACCOMPLISHED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS: PROJECT ID 73701 (CONTRACT 3713) FOR BRIDGE REPLACEMENT AT EDEN VALLEY RD AT HUMBOLDT RIVER; PROJECT ID 73789 (CONTRACT 3699) FOR MILL AND FILL AT THE I-80 WINNEMUCCA INTERCHANGE; PROJECT ID 60781 (CONTRACT 3705) FOR RUBBLIZATION AND OVERLAY AT I-80 NEAR MOTE INTERCHANGE; AND PROJECT ID 60778 (CONTRACT 3721) FOR CHIP SEAL, HUMBOLDT AND LANDER COUNTIES. NV. B/L#: NVD19901019853-R



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

MEMORANDUM

June 27, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 9, 2018, Transportation Board of Directors Meeting
Item # 9: Action Item: Condemnation Resolution No. 469
US 50 from Roy's Rd. to US-95A, Widen from 2 to 4 Lanes, Phase 2; in Lyon County, Nevada.
7 Owners, 2 Parcels – For possible action

Summary:

The Department is acquiring property rights for the widening and reconstruction of US Highway 50 from Roy's Road to US-95A, Lyon County, Nevada. The Department is seeking the Board's approval of a condemnation action for the unresolved acquisition as described below.

Background:

Reza Zandian and Niloofar Foughani, Elias and Minoo Abrishami, Enayat and Naima Abrishami, Eagles Nest LLC, Johnathon Fayeghi, Rashad and Reem El-Sabawi, and Alborz Zandian - Negotiations are unresolved for the acquisition from Reza Zandian et al. It is necessary to acquire two temporary easements of 770 square-foot (0.02 acres) and 3,629 square-foot (0.08 acres) respectively, for the construction of the project (Attachment 1 - Location Map).

The acquisitions in question are located along the south side of US 50, between Roy's Road and Pinto Street, Stagecoach, Lyon County, and are highlighted in pink color on the right-of-way plans that are part of the Condemnation Resolution (Attachment 2).

The Department has submitted offers to owners and is continuing to work towards settlement, however, the Department is requesting this condemnation resolution to meet construction deadlines.

Analysis:

A condemnation resolution is requested so that the Department can certify the right-of-way to the Federal Highway Administration, and file any necessary pleading in any condemnation proceeding, pursuant to NRS Chapter 241, all required notices regarding this open meeting have been served.

Recommendation for Board Action:

Board approval of this resolution of condemnation is respectfully requested.

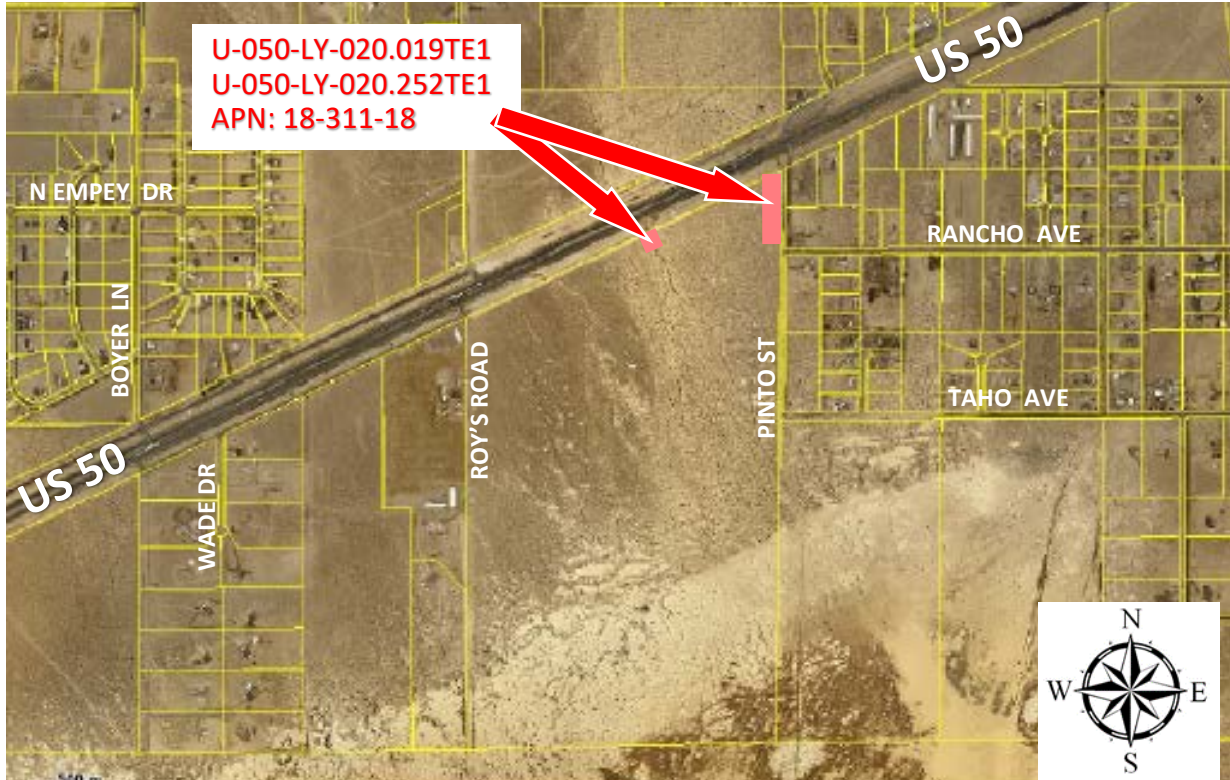
List of Attachments:

1. Location map
2. Condemnation Resolution No. 469 with Right-of-Way plans
3. Section 408.503 of the Nevada Revised Statutes
4. Section 241.034 of the Nevada Revised Statutes

Prepared by:

Agency Risk Management Division (NDOT).

LOCATION MAP



CONDEMNATION RESOLUTION NO. 469

DESCRIPTION: US-50 From Roy's Rd. to SR-95A; Widen from 2 to 4 Lanes

Project US-50 Phase 2 Widening

In Silver Springs, County of Lyon, State of Nevada

ATTACHMENT 1

RESOLUTION OF THE BOARD OF DIRECTORS OF THE DEPARTMENT OF TRANSPORTATION AUTHORIZING ACQUISITION BY CONDEMNATION OF PROPERTY FOR THE WIDENING AND RECONSTRUCTION OF US-50, FROM ROY'S ROAD TO US-95A, IN AN UNINCORPORATED AREA OF LYON COUNTY, NEVADA

CONDEMNATION RESOLUTION NO. 469

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

WHEREAS, the Department has determined that the public interest and necessity require the acquisition, construction, and completion by the State of Nevada, acting by and through the Department, of a public improvement, namely the widening and reconstruction of US-50, from Roy's Road to US-95A, in an unincorporated area of Lyon County, State of Nevada and that the real property hereinafter described is necessary for said public improvement; and

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

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

WHEREAS, pursuant to section 408.503 of the Nevada Revised Statutes, the Department shall not commence any legal action in eminent domain until the Board of Directors of the Department adopts a resolution declaring that the public interest and necessity require the highway improvement and that the property described is necessary for such improvement.

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

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

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

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

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

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

To make application to said court for an order permitting the Department to take possession and use of said real property as may be necessary for construction of said public highway improvement, and to pledge the public faith

and credit of the State of Nevada as security for such entry or, should the Department deem such advisable, to deposit with the Clerk of such court, in lieu of such pledge, a sum equal to the value of the premises sought to be condemned as appraised by the Department, and to acquire the following real property:

PARCEL NOS. U-050-LY-020.019TE1 and U-050-LY-020.252TE1 owned by REZA ZANDIAN and NILOOFAR FOUGHANI, husband and wife as to an undivided 15% interest; ELIAS ABRISHAMI and MINOO ABRISHAMI, husband and wife as to an undivided 2/6th interest; ENAYAT ABRISHAMI and NAIMA ABRISHAMI, husband and wife as to an undivided 1/6th interest; EAGLES NEST, LLC, A California limited liability company, as to an undivided 12.50% interest; JOHNATHON FAYEGHI, an unmarried man, as to an undivided 3.0% interest; RASHAD EL-SABAWI and REEM EL-SABAWI, Trustees of the RASHAD AND REEM EL-SABAWI FAMILY TRUST, as to an undivided 9.50% interest; ALBORZ ZANDIAN, an unmarried man, 2.5% and NILOOFAR FOUGHANI ZANDIAN, 7.5%

Said real property situate , lying and being in the County of Lyon, State of Nevada, and more particularly described as being portions of the NE 1/4 of the NE 1/4 of Section 10, T. 17 N., R. 23 E., M.D.M., and further described as being a portion of SOUTH PARCEL as shown on that certain RECORD OF SURVEY FOR DEAD DOG RANCH filed for record on September 30, 2004, in the official records of Lyon County, Nevada, as File No. 332209, and the individual parcels being more fully described by metes and bounds as follows:

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Parcel: U-050-LY-020.019TE1 to be acquired as a temporary construction easement for a three-year period commencing on the date of occupancy

COMMENCING at a 0.17 foot aluminum cap on #5 Rebar, stamped "S10, S11, PLS11178", accepted as the east quarter corner of said Section 10, shown and delineated as "SET 5/8" REBAR W/ALUM CAP PLS 11178 RESET PER SM #80293" on said RECORD OF SURVEY; thence N. 36°59'09" W. a distance of 1,839.01 feet to the POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of US-50, 183.00 feet right of and at right angles to Highway Engineer's Station "X2" 1111+78.00 P.O.T.; thence N. 65°09'38" E., along said right-of-way line of US-50, a distance of 35.00 feet; thence along the following three (3) courses and distances:

- 1) S. 24°50'22" E. – 22.00 feet;
- 2) S. 65°09'38" W. – 35.00 feet;
- 3) N. 24°50'22" W. – 22.00 feet to the point of beginning;

said parcel contains an area of 770 square feet (0.02 acres).

