

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

# **QUARTERLY REPORT FOR MAJOR PROJECTS**

**For Quarter Ending March 31, 2019**



**Steve Sisolak  
Governor**

**.....Kristina Swallow, PE  
Director**

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

March 31, 2019

**TABLE OF CONTENTS**

	Page
1.0 INTRODUCTION	2
2.0 PROJECT STATUS SHEET EXPLANATION	3
3.0 MAJOR PROJECTS	4
4.0 COMPLETED MAJOR PROJECTS	21

## **1.0 INTRODUCTION**

The primary purpose of this quarterly report, ending March 31, 2019, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

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

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

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

Section 4 of this report identifies any major projects completed during this quarter.

## 2.0 PROJECT STATUS SHEET EXPLANATION

The information contained on the project status sheet is centered on the Department's project development process. This process typically consists of the four major phases: planning, environmental clearance, final design and construction. The project status sheets contain several items of information as follows:

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

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

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

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

**Project Costs:** Project cost ranges are provided by activity: 1) engineering activities that includes planning, environmental clearance and final design costs, 2) right-of-way acquisition, and 3) construction. Costs are adjusted for inflation to the anticipated mid-point of completing a phase.

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

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

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

### 3.0 MAJOR PROJECTS

#### I-15 Projects

I-15 North Phase 3 – Speedway Boulevard to Apex Interchange	5
I-15 North Phase 4 – I-15/CC-215 Northern Beltway Interchange	6
I-15 NEON DB	7
I-15 South Bermuda Road Interchange	8
I-15 South Pebble Road Overpass	9
I-15 South Starr Avenue Interchange	10
I-15 South Phase 2C/4D	11
I-15 South Sloan Road Interchange	12
I-15 South – Stateline to Sloan Road	13

#### I-515


I-515 Freeway Improvements	14
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#### US-95 Northwest Projects

US-95 Northwest Phase 2B – Durango Drive to Kyle Canyon Road	15
US-95 Northwest Phase 3C – CC 215 Beltway Interchange	16
US-95 Northwest Phase 3D/E – CC 215 Beltway Interchange	17

#### Northern Nevada Projects

180/ I580/ US 395 Reno Spaghetti Bowl System Interchange	18
Pyramid Highway - US 395 Connection	19
US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.	20

<p><b>I 15 North - Phase 3</b></p> <p><b>Speedway Boulevard to Garnet Interchange</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dwayne Wilkinson, P.E.</b></p> <p><b>(702) 671-8879</b></p>	
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**Project Description:**

- This will be the last phase of improvements associated with the I-15 Corridor Environmental Assessment between US 95 and Apex.
- This project has been extended 6.1 miles. Original project limits were from Speedway to Apex. New project limits are from Speedway to US 93 along I-15.
- Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles

**Schedule:**

**Planning:**  
Complete

**Environmental Phase:**  
2019 -2020

**Final Design:**  
2020- 2023

**Construction:**  
See Financial Fine Points Below



**Project Cost Range:**

**Engineering:**  
\$6.5 - \$8.0 million

**Right-of-Way:**  
\$0.1 - \$3.6 million

**Construction:**  
\$70.1 - \$83.2 million

**Total Project Cost:**  
\$76.7 - \$94.8 million

**Project Benefits:**

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

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

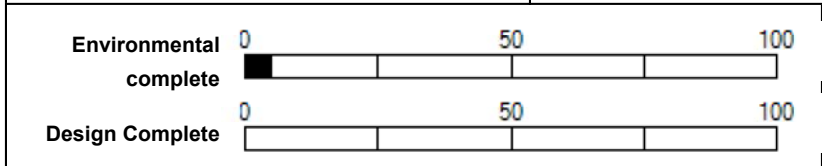
- Scope - Developer Interchange Removed
- Schedule - Environmental and Construction updated
- Cost - No Change

**Project risks:**

- Timely completion of environmental
- Timely completion of design
- Availability of construction funds


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

- Total funding expended for phase 3: \$0 (design phase not started)
- Total funding expended for Environmental phase: \$214,000
- As per the Regional Transportation Plan, this project will be funded for construction between FY2021 and FY2025. It is not anticipated that construction funding will be available before FY 2014



**April 2019**



<p><b>I 15 North - Phase 4</b></p> <p><b>I 15 / CC 215 Northern Beltway Interchange</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dwayne Wilkinson, P. E.</b></p> <p><b>(702)-671-8879</b></p>	
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**Project Description:**

- This is one of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)
- Construct new direct connect ramps to upgrade the I-15 & CC 215 (Las Vegas Beltway) Interchange
- Construct I-15 SB ramps & reconstruct I-15 NB ramps for the I-15 & Tropical Parkway Interchange
- Reconstruct local streets to match Interchange reconfigurations
- Provide Landscape & Aesthetic enhancements in accordance with the I-15 Landscape & Aesthetics Corridor Plan
- Improvements will be constructed generally within the existing I-15 and CC-215 Rights-of-Way. However, approximately 3.8 acres may be required to construct the project

**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
Start 2015 - 2019

**Construction:**  
2019 - 2022



**Project Cost Range:**

**Engineering:**  
\$9.7 - \$10.1 million

**Right-of-Way:**  
\$7.0 - \$7.4 million

**Construction:**  
\$96.2 - \$ 101.0 million

**Total Project Cost:**  
\$112.9 - \$118.5 million

**Project Benefits:**

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

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

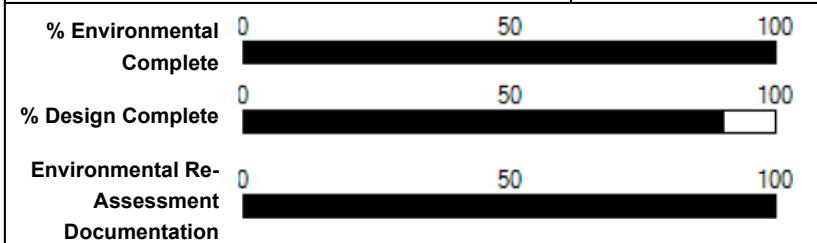
- Scope - No Change
- Schedule - No Change
- Cost - No Change

**Project risks:**

- Timely completion of utility relocation's
- Timely completions of UPRR permits & agreements
- Acquisition of approximately 3.8 acres to construct the project

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

- Total funding expended for preliminary engineering: \$9,064,000
- Total funding expended for I-15 North environmental phase: \$875,000
- NDOT Average Escalation Rates applied



April  
2019



**Project NEON Design-Build**

**I-15 Sahara to Spaghetti Bowl**

**Project Sponsor: NDOT**

**Project Manager: Dale Keller, P.E.**

**(775) 888-7603**



**Project Description:**

- HOV Direct Connector from US 95 to I 15 and I-15 widening improvements from Spaghetti Bowl to south of Sahara; Add/Drop lanes at Oakey/Wyoming
- Local Access Improvements to Las Vegas Downtown Redevelopment
- New access to Alta
- I-15/Charleston Interchange Reconstruction
- Project Length: 4.83 miles
- \*This project now includes what was previously Phases 1-4.

**Schedule:**

**Planning:**  
Complete

**Environmental:**  
Complete

**Begin Construction:**  
November 2016

**Substantial Completion:**  
August 2019



**Project Cost Range:**

**Engineering:**  
\$50 - \$60 Million

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

**Construction:**  
\$550 - \$575 Million

**Construction Engineering:**  
\$40 - \$50 Million

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

**Project Benefits:**

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

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

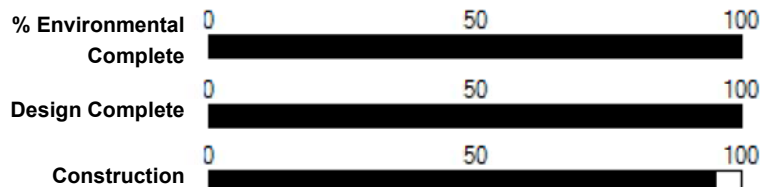
- Project is under construction

**Project risks:**

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

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

- Total Funding Expended: \$513,000,000
- Transportation Board approved the authority to bond for the Project.



**April 2019**





# I 15 South - Bermuda Road Interchange

**Project Sponsor: City of Henderson**

**Project Manager: David Bowers, P.E.**

**(702) 671-6672**



## Project Description:

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

## Schedule:

### Planning:

Complete

### Environmental:

Complete

### Final Design:

2026 - 2027

### Construction:

TBD



## Project Cost Range:

(Estimates per June 2014 CRA)

### Engineering:

\$9.5 - \$10 M

### Right-of-Way:

\$1.5 - \$2 M

### Construction:

\$93 - \$98 M

### Total Project Cost:

\$104 - \$110 M

## Project Benefits:

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

## What's Changed Since Last Update?

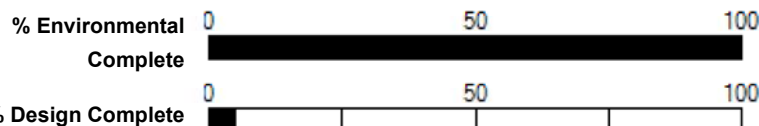
- Scope - No Change
- Schedule - No Schedule. Unfunded on 2035 RTP.
- Cost - adjusted per June 2014 CRA

## Project risks:

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

## Financial Fine Points(Key Assumptions):

- Funding not available until 2040-2045 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2045 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Q10 Extended (\$57.1M) and STP Clark County (\$60M).