Parcel: U-050-LY-020.252TE1 to be acquired as a temporary construction easement for a three-year period commencing on the date of occupancy

COMMENCING at a 0.17 foot aluminum cap on #5 Rebar, stamped "S10, S11, PLS11178", accepted as the east quarter corner of said Section 10, shown and delineated as "SET 5/8" REBAR W/ALUM CAP PLS 11178 RESET PER SM #80293" on said RECORD OF SURVEY; thence N. 0°21'44" E. a distance of

1,986.96 feet to the POINT OF BEGINNING; said point of beginning being on the right or southeasterly right-of-way line of US-50, 183.00 feet right of and at right angles to Highway Engineer's Station "X2" 1124+11.00 P.O.T.; thence N. 65°09'38" E., along said right-of-way line of US-50, a distance of 21.76 feet to the east section line of said Section 10, said line being coincident with the westerly right-of-way line of Pinto Street; thence S. 0°55'37" W., along said east section line and said right-of-way line of Pinto Street, a distance of 207.65 feet; thence N. 89°04'22" W. a distance of 16.10 feet; thence N. 0°04'53" W. a distance of 198.22 feet to the point of beginning; said parcel contains an area of 3,629 square feet (0.08 acres).

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

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

Adopted this _____ day of July, 2018.

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

Secretary to the Board
William H. Hoffman

Chairman – Brian Sandoval
Governor

APPROVED AS TO LEGALITY
AND FORM

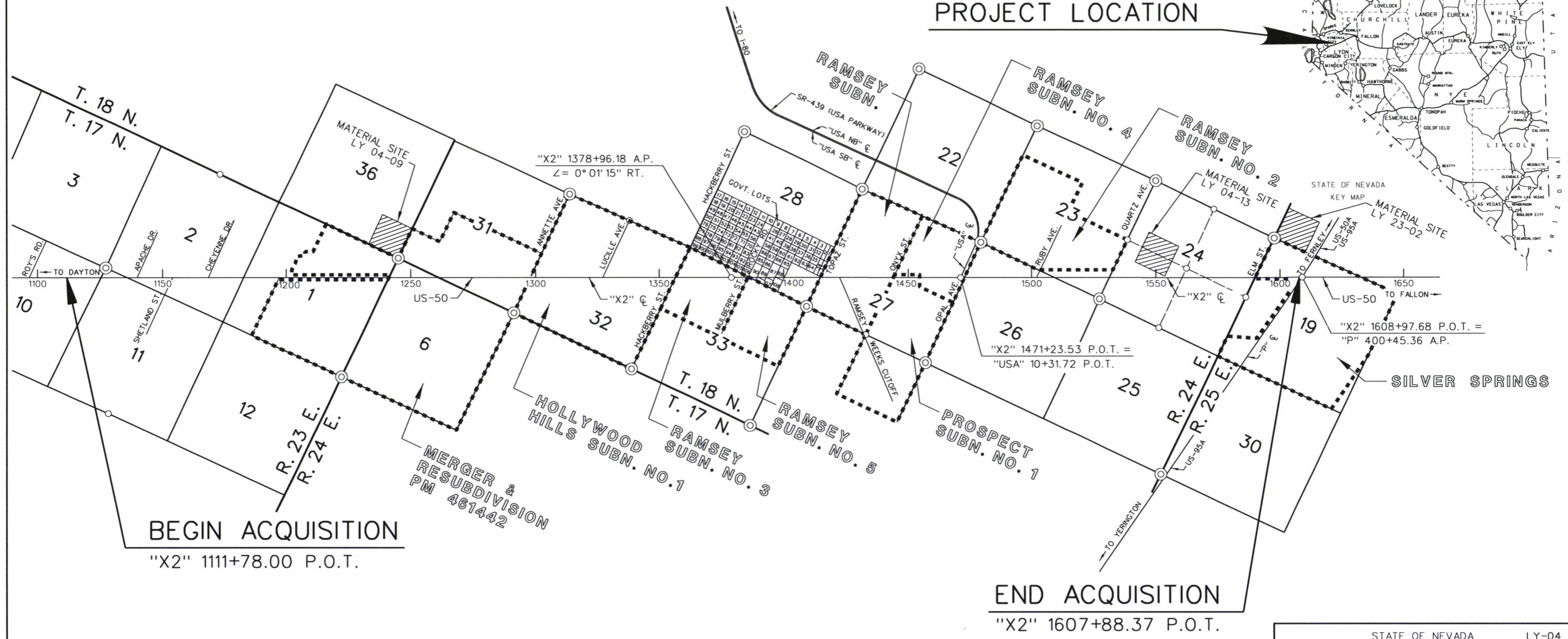
Dennis Gallagher, Chief Counsel
Department of Transportation

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73475	SPF-050-2(019)	LYON	1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY PROJECT



PROJECT LOCATION


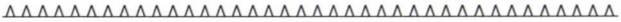














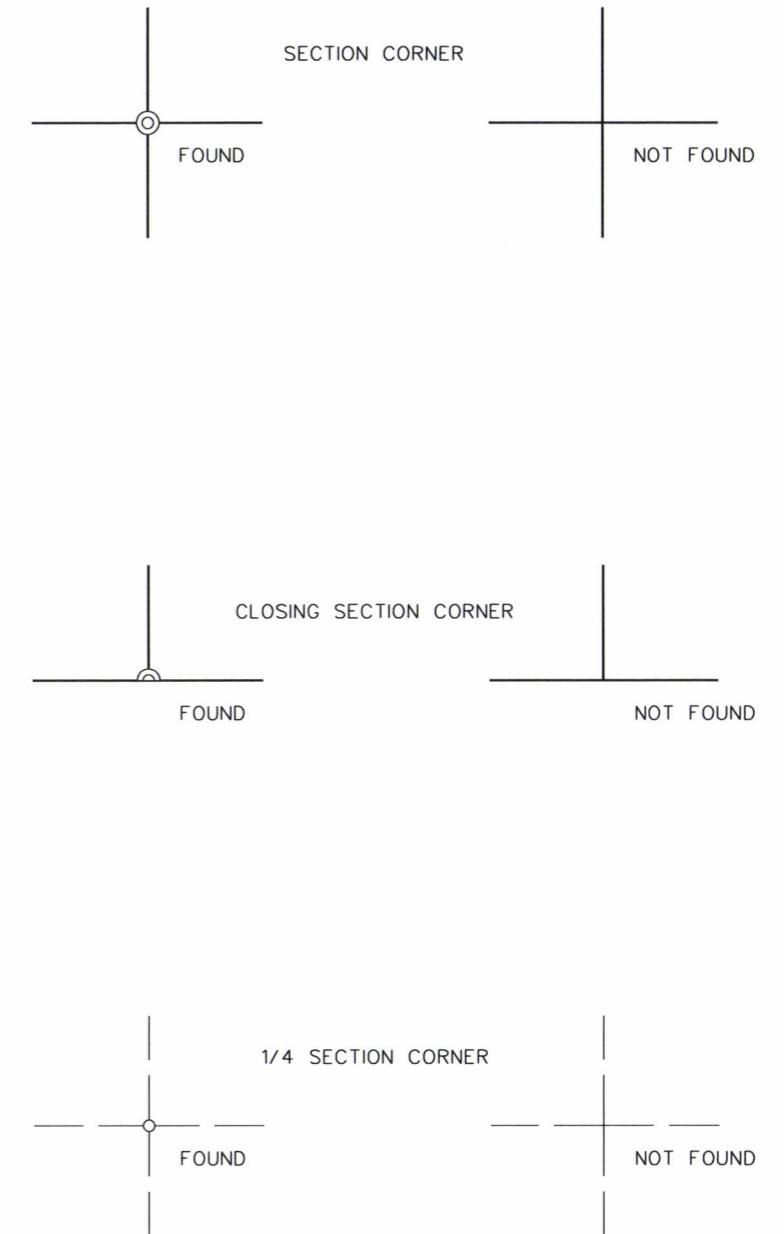
NEVADA DOT	R/W DIVISION	
	TRACED	CJH
	CHECKED	
PHONE (775) 887-7470		

STATE OF NEVADA LY-04
 DEPARTMENT OF TRANSPORTATION
 DATE: JUNE 12, 2017
 US-50 FROM
 ROY'S RD. TO US-95A
 WIDEN FROM 2 TO 4 LANES
 SCALE 1" = 4,000'
 SHEET 1 OF 46

LEGEND OF RIGHT-OF-WAY SYMBOLS

C/A	CONTROL OF ACCESS
☉	CENTERLINE
C/P	PERMISSION TO CONSTRUCT
Δ	DELTA
L	ARC LENGTH
LT.	LEFT
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
PE	PERMANENT EASEMENT
P/L	PROPERTY LINE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT ON CURVE
P.O.E.	POINT OF ENDING
P.O.T.	POINT ON TANGENT
P.R.C.	POINT OF REVERSE CURVATURE
P.T.	POINT OF TANGENCY
R	RADIUS
REM.	REMAINDER
RT.	RIGHT
R/W	RIGHT-OF-WAY
TE	TEMPORARY EASEMENT

	CONTROL OF ACCESS WITH FENCE OR BARRIER. (TICKS FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. TICKS FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	CONTROL OF ACCESS WITHOUT A FENCE OR BARRIER. ("DRAGON'S TEETH" FACING AWAY FROM MAINLINE/CENTERLINE DENOTES C/A ON THE R/W LINE. "DRAGON'S TEETH" FACING TOWARDS MAINLINE/CENTERLINE DENOTES C/A INSIDE/WITHIN THE R/W).
	LOCATION AT WHICH ACCESS TO THE FREEWAY IS PERMITTED BY THE STATE
	SUBDIVISION BOUNDARY
	RESERVATION OR PARK BOUNDARY
	STATE LINE
	COUNTY LINE
	CITY OR TOWN LIMITS
	SECTION LINE
	1/4 SECTION LINE
	1/16 SECTION LINE
	1/64 SECTION LINE
	1/256 SECTION LINE
	FENCE LINE



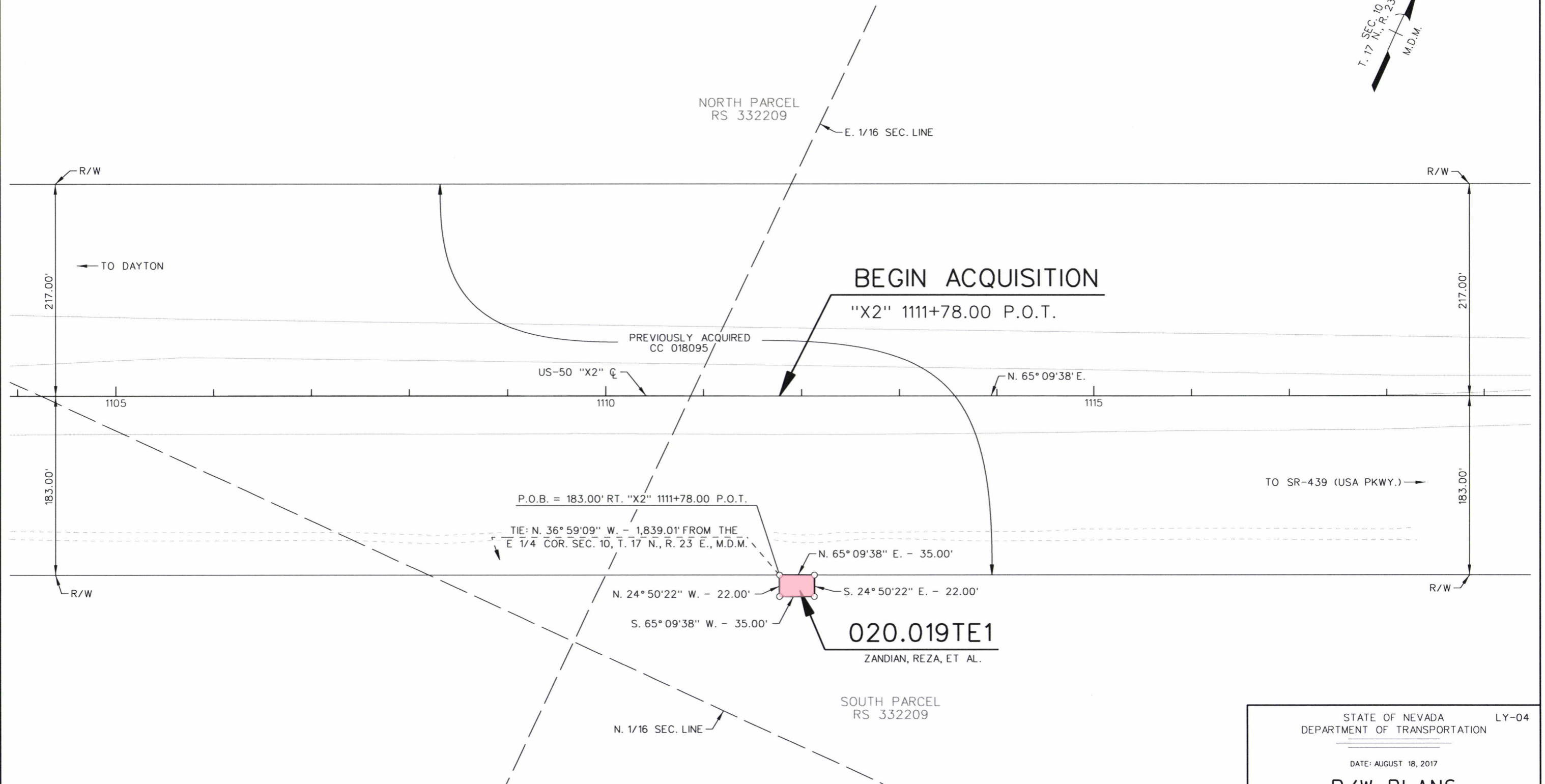
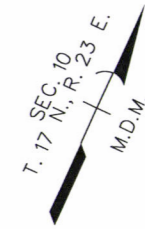
STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

DATE: JUNE 12, 2017

R/W PLANS

PARCEL NO. PREFIX: U-050-LY-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73475	SPF-050-2(019)	LYON	4



DATE OF LAST REVISION:	
R/W DIVISION	
TRACED	AKR/SCT
CHECKED	CJH
PHONE (775) 888-7470	

STATE OF NEVADA LY-04
 DEPARTMENT OF TRANSPORTATION

DATE: AUGUST 18, 2017

R/W PLANS

APPROVED:

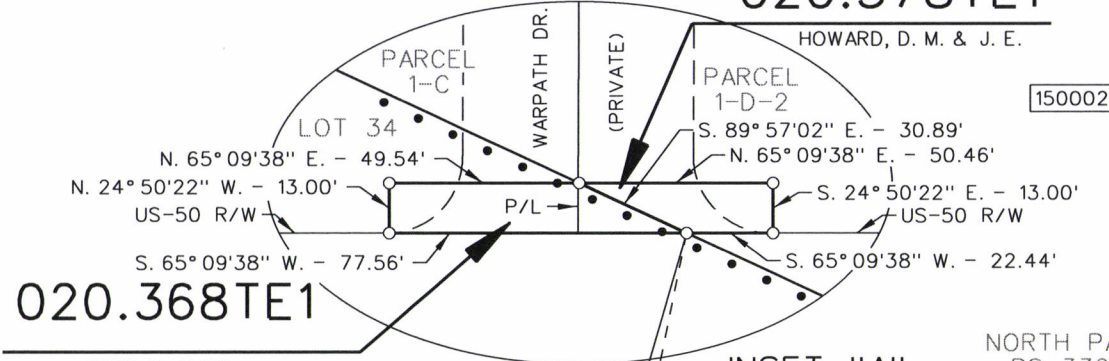
MANAGER, R/W SURVEY SERVICES

SCALE 1" = 100' SHEET 4 OF 46

PARCEL NO. PREFIX: U-050-LY-

STATE	E.A. NO.	PROJECT NO.	COUNTY	SHEET NO.
NEVADA	73475	SPF-050-2(019)	LYON	5

020.378TE1

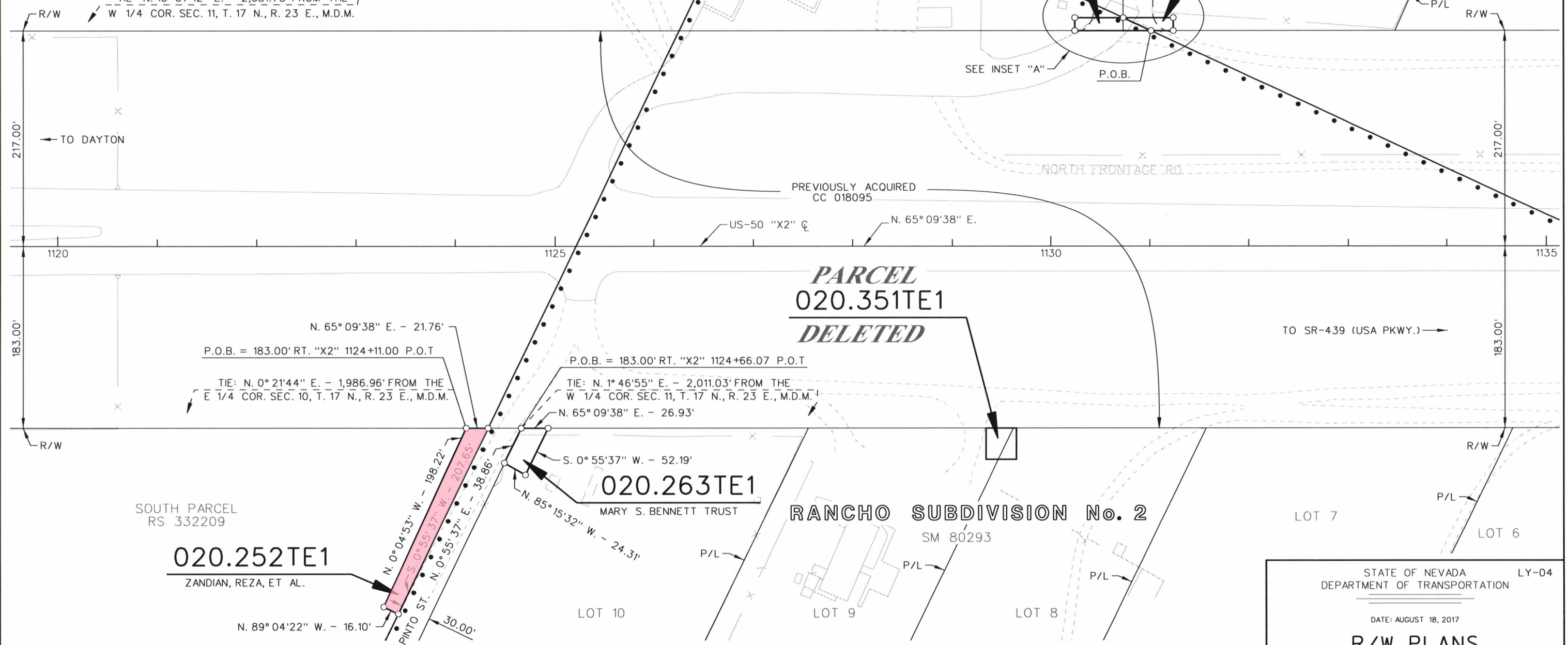


INSET "A"
NOT TO SCALE

020.368TE1

020.368TE1

020.378TE1



**PARCEL
020.351TE1
DELETED**

020.252TE1

020.263TE1



DATE OF LAST REVISION:	
R/W DIVISION	
TRACED	AKR SXT
CHECKED	CJH
PHONE (775) 888-7470	

STATE OF NEVADA
 DEPARTMENT OF TRANSPORTATION
 LY-04
 DATE: AUGUST 18, 2017
R/W PLANS
 APPROVED:
 MANAGER, R/W SURVEY SERVICES
 SCALE 1" = 100'
 SHEET 5 OF 46