**April  
2019**



# I 15 South - Pebble Road Overpass

**Project Sponsor: Clark County**

**Project Manager: David Bowers, P.E.**

**(702) 671-6672**



## Project Description:

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

## Schedule:

### Planning:

Complete

### Environmental:

Complete

### Final Design:

TBD

### Construction:

TBD



## Project Cost Range:

(Environmental Phase Estimates/Removal from RTP)

### Engineering:

\$2.5 - \$3 M

### Right-of-Way:

\$0

### Construction:

\$40 - \$45 M

### Total Project Cost:

\$42.5 - \$48 M

## Project Benefits:

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

## What's Changed Since Last Update?

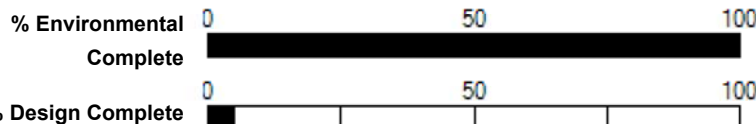
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

## Project risks:

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

## Financial Fine Points(Key Assumptions):

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



**April  
2019**



## I 15 South - Starr Avenue Interchange

**Project Sponsor: City of Henderson**

**Senior Project Manager: Ryan Wheeler**

**(702) 671-8876**



### Project Description:

- I-15 South, from Sloan Road to Tropicana Ave. has been broken into nine packages to address funding and constructability opportunities.
- This project is a smaller project of the overall \$1.3 billion I-15 South Corridor project
- Construct a new interchange at Starr Avenue with on & off-ramps
- Connect to Las Vegas Blvd (east side) and Dean Martin Drive (west side)
- I-15 over Starr Avenue and shifted 50 ft. to the east of the existing I-15.

### Schedule:

**Planning:**  
Complete

**Environmental:**  
Complete

**Final Design:**  
2016-2017

**Construction:**  
Jan 2018 to Sept 2019



### Project Cost Range:

(Environmental Phase Estimates)

#### Preliminary Engineering:

\$10 - \$11 M

#### Right-of-Way:

\$8 - \$14 M

#### Construction:

\$40 - \$58 M

#### Total Project Cost:

\$58 - \$83 M

### Project Benefits:

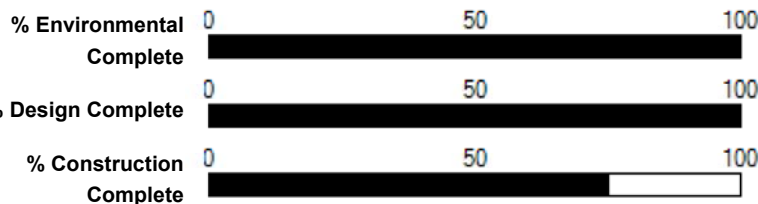
- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve I-15 mainline capacity

### What's Changed Since Last Update?

- Project Awarded to Las Vegas Paving at bid of \$33.7 Million
- Ground breaking event held Nov 30, 2017
- I-15 SB & NB has been moved to it's permanent location
- Work is moving forward on the ramps between I-15 and Starr Avenue.
- Storm drain infrastrucutre is being installed and landscaping is starting to be added to the project.

### Financial Fine Points(Key Assumptions):



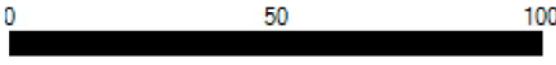
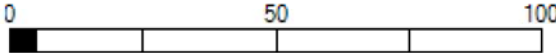

- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Construction Funding secured with \$35.2M from FRI-1 by City of Henderson, remaining funding by federal and state funds