ALL AREAS ARE SHOWN IN SQUARE FEET
UNLESS OTHERWISE NOTED

PARCEL NO.	GRANTOR	GROSS AREA OF ACQSN.	R/W AREA	EXCESS AREA	REMAINDER		ACQUISITION RECORDING DATA			SURPLUS LAND DATA			REMARKS
					LT.	RT.	INST. OR DOC.	BK. PG.	DATE TYPE	AREA	INST. OR DOC.	BK. PG.	
020.019TE1	ZANDIAN, REZA, ET AL.	770											TEMPORARY CONSTRUCTION EASEMENT
020.252TE1	ZANDIAN, REZA, ET AL.	3,629											TEMPORARY CONSTRUCTION EASEMENT
020.263TE1	MARY S. BENNETT 2006 TRUST	1,104											TEMPORARY CONSTRUCTION EASEMENT
020.351TE1	CHURCH OF GOD AT STAGECOACH												PARCEL DELETED PER R/W SETTING REVISION #1, DATED 11/22/16
020.368TE1	GONDAL, RAVI	826											TEMPORARY CONSTRUCTION EASEMENT
020.378TE1	HOWARD, DANIEL M & JOYCE E	474											TEMPORARY CONSTRUCTION EASEMENT
020.544TE1	CEDAR SAGE LLC	1,173											TEMPORARY CONSTRUCTION EASEMENT
020.557TE1	KANTZ, LORRE ANN	466											TEMPORARY CONSTRUCTION EASEMENT
021.357	CROSBY NV LAND, LLC	33,423	33,423			61.45 AC.							Remainder calculated from the portion of Parcel 021.357 within APN 015-441-11
021.357TE1	CROSBY NV LAND, LLC	3,796											TEMPORARY CONSTRUCTION EASEMENT
021.357TE2	CROSBY NV LAND, LLC	2,520											TEMPORARY CONSTRUCTION EASEMENT
021.376	DHILLON, SALENDAR K., ET AL.	16,525	16,525			7.52 AC.							
021.458	CROSBY NV LAND, LLC	32,463	32,463			8.48 AC.							
021.620	WALKER, MURRY LEE & JUDY LEE	13,023	13,023			7.62 AC.							
021.620TE1	WALKER, MURRY LEE & JUDY LEE	4,652											TEMPORARY CONSTRUCTION EASEMENT
021.710	LYON COUNTY	2,253											STAGECOACH DRIVE
021.730	CROSBY NV LAND, LLC	2.30 AC.	2.30 AC.			319.26 AC.							Remainder calculated from combined areas of Parcels 021.730 & 023.195
021.730TE1	CROSBY NV LAND, LLC	810											TEMPORARY CONSTRUCTION EASEMENT
021.831	CROSBY NV LAND, LLC	5,499	5,499				950.85 AC.						Remainder calculated from combined areas of Parcels 021.831, 021.993, 023.408 & portion of 021.357
021.993	CROSBY NV LAND, LLC	43,200	43,200				950.85 AC.						Remainder calculated from combined areas of Parcels 021.831, 021.993, 023.408 & portion of 021.357
023.195	CROSBY NV LAND, LLC	5.66 AC.	5.66 AC.			319.26 AC.							Remainder calculated from combined areas of Parcels 021.730 & 023.195
023.195TE1	CROSBY NV LAND, LLC	19,610											TEMPORARY CONSTRUCTION EASEMENT
023.195TE2	CROSBY NV LAND, LLC	735											TEMPORARY CONSTRUCTION EASEMENT

CK'D BY:
CJH

NRS 408.503 Eminent domain: Resolution by Board; precedence over other legal actions.

1. The Department shall not commence any legal action in eminent domain until the Board adopts a resolution declaring that the public interest and necessity require the acquisition, construction, reconstruction, improvement or completion by the State, acting through the Department, of the highway improvement for which the real property, interests therein or improvements thereon are required, and that the real property, interests therein or improvements thereon described in the resolution are necessary for such improvement.

2. The resolution of the Board is conclusive evidence:

(a) Of the public necessity of such proposed public improvement.

(b) That such real property, interests therein or improvements thereon are necessary therefor.

(c) That such proposed public improvement is planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

3. All legal actions in all courts brought under the provisions of this chapter to enforce the right of eminent domain take precedence over all other causes and actions not involving the public interest, to the end that all such actions, hearings and trials thereon must be quickly heard and determined.

(Added to NRS by 1957, 691; A 1960, 392; [1987, 1810](#); [1989, 1306](#))

NRS 241.034 Meeting to consider administrative action against person or acquisition of real property by exercise of power of eminent domain: Written notice required; exception.

1. Except as otherwise provided in subsection 3:
 - (a) A public body shall not consider at a meeting whether to:
 - (1) Take administrative action against a person; or
 - (2) Acquire real property owned by a person by the exercise of the power of eminent domain,↪ unless the public body has given written notice to that person of the time and place of the meeting.
 - (b) The written notice required pursuant to paragraph (a) must be:
 - (1) Delivered personally to that person at least 5 working days before the meeting; or
 - (2) Sent by certified mail to the last known address of that person at least 21 working days before the meeting.↪ A public body must receive proof of service of the written notice provided to a person pursuant to this section before the public body may consider a matter set forth in paragraph (a) relating to that person at a meeting.
2. The written notice provided in this section is in addition to the notice of the meeting provided pursuant to [NRS 241.020](#).
3. The written notice otherwise required pursuant to this section is not required if:
 - (a) The public body provided written notice to the person pursuant to [NRS 241.033](#) before holding a meeting to consider the character, alleged misconduct, professional competence, or physical or mental health of the person; and
 - (b) The written notice provided pursuant to [NRS 241.033](#) included the informational statement described in paragraph (b) of subsection 2 of that section.
4. For the purposes of this section, real property shall be deemed to be owned only by the natural person or entity listed in the records of the county in which the real property is located to whom or which tax bills concerning the real property are sent.
(Added to NRS by [2001, 1835](#); A [2001 Special Session, 155](#); [2005, 2247](#))



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

MEMORANDUM

June 25, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, P.E., Director
SUBJECT: July 9, 2018 Transportation Board of Directors Meeting
ITEM #10: Formal Amendments and Administrative Amendments to the FFY 2018-2021 Statewide Transportation Improvement Program (STIP)

Summary:

At the September 11, 2017 State Transportation Board of Directors Meeting, the FFY 2018 – 2021 Statewide Transportation Improvement Program (STIP) was accepted by the Transportation Board. Formal Amendments and Administrative Amendments are made throughout the year to facilitate necessary project changes. NDOT staff work closely with the Metropolitan Planning Organizations (MPO's) and local governments facilitating project changes. NDOT staff routinely provide updates to the Board on changes to the STIP.

Attachment "A" is a list of Formal Amendments to the 2018-2021 STIP since the April 2018 quarterly update. NDOT requests the State Transportation Board's acceptance of the changes summarized in Attachment "A".

Attachment "B" is a list of Administrative Amendments to the 2018-2021 STIP since the April 2018 quarterly update. NDOT requests the State Transportation Board's acceptance of the changes summarized in Attachment "B".

Background:

The STIP is a federally-required, four-year, fiscally constrained program of federally-funded and regionally significant transportation projects throughout the state. NDOT staff works continuously with federal and regional agencies, local governments, as well as, planning boards to develop and update the Statewide Transportation Improvement Program (STIP). The current STIP can be found here: https://estip.nevadadot.com/default.asp?view_type=FED

To meet Nevada Revised Statute (NRS 408.203), NDOT also maintains a Work Program, which lists the projects the Department intends to work on during the current fiscal year (Annual Work Program), proposed projects for short term (two to four years) and proposed projects outside of that period (Long Range Element). The 2018 Work Program was approved by the Board in September 2017. The Work Program can be found here: https://estip.nevadadot.com/default.asp?view_type=AWP

Attachment “A” details Formal Amendments to projects which have occurred between April 1, 2018 and June 30, 2018. This includes actions taken in RTCWA, RTCSNV, CAMPO, and TMPO Transportation Improvement Plans (TIPs) and includes changes made in the statewide Non-MPO area.

Formal Amendments are triggered when air quality conformity is required, a new federally funded or regionally significant project is added or deleted, or project costs increase by more than 40% and by more than \$5 Million. This action requires a public comment period within the MPO, approval by the MPO Governing Board, approval from NDOT Director, and final approval from FHWA and FTA. This action can take 30-60 days from initiation of public comment period to federal approval.

Attachment “B” details Administrative Amendments to projects which have occurred between April 1, 2018 and June 30, 2018. This includes actions taken in RTCWA, RTCSNV, CAMPO and TMPO TIPs and includes changes made in the statewide Non-MPO area.

Administrative Amendments are triggered when increasing funds by more than \$500,000 and increasing project cost by more than 20%, but less than 40%. Administrative Amendments are also triggered by significant changes in design or scope of a regionally significant project. This action is approved by the executive director of the MPO with final approval from the NDOT Director. This action can take 1-2 weeks to process.

All project amounts in the STIP are based on engineer’s estimates for the use in requesting the obligation of funds from FHWA and FTA. Upon approval from the State Transportation Board at the time of the bid award, the STIP will be updated to reflect the Board’s approval and for final approval from FHWA and FTA.

Analysis:

The attached lists of Formal and Administrative Amendments are those completed by the MPOs and NDOT between April 1, 2018 and June 30, 2018.

Recommendation for Board Action:

Acceptance of the Formal Amendments/Administrative Amendments to the FY 2018 – 2021 Statewide Transportation Improvement Program (STIP).

List of Attachments:

- A. List of Formal Amendments
- B. List of Administrative Amendments

Prepared by:

Joseph Spencer, NDOT STIP Manager, Program Development Section, Planning Division

Project Formal Amendments List (04/01/2018 – 06/30/2018)

Attachment A Summary:

RTCSNV (1 Project Total):

- **18-14** Amendment to include New Safety Project for Crash Data Collection
 - Approved June 22, 2018

RTCWA:

- **No Actions**

CAMPO:

- **No Actions**

TMPO:

- **No Actions**

Statewide (34 Projects Total):

- **18-08** Added PE to a project for obligation purposes
 - Approved May 18, 2018
- **18-09** Project updates following NNDOT April and May Project status meetings
 - Approved May 30, 2018

RTC of Southern Nevada

18-14 RTCSNV
CL20180040 Clark County School District Police Department Crash Data Collection NARRATIVE: New project per NDOT Safety Manager
PROJECT CHANGES (FROM PREVIOUS VERSION): HSIP <ul style="list-style-type: none">▶ Add funds in FFY 18 in OTHER for \$31,245 Local Fund <ul style="list-style-type: none">▶ Add funds in FFY 18 in OTHER for \$1,645 Total project cost \$32,890

Washoe County RTC

(NO AMENDMENTS MADE)

Carson Area MPO

(NO AMENDMENTS MADE)

Tahoe MPO

(NO AMENDMENTS MADE)

Statewide/Rural

18-08 Non MPO
<p>CH20170001 Fallon South Main Street Downtown Streetscape Package 4 NARRATIVE: Added PE and additional local funds per the executed agreement as provided from LPA Manager</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Local Fund + Increase funds in FFY 18 in ENG from \$0 to \$3,250 - Decrease funds in FFY 18 in CON from \$39,474 to \$0 ▶ Add funds in FFY 19 in CON for \$144,882 TAP FLEX STBG + Increase funds in FFY 18 in ENG from \$0 to \$61,750 - Decrease funds in FFY 18 in CON from \$750,000 to \$0 ▶ Add funds in FFY 19 in CON for \$688,250 Total project cost increased from \$789,474 to \$898,132</p>
18-09 Non MPO
<p>CC20170010 US 50 Slope Stabilization Voltaire Canyon NARRATIVE: Project updated following NDOT Programming Papers from Financial Management</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax + Increase funds in FFY 18 in CON from \$1,800,000 to \$2,381,588 Total project cost increased from \$1,895,000 to \$2,476,588</p>
<p>CH20180005 US 95 ADA Improvements Fallon NARRATIVE: Project created following NDOT May Project Status Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax ▶ Add funds in FFY 18 in ENG for \$225,000 ▶ Add funds in FFY 19 in ROW for \$21,000 CON for \$780,000 Total project cost \$1,026,000</p>
<p>CH20180006 US 95 Mill and ADA Updates Fallon NARRATIVE: Project created following NDOT May Project Status Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax ▶ Add funds in FFY 18 in ENG for \$270,000 ▶ Add funds in FFY 23 in CON for \$18,000,000 ▶ Add funds in FFY 22 in ROW for \$6,000 Total project cost \$18,276,000</p>

CL20160037 I 15 Frontage Road CL02 Roadbed Modification and ADA Improvements Primm Road
NARRATIVE: Updated following NDOT May Project Status Meeting Updated Betterment per the FFY19 NDOT Director Approved Betterment List received March 14, 2018

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Frontage Road CL02 Mill and Fill at Primm Road" to "I 15 Frontage Road CL02 Roadbed Modification and ADA Improvements Primm Road"

Local Fund

- ▶ Add funds in FFY 18 in CON for \$14,124

State Gas Tax

- ▶ Add funds in FFY 18 in CON for \$1,679,583

District Contract

- ▶ Delete funds in FFY 18 in CON for \$1,497,930

Total project cost increased from \$1,497,930 to \$1,693,707

CL20160089 SR 578 Las Vegas Maintenance Station Stormwater Project

NARRATIVE: Project moved to FFY19 and data standards updated following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Las Vegas Maintenance Station Stormwater Project" to "SR 578 Las Vegas Maintenance Station Stormwater Project"

State Gas Tax

- ▶ Delete funds in FFY 18 in CON for \$2,500,000
- ▶ Add funds in FFY 19 in CON for \$2,500,000

Total project cost stays the same \$3,300,000

CL20170010 SR 156 Mill and Surface East of Cold Creek

NARRATIVE: Project Construction updated following May NDOT Project Status Meeting Project milepost updated

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "SR 156 Lee Canyon Road and SR 157 Kyle Canyon Road Mill and Surface" to "SR 156 Mill and Surface East of Cold Creek"

State Gas Tax

- Decrease funds in FFY 18 in CON from \$10,700,000 to \$7,033,399

Total project cost decreased from \$10,861,000 to \$7,194,399

CL20180003 I 15 Coldmill and Overlay with Open Grade North of Mesquite

NARRATIVE: Moved ROW Phase to FFY20 following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 15 Coldmill and Overlay with Open Grade" to "I 15 Coldmill and Overlay with Open Grade North of Mesquite"

State Gas Tax

- ▶ Delete funds in FFY 19 in ROW for \$5,000
- + Increase funds in FFY 20 in ROW from \$0 to \$5,000

Total project cost stays the same \$6,155,000

CL20180041 SR 157 Coldmill and Rock Scaling Mt. Charleston

NARRATIVE: Project created following NDOT Programming Papers received from Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$160,000
- ▶ Add funds in FFY 20 in CON for \$4,000,000
- ▶ Add funds in FFY 19 in ROW for \$5,000

Total project cost \$4,165,000

CL20180044 I 215 Construct Sidewalks and ADA Ramps Henderson

NARRATIVE: Project created following NDOT Programming Papers received form Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$110,000 ROW for \$10,000 CON for \$300,000

Total project cost \$420,000

CL20180046 SR 574 Cheyenne Ave ADA Improvements

NARRATIVE: Project created following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$260,000
- ▶ Add funds in FFY 19 in ROW for \$6,000 CON for \$2,700,000

Total project cost \$2,966,000

DO20130018 SR 88 Retrofit and Rehab Structures South of Minden

NARRATIVE: Project Title Updated per Data Standards

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "SR 88 Retrofit and Rehab Structures B-553, B-575, B-580, B-576 and B-627" to "SR 88 Retrofit and Rehab Structures South of Minden"

Total project cost stays the same \$2,406,000

DO20140001 Martin Slough Construct Shared Use Path

NARRATIVE: Project moved to FFY19 following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "Martin Slough Shared Use Path" to "Martin Slough Construct Shared Use Path"

Local Fund

- ▶ Delete funds in FFY 18 in CON for \$272,277
- ▶ Add funds in FFY 19 in CON for \$272,277

TAP FLEX STBG

- ▶ Delete funds in FFY 18 in CON for \$518,268
- ▶ Add funds in FFY 19 in CON for \$518,268

Total project cost stays the same \$810,545

DO20140003 US 395 Gardnerville Crosswalk Improvements

NARRATIVE: Moved project to FFY19 following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Local Fund

- ▶ Delete funds in FFY 18 in CON for \$15,023
- ▶ Add funds in FFY 19 in CON for \$15,023

State Gas Tax

- ▶ Delete funds in FFY 18 in CON for \$90,000
- ▶ Add funds in FFY 19 in CON for \$90,000

TAP 5K-200K STBG

- ▶ Delete funds in FFY 18 in CON for \$285,433
- ▶ Add funds in FFY 19 in CON for \$285,433

Total project cost stays the same \$463,316

DO20180007 SR 207 Coldmill and Erosion Control Kingsbury Grade

NARRATIVE: Project created following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$270,000

STBG State-Wide

- ▶ Add funds in FFY 21 in CON for \$10,925,000

State Match - Nv

- ▶ Add funds in FFY 21 in ROW for \$5,000 CON for \$575,000

Total project cost \$11,775,000

EL20170032 SR 226 Replace B-639 Structure West of Jack's Peak

NARRATIVE: Project Construction increased, and title updated to data standards following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "SR 226 Replace B-639 Structure" to "SR 226 Replace B-639 Structure West of Jack's Peak"

STBG Bridge

- + Increase funds in FFY 19 in CON from \$475,000 to \$641,250

State Match - Nv

- + Increase funds in FFY 19 in CON from \$25,000 to \$33,750

Total project cost increased from \$660,000 to \$835,000

EL20180054 West Wendover Police Department Data Collection and Analysis

NARRATIVE: New Safety Data Collection Project following update from NDOT Safety Manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Add funds in FFY 18 in OTHER for \$36,405

State Match - Nv

- ▶ Add funds in FFY 18 in OTHER for \$1,916

Total project cost \$38,321

EL20180055 US 93 Construct new ADA Remediation Jackpot

NARRATIVE: Project created following NDOT Programming Papers from Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION):

State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$110,000 ROW for \$10,000 CON for \$700,000