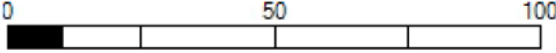



**April  
2019**





<p align="center"><b>I 15 South - Sloan Road Interchange</b></p> <p align="center"><b>Project Sponsor: City of Henderson</b></p> <p align="center"><b>Project Manager: David Bowers, P.E.</b></p> <p align="center"><b>(702) 671-6672</b></p>		
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>I-15 South Project from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.</li> <li>This is one element of the I-15 South Project.</li> <li>Reconstruct interchange at Sloan Road.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> TBD</p> <p><b>Construction:</b> TBD</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Interchanges on I-15 reduce congested traffic on the main line and associated regional facilities.</li> <li>Connect Regional traffic.</li> <li>Improve origin destination time of travel.</li> </ul>	<p><b>Project Cost Range:</b> (Estimates per June 2014 CRA)</p> <p><b>Engineering:</b> \$5.55 M</p> <p><b>Right-of-Way:</b> \$18.34 M</p> <p><b>Construction:</b> \$70 M to \$90 M</p> <p><b>Total Project Cost:</b> \$155.5 - \$162 M</p>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Unit price and property escalation may affect project cost.</li> <li>Sloan Interchange to be constructed prior to widening to accommodate additional lanes</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No Change</li> <li>Schedule - No Change</li> <li>Cost - adjusted per June 2019 CRA.</li> </ul> <p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Funding not available until 2026-2030 per current Financial Plan.</li> <li>Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million</li> <li>Inflation index distribution of 2% - 5% is to 2029 approximate midpoint of construction</li> <li>Funding source (RTP 2035): STP Clark County (\$65M)</li> </ul>	
<p>Environmental Complete: </p> <p>Design Complete: </p>	<p align="center"><b>April 2019</b></p>	

<p><b>I 15 South - Stateline to Sloan</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: David Bowers, P. E.</b></p> <p><b>(702) 671-6672</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>• Reconstruct interchange ramps at Primm, Jean and Sloan Interchanges to address safety issues.</li> <li>• Signing improvements with DMS signs on I-15.</li> <li>• Shoulder improvements.</li> </ul>	<p><b>Schedule:</b></p> <p><b>Planning:</b> 2013 - 2015</p> <p><b>Environmental:</b> TBD</p> <p><b>Final Design:</b> TBD</p> <p><b>Construction:</b> TBD</p>		
	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$3 - \$4 M</p> <p><b>Right-of-Way:</b> TBD</p> <p><b>Construction:</b> \$35 - \$50 M</p> <p><b>Total Project Cost:</b> \$38 - \$54 M</p>		
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>• Update ramp geometrics to current standards.</li> <li>• Decrease congestion.</li> <li>• Improve communications and driver awareness with message signs.</li> <li>• Improve on/off ramps at Primm, Jean and Sloan Interchanges.</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>• Scope -Safety project, not a major project or part of 15 South Corridor</li> <li>• Schedule - No Change</li> <li>• Cost - No Change.</li> </ul>		
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>• Uncertainty of future construction materials and labor costs.</li> <li>• Complex construction in a high volume rural area may affect schedule and costs.</li> <li>• Funding uncertainty.</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>• Total funding expended: \$0</li> <li>• Funding: Government Services Tax \$52 Million</li> <li>• Inflation Index of 3% is to approximate midpoint of construction.</li> </ul>		
<p>Planning Scoping </p>		<p><b>April 2019</b></p>	

## I-515 Freeway Improvements

**Rancho Drive at US 95 to Wyoming Grade Separation on I-515**  
**Alternatives Development Study and Environmental Documentation**

**Project Sponsor: NDOT**

**Project Manager: Rick Splawinski, P.E.**

**(775) 888-7317, rsplawinski@dot.nv.gov**



### Project Description:

- Analyze traffic operations and safety
- Identify potential improvement concepts
- Screen, refine, and package concepts into list of potential projects
- Prepare NEPA environmental documentation for selected project(s)
- NEPA documentation for City Parkway Ramp project terminated due to FHWA disapproval of CCAR
- Prepare NEPA documentation for I-515 SB Auxiliary Lane project

### Schedule:

#### Planning:

Completed 2nd Quarter 2017

#### Environmental:

SB Auxiliary Lane NEPA in 3rd Quarter 2019

#### Final Design:

SB Auxiliary Lane Final Design in 4th Quarter 2020

#### Construction:

I-515 SB Auxiliary Lane/Viaduct Rehabilitation construction in 2021



### Project Cost Range:

#### Planning/Environmental:

\$9.9 million

#### Engineering:

\$1.7 million (SB Auxiliary Lane project)

#### Right of Way:

TBD

#### Construction:

TBD

#### Total Project Costs:

TBD

### Project Benefits:

- Identify and develop potential operation and safety improvement projects
- Analyze project benefit-cost