Total project cost \$820,000

EU20170008 I 80 Emigrant Pass Add Truck Climbing Lane

NARRATIVE: ROW Phase moved to FFY19 following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 80 Emigrant Pass Truck Climbing Lane" to "I 80 Emigrant Pass Add Truck Climbing Lane"

HWY Freight

- Decrease funds in FFY 18 in ROW from \$14,250 to \$0
- + Increase funds in FFY 19 in ROW from \$0 to \$14,250

State Match - Nv

- Decrease funds in FFY 18 in ROW from \$750 to \$0
- + Increase funds in FFY 19 in ROW from \$0 to \$750

Total project cost stays the same \$11,970,000

EU20170010 SR 278 Replace Structure B-478 North of Eureka

NARRATIVE: Project moved to FFY19 and Title updated to reflect Data Standards

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "SR 278, Replace Structure B-478" to "SR 278 Replace Structure B-478 North of Eureka"

State Gas Tax

- Decrease funds in FFY 19 in ENG from \$6,000 to \$0 + Increase funds in FFY 19 in ROW from \$0 to \$6,000

Total project cost stays the same \$406,000

LY20090021 US 50 Roy's Rd to Silver Springs Widening

NARRATIVE: AC \$10M NHPP funds to maintain statewide fiscal constraint and obligate CL/WA FSP for 4 year contracts

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP (ACCP)

- ▶ Add funds in FFY 19 in CON for \$10,000,000

Total project cost stays the same \$55,500,000

* ACCP is not part of the Total

MI20180004 SR 309 ADA Improvements Hawthorne

NARRATIVE: Project created following NDOT Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax

- ▶ Add funds in FFY 18 in ENG for \$75,000
- ▶ Add funds in FFY 19 in ROW for \$6,000 CON for \$950,000

Total project cost \$1,031,000

NY20170002 US 95 North of Beatty Mill and Surface
NARRATIVE: Added \$2M in HSIP per NDOT Safety Manager

PROJECT CHANGES (FROM PREVIOUS VERSION):

HSIP

- ▶ Add funds in FFY 19 in CON for \$2,000,000

State Match - Nv

- ▶ Add funds in FFY 19 in CON for \$100,000

Total project cost increased from \$17,026,000 to \$19,126,000

PE20160021 I 80 Fairview Ditch Bridge Replacement

NARRATIVE: Project cost updated following NDOT Scope Budget Change Form

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "I 80 at Fairview Ditch Bridge Replacement" to "I 80 Fairview Ditch Bridge Replacement"

Changed Bridge #:

- from "B-1392E MP PE 21.80" to "B-1392E MP 21.80"

STBG<5K

- + Increase funds in FFY 18 in CON from \$475,000 to \$1,340,638

State Match - Nv

- + Increase funds in FFY 18 in CON from \$25,000 to \$70,560

Total project cost increased from \$650,000 to \$1,561,198

PE20170014 SR 396 Replace B-28 Structure Cornell Avenue

NARRATIVE: Updated Project Title and moved to FFY20 following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Title changed from "SR 396 Replace B-28 Structure at Cornell Avenue" to "SR 396 Replace B-28 Structure Cornell Avenue"

NHPP

- ▶ Delete funds in FFY 19 in CON for \$2,660,000
- ▶ Add funds in FFY 20 in CON for \$2,660,000

State Match - Nv

- ▶ Delete funds in FFY 19 in CON for \$140,000
- ▶ Add funds in FFY 20 in CON for \$140,000

Total project cost stays the same \$3,006,000

PE20180004 I 80 Mill and Overlay West of Dun Glen Interchange

NARRATIVE: Project created following NDOT Programming Paper from Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax

- ▶ Add funds in FFY 20 in CON for \$13,600,000

Total project cost \$13,600,000

<p>ST20180001 SR 439 Remove and Replace Barrier Rail NARRATIVE: Project updated project counties to reflect dual county location following NDOT May Project Status Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Changed MAP21 GOALS: - from "STOREY" to "LYON, STOREY"</p> <p><i>Total project cost stays the same \$10,235,500</i></p>
<p>WA20120208 I 580 North of Damonte to Moana (Reno Pkg 1) ITS NARRATIVE: Project's PE phase removed following NDOT April Project Status Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): State Gas Tax - Decrease funds in FFY 19 in ENG from \$15,000 to \$0 <i>Total project cost decreased from \$4,015,000 to \$4,000,000</i></p>
<p>WA20170120 I 580 Construct Landscape and Aesthetics South Meadows Pkwy NARRATIVE: Updated Following NDOT Processing Memo to reflect bid price</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "I 580 At South Meadows Pkwy Landscape and Aesthetics" to "I 580 Construct Landscape and Aesthetics South Meadows Pkwy" State Gas Tax + Increase funds in FFY 18 in CON from \$1,000,000 to \$1,475,868 <i>Total project cost increased from \$1,000,000 to \$1,475,868</i></p>
<p>XS20170016 Systemic Safety Improvements - Curves NARRATIVE: Moved construction to FFY19 following update from NDOT Safety Manager</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): HSIP - Decrease funds in FFY 18 in CON from \$1,500,000 to \$0 ▶ Add funds in FFY 19 in CON for \$1,500,000 State Match - Nv - Decrease funds in FFY 18 in CON from \$78,947 to \$0 ▶ Add funds in FFY 19 in CON for \$78,947 <i>Total project cost stays the same \$1,736,842</i></p>
<p>XS20170018 Washoe Tribe Pedestrian and Road Safety Improvements NARRATIVE: Project moved to FFY19 following NDOT May Project Status Meeting</p> <p>PROJECT CHANGES (FROM PREVIOUS VERSION): HSIP ▶ Delete funds in FFY 18 in ENG for \$50,000 ROW for \$9,500 CON for \$500,000 ▶ Add funds in FFY 19 in ENG for \$50,000 ROW for \$9,500 CON for \$500,000 State Match - Nv ▶ Delete funds in FFY 18 in ENG for \$2,632 ROW for \$500 CON for \$26,316 ▶ Add funds in FFY 19 in ENG for \$2,632 ROW for \$500 CON for \$26,316 <i>Total project cost stays the same \$588,948</i></p>

XS20170028 US 95 Mill and Overlay South of Fallon

NARRATIVE: Updated Project Details following NDOT May Project Status Meeting

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed MAP21 GOALS:

- from "CHURCHILL, MINERAL" to "Statewide"

Changed Dist.:

- from "2" to "4"

Changed Project Type:

- from "Betterments" to "Rd Recons/Rehab/Resurf"

Total project cost stays the same \$15,380,000

XS20180013 Strategic Highway Safety Plan

NARRATIVE: Project created following NDOT Programming Papers from Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION):

Passenger Carrier Tax

▶ Add funds in FFY 18 in OTHER for \$1,300,000

Total project cost \$1,300,000

XS20180014 DBE/SS Training and Assistance

NARRATIVE: Project created following NDOT Programming Papers from Financial Management

PROJECT CHANGES (FROM PREVIOUS VERSION):

DBE Training

▶ Add funds in FFY 18 in OTHER for \$95,802

Total project cost \$95,802

List of Administrative Amendments (04/01/2018 – 6/30/2018)

Attachment B Summary:

RTCSNV (5 Projects Total):

- **18-13** Update from MPO for Transit Projects based on award of new FTA Grant
 - Approved April 18, 2018
- **18-15** Updates from NDOT to obligate all four years of Freeway Service Patrol
 - Approved June 20, 2018

RTCWA (6 Projects Total):

- **18-07** Update from MPO for Transit Projects based on award of new FTA Grant
 - Approved February 6, 2018
- **18-06** Updates from NDOT to projects for maximizing obligation purposes
 - Approved February 14, 2018

CAMPO:

- **No Actions**

TMPO:

- **No Actions**

Statewide Non-MPO:

- **No Actions**

RTC Southern Nevada

18-13 RTCSNV

CL20150010 RTC Transit Fleet CNG Buses

NARRATIVE: Redistribute FY2018 funding sources

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- Decrease funds in FFY 18 in OTHER from \$4,605,389 to \$4,605,388

FTA 5337 Good Repair

- ▶ Add funds in FFY 18 in OTHER for \$4,700,000

FTA 5307 Lrg Urb Capital

- Decrease funds in FFY 18 in OTHER from \$19,998,077 to \$11,398,078

FTA 5339 Bus/Fac Lrg Urb Capital

- ▶ Add funds in FFY 18 in OTHER for \$3,900,000

Total project cost stays the same \$215,274,165

CL20150037 RTC Transit Facilities Acquisitions & Improvements

NARRATIVE: 5339 Discretionary Competitive Grant Award Announced by FTA for RTCSNV 4/5/2018. Please see website for award of funding for RTCSNV project(<https://www.transit.dot.gov/funding/grants/fiscal-year-2017-bus-and-bus-facilities-projects>) STIP project CL20150037 for FY2018 is being updated to reflect this discretionary award from the FTA

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- ▶ Add funds in FFY 18 in OTHER for \$1,700,880

FTA 5307 Lrg Urb Capital

- ▶ Add funds in FFY 18 in

FTA 5339 Bus/Fac Lrg Urb Capital

- ▶ Add funds in FFY 18 in OTHER for \$3,158,776

Total project cost increased from \$23,025,000 to \$27,884,656

NV20090267 RTC Paratransit Fleet

NARRATIVE: Redistribute funding sources for FY2018. Adjust federal share to reflect 85% and local share 15% for FY2019.

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- Decrease funds in FFY 18 in OTHER from \$1,550,000 to \$1,162,500
- Decrease funds in FFY 19 in OTHER from \$1,625,000 to \$1,147,059

FTA 5307 Lrg Urb Capital

- Decrease funds in FFY 18 in OTHER from \$3,692,000 to \$1,687,500

FTA 5339 Bus/Fac Lrg Urb Capital

- Decrease funds in FFY 18 in OTHER from \$2,508,000 to \$2,200,000

FTA 5310 Elderly/Disabled Lrg Urb Capital

- ▶ Add funds in FFY 18 in OTHER for \$2,700,000

Total project cost decreased from \$41,724,706 to \$41,246,765

NV20120095 Las Vegas Area Transit Enhancements - Bus Shelters

NARRATIVE: 5339 FTA Discretionary Award announced 4/5/2018. On 4/5/2018, the FTA announced the 5339 Discretionary Bus and Bus Facilities project awards. Please see website for RTCSNV project. (<https://www.transit.dot.gov/funding/grants/fiscal-year-2017-bus-and-bus-facilities-projects>) STIP project NV20120095 is being revised to include the 5339 FTA Discretionary amount for FY2018 as well as reduce 5307 funding for FY2018 and FY2019. The overall reductions in funding for FY2018 and FY2019 are being applied to other STIP projects (CL20150037; NV20090265).

PROJECT CHANGES (FROM PREVIOUS VERSION):

RTC Sales Tax

- + Increase funds in FFY 18 in OTHER from \$1,300,097 to \$1,520,000

FTA 5307 Lrg Urb Capital

- Decrease funds in FFY 18 in OTHER from \$5,200,389 to \$3,000,000

FTA 5339 Bus/Fac Lrg Urb Capital

- ▶ Add funds in FFY 18 in OTHER for \$1,430,000

Total project cost decreased from \$27,688,786 to \$27,138,300

18-15 RTCSNV

CL2003128 Freeway Service Patrol (FSP)

NARRATIVE: Moved all funding into FFY18 for obligation of a 4 year contract for the FSP in the Las Vegas Region.

PROJECT CHANGES (FROM PREVIOUS VERSION):

NHPP

+ Increase funds in FFY 18 in OTHER from \$2,470,000 to \$9,984,383

▶ Delete funds in FFY 21 in OTHER for \$2,470,000

▶ Delete funds in FFY 20 in OTHER for \$2,470,000

▶ Delete funds in FFY 19 in OTHER for \$2,470,000

State Match - Nv

+ Increase funds in FFY 18 in OTHER from \$130,000 to \$525,494

▶ Delete funds in FFY 21 in OTHER for \$130,000

▶ Delete funds in FFY 20 in OTHER for \$130,000

▶ Delete funds in FFY 19 in OTHER for \$130,000

Total project cost increased from \$18,200,000 to \$18,309,877

RTC Washoe

18-06 RTC Washoe

WA20130078 RIDE Replacement Vehicles

NARRATIVE: Added \$4,417,500 in STBG funds and \$232,500 in local funds in FFY 2019 and \$1,900,000 in STBG funds and \$100,000 in local funds in FFY 2020.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

▶ Add funds in FFY 19 in OTHER for \$4,417,500

+ Increase funds in FFY 20 in OTHER from \$2,225,000 to \$4,125,000

Local Fund

+ Increase funds in FFY 19 in OTHER from \$685,000 to \$917,500

+ Increase funds in FFY 20 in OTHER from \$525,000 to \$625,000

Total project cost increased from \$58,996,853 to \$65,646,853

WA20140047 Oddie Blvd/Wells Ave Corridor Package 1 - NEPA

NARRATIVE: Replaced \$1,472,500 in STBG funds in FFY 2018 with an equal amount of local funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

▶ Delete funds in FFY 18 in ENG for \$1,472,500

Local Fund

+ Increase funds in FFY 18 in ENG from \$77,500 to \$1,550,000

Total project cost stays the same \$1,550,000

WA20150063 Clear Acre Lane/Sun Valley Boulevard Corridor Package 1

NARRATIVE: Replaced \$1,472,500 in STBG funds in FFY 2018 with an equal amount of local funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

- ▶ Delete funds in FFY 18 in ENG for \$1,472,500

Local Fund

- + Increase funds in FFY 18 in ENG from \$77,500 to \$1,550,000

Total project cost stays the same \$1,550,000

WA20170116 Clear Acre Lane/Sun Valley Boulevard Corridor - Package 2

NARRATIVE: Replaced \$1,472,500 in STBG funds in FFY 2019 with an equal amount of local funds.

Replaced \$1,900,000 in STBG funds in FFY 2020 with an equal amount of local funds.

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG WA

- ▶ Delete funds in FFY 19 in ENG for \$736,250 ROW for \$736,250
- ▶ Delete funds in FFY 20 in CON for \$1,900,000

Local Fund

+ Increase funds in FFY 19 in ENG from \$38,750 to \$775,000 + Increase funds in FFY 19 in ROW from \$38,750 to \$775,000

- + Increase funds in FFY 20 in CON from \$100,000 to \$2,000,000

Total project cost stays the same \$3,550,000

18-07 RTC Washoe

WA20110218 SR 447 B-1351 Nixon Bridge

NARRATIVE: Updated funding sources per direction from NDOT FM

PROJECT CHANGES (FROM PREVIOUS VERSION):

STBG Bridge

- ▶ Delete funds in FFY 18 in CON for \$1,786,000

STBG State-Wide

- ▶ Add funds in FFY 18 in CON for \$1,653,000

State Match - Nv

- Decrease funds in FFY 18 in CON from \$94,000 to \$87,000

Total project cost decreased from \$1,880,000 to \$1,740,000

WA2012128 US 395 / I 580 / I 80 Freeway Service Patrol

NARRATIVE: Moved all funding into FFY18 for obligation of a 4 year contract for the FSP in the Reno Region.

PROJECT CHANGES (FROM PREVIOUS VERSION):

Changed Exempt Category

- from "Non-Exempt" to "Exempt"

NHPP

+ Increase funds in FFY 18 in OTHER from \$364,800 to \$2,788,589

▶ Delete funds in FFY 23 in OTHER for \$364,800

▶ Delete funds in FFY 22 in OTHER for \$364,800

▶ Delete funds in FFY 21 in OTHER for \$364,800

▶ Delete funds in FFY 20 in OTHER for \$364,800

▶ Delete funds in FFY 19 in OTHER for \$364,800

State Match - Nv

+ Increase funds in FFY 18 in OTHER from \$19,200 to \$146,768

▶ Delete funds in FFY 23 in OTHER for \$19,200

▶ Delete funds in FFY 22 in OTHER for \$19,200

▶ Delete funds in FFY 21 in OTHER for \$19,200

▶ Delete funds in FFY 20 in OTHER for \$19,200

▶ Delete funds in FFY 19 in OTHER for \$19,200

Total project cost increased from \$3,456,000 to \$4,087,357



1263 South Stewart Street
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MEMORANDUM

June 27, 2018

TO: Department of Transportation Board of Directors
FROM: Rudy Malfabon, Director
SUBJECT: July 9, 2018 Transportation Board of Directors Meeting
Item #11: Old Business

Summary:

This item is to provide follow up and ongoing information brought up at previous Board Meetings.

Analysis:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
Please see Attachment A.
- b. Monthly Litigation Report - *Informational item only.*
Please see Attachment B.
- c. Fatality Report dated June 6, 2018- *Informational item only.*
Please see Attachment C.

List of Attachments:

- a. Report of Outside Counsel Costs on Open Matters - *Informational item only.*
- b. Monthly Litigation Report - *Informational item only.*
- c. Fatality Report dated June 6, 2018 - *Informational item only.*

Recommendation for Board Action:

Informational item only.

OPEN NDOT - OUTSIDE COUNSEL CONTRACTS AS OF JUNE 20, 2018						
	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
Nossaman, LLP	Project Neon Legal and Financial Planning NDOT Agmt No. P014-13-015	3/11/13 - 12/31/20 Amendment #1 Amendment #2	3/11/13 1/14/14 12/15/15	\$ 1,400,000.00 \$ 2,000,000.00 \$ 300,000.00	\$ 3,700,000.00	\$ 145,013.74
Sylvester & Polednak, Ltd.	NDOT vs. Wykoff 8th JD - A-12-656578-C Warm Springs Project - Las Vegas NDOT Agmt No. P071-13-004	2/27/13 - 1/31/19 Amendment #1 Amendment #2 Amendment #3 Amendment #4 Amendment #5	2/27/13 1/23/15 5/13/15 6/24/16 1/19/17 10/6/17	\$275,000.00 Extension of Time \$ 150,000.00 \$ 65,000.00 Extension of Time \$ 50,000.00	\$ 540,000.00	\$ 20,270.21
Sylvester & Polednak, Ltd.	NDOT vs. I-15 & Cactus Cactus Project - Las Vegas 8th JD - A-12-664403-C NDOT Agmt No. P074-13-004	2/27/13 - 2/28/19 Amendment #1 Amendment #2	2/27/13 2/17/15 10/6/17	\$ 200,000.00 Extension of Time \$ 95,000.00	\$ 295,000.00	\$ 30,048.67
Kemp, Jones, Coulthard	Nassiri vs. NDOT 8th JD A672841 NDOT Agmt No. P290-13-004	7/17/13 - 2/28/19 Amendment #1 Amendment #2 Amendment #3	7/17/13 2/12/15 8/12/15 1/17/17	\$ 280,000.00 \$ 475,000.00 \$ 375,000.00 \$ 100,000.00	\$ 1,230,000.00	\$ 341.69
Sylvester & Polednak	First Presbyterian Church Project Neon NDOT Agmt No. P327-14-004	7/17/14 - 7/31/18 Amendment #1	7/17/14 6/29/16	\$ 280,000.00 Extension of Time	\$ 280,000.00	\$ 206,697.55

Contracts Closed Or Expired Since Last Report:

Vendor	Case/Project Name	Contract Period	Contract and Amendment Date	Contract and Amendment Amount	Total Contract Authority	Contract Authority Remaining
* Richard G. Campbell, Jr., Inc. Novation Agreement from Downey Brand, LLP	Legal Support for utility matters relating to Project Neon and Boulder City Bypass NDOT Agmt No. P210-14-004	5/14/14 - 5/31/18	5/14/14	\$ 250,000.00	\$ 250,000.00	\$ 245,570.00

* The firm of Richard G. Cambell, Jr., Inc. has entered into a novation agreement taking over from the prior firm of Downey Brand, LLP representing the Department in utility matters relating to condemnation.

Monthly Litigation Report to the Nevada Department of Transportation - June 20, 2018				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Condemnations				
NDOT vs. 1916 Highland Properties, Ltd.	Eminent domain - Project Neon			
NDOT vs. Ad America, Inc. (Neon-Silver Ave.)	Eminent domain - Project Neon			
NDOT vs. Danisi, Vincent, J. III	Eminent domain - Project Neon Administrative Action for Relocation Benefits			
NDOT vs. ERGS, Inc.	Eminent domain - US 50			
NDOT vs. Jackson, Darrell, et al.	Eminent domain - Project Neon			
NDOT vs. Nashlund, Brett A., et al.	Eminent domain - US 50			
NDOT vs. Perry, Justin, et al.	Eminent domain - US 50			
* NDOT vs. Sharples, John; Sharples, Bonnie	Eminent domain - Project Neon - Appealed	\$ 76,734.00	\$ 17,905.04	\$ 94,639.04
NDOT vs. Traxler, John R., et al.	Eminent domain - US 50			
NDOT vs. Wykoff Newberg Corporation	Eminent domain - I-15 and Warm Springs	\$ 456,150.64	\$ 63,579.15	\$ 519,729.79
		\$ 532,884.64	\$ 81,484.19	\$ 614,368.83
Inverse Condemnations				
FLP Holdings, LLC	Inverse condemnation			
Lagomarsino, Norma vs. NDOT	Inverse condemnation			
Nassiri, Fred vs. NDOT	Inverse condemnation	\$ 1,055,721.84	\$ 171,237.77	\$ 1,226,959.61
Stak 2 Holdings, LLC	Inverse condemnation			
Village Springs, LLC	Inverse condemnation			
		\$ 1,055,721.84	\$ 171,237.77	\$ 1,226,959.61
Cases Closed and Removed from Last Report:				
None				
New case appear in red.				
* These totals show the combined funds expended in closed Agreement P434-14-004 and closed Agreement P718-16-004.				

Monthly Litigation Report to the Nevada Department of Transportation - June 20, 2018				
Case Name	Nature of Case	Outside Counsel to Date		
		Fees	Costs	Total
Torts		\$ -	\$ -	\$ -
Abrego, Jose vs. NDOT	Plaintiff alleges negligence and personal injury			
Cannon, Candy vs. NDOT	Plaintiff alleges negligence and personal injury			
Corbin, Kaleb vs. NDOT	Plaintiff alleges negligence and personal injury			
Ducoing, Holly Ann vs. NDOT; et al	Plaintiff alleges negligence and personal injury			
Hendrickson, Cynthia vs. NDOT	Plaintiff alleges negligence and personal injury			
Hitzemann, Darrell, et al. vs. Las Vegas Paving; NDOT	Plaintiff alleges negligence and personal injury			
Liu, Hui vs. Clark County and NDOT	Plaintiff alleges negligence and wrongful death			
NDOT vs. Tamietti	NDOT seeks injunct. relief to prevent closing access			
Simpson, David W., et al vs. NDOT	Plaintiff alleges wrongful death			
Sloane, Miguel vs. NDOT	Plaintiff alleges negligence and personal injury			
Vezina, Macy vs. Fedex Freight et al.; NDOT, et al.	Defendant third-party complaint alleging negligence			
Contract Disputes				
Road and Highway Builders vs. NDOT	Plaintiff alleges Contract #3699 awarded in error			
Miscellaneous				
Hawhee, William L. and Hawhee, Dianne P. vs. NDOT	Complaint for Quiet Title			
Laborer' International Union vs. Labor Commissioner, NDO	Petition for Judicial Review			
Personnel Matters				
Akinola, Ayodele vs. State, NDOT	Personnel Matter			
Boice, Rocky vs. State, NDOT	Personnel Matter			
Bonnet, Bobby vs. State, NDOT	Personnel Matter			
Cosio, Christine vs. NDOT	Personnel Matter			
Crawford, Kendrick, vs. State, NDOT	Personnel Matter			
Smith, Monika vs. State, NDOT	Personnel Matter			
Wells, Jonathan vs. State, NDOT	Personnel Matter			
Cases Closed and Removed from Last Report:				
Cerini, Cheri vs. NDOT	Personnel Matter			
King-Schmidt, Barbara vs. NDOT	Plaintiff alleged negligence and personal injury			
Zenor, Chad T. vs. State, NDOT	Personnel Matter			
New case appears in red.				

Outside Counsel
Fees and Costs of Open Cases
as of June 20, 2018

<u>Category</u>	<u>Fees</u>	<u>Costs</u>	<u>Total</u>
Condemnation Litigation	\$ 532,884.64	\$ 81,484.19	\$ 614,368.83
Inverse Condemnation Litigation	\$ 1,055,721.84	\$ 171,237.77	\$ 1,226,959.61
Construction Litigation	0	0	0
Personnel Litigation	0	0	0
Tort Claim Litigation	0	0	0
	<u>\$ 1,588,606.48</u>	<u>\$ 252,721.96</u>	<u>\$ 1,841,328.44</u>

Item #11 Attachment C

DATE OF REPORT: 06/06/2018
 DATA AS OF: 05/31/2018

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES

FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA
 PREPARED BY: MARIA MADERA, FATAL ANALYST

SUBJECT: FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

Month	2017 Crashes	2018 Crashes	% Change	Month	2017 Fatafs	2018 Fatafs	% Change
JAN	31	21	-32.26%	JAN	32	23	-28.13%
FEB	21	26	23.81%	FEB	24	29	20.83%
MAR	22	25	13.64%	MAR	24	26	8.33%
APR	24	16	-33.33%	APR	24	17	-29.17%
MAY	23	21	-8.70%	MAY	23	27	17.39%
JUN			0.00%	JUN			0.00%
JUL			0.00%	JUL			0.00%
AUG			0.00%	AUG			0.00%
SEP			0.00%	SEP			0.00%
OCT			0.00%	OCT			0.00%
NOV			0.00%	NOV			0.00%
DEC			0.00%	DEC			0.00%
TOTAL	121	109	-9.92%	TOTAL	127	122	-3.94%

KNOWN FATAL COMPARISON BETWEEN 2017 AND 2018.

COUNTY	2017 Crashes	2018 Crashes	% Change	2017 Fatalities	2018 Fatalities	% Change	2017 Occupants	2018 Occupants	% Change	2017 Unrestrained	2018 Unrestrained	% Change
CARSON	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
CHURCHILL	3	2	-33.33%	3	2	-33.33%	2	2	0.00%	1	0	-100.00%
CLARK	92	79	-14.13%	96	86	-10.42%	43	45	4.65%	18	10	-44.44%
DOUGLAS	3	0	-100.00%	3	0	-100.00%	3	0	-100.00%	1	0	-100.00%
ELKO	1	2	100.00%	1	2	100.00%	1	2	100.00%	0	2	200.00%
ESMERALDA	1	1	0.00%	2	1	-50.00%	4	0	-100.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	0	0	0.00%
LANDER	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LINCOLN	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	0	0.00%
LYON	2	3	50.00%	2	4	100.00%	2	4	100.00%	2	0	-100.00%
MINERAL	0	1	100.00%	0	1	100.00%	0	1	100.00%	0	0	0.00%
NYE	1	3	200.00%	1	7	600.00%	1	7	600.00%	0	2	200.00%
PERSHING	0	2	200.00%	0	2	200.00%	0	2	200.00%	0	1	100.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	16	13	-18.75%	17	14	-17.65%	14	8	-42.86%	3	0	-100.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
TOTAL	121	109	-9.92%	127	122	-3.94%	72	74	2.78%	26	15	-42.31%

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2017 AND 2018.

COUNTY	2017 Pedestrian	2018 Pedestrian	% Change	2017 Motorcyclist	2018 Motorcyclist	% Change	2017 Bicyclist	2018 Bicyclist	% Change	2017 Other Scooter, Moped, ATV	2018 Other Scooter, Moped, ATV	% Change
CARSON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	34	23	-32.35%	18	13	-27.78%	3	3	0.00%	1	2	100.00%
DOUGLAS	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ELKO	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
ESMERALDA	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LANDER	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LYON	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
STOREY	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
WASHOE	3	2	-33.33%	2	3	50.00%	0	0	0.00%	0	1	100.00%
WHITE PINE	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
TOTAL	39	25	-35.90%	20	17	-15.00%	3	3	0.00%	1	3	200.00%

THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.
 2018 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).
 2017 DATA IS NOT FINAL UNTIL THE END OF DECEMBER.

Item #11 Attachment C

Impaired (Alcohol, Marijuana, Other Drugs, and Multiple) data will be provided as part of this report every 6 months; 07/07 & 01/07.

Key:

- Fatalities= Total number of reported fatalities (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
- Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
- Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
- Pedestrian =A person fatality who is on foot or on a personal conveyance on the roadway.
- Motorcyclist= A person riding a motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground that is on the roadway involved in a fatal. Does not include scooters or mopeds.
- Bicyclist= A person on a non-motorized other road vehicle propelled by pedaling (bicycle, tricycle, unicycle, pedalcar) on the roadway involved in a fatal.
- Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway involved in a fatal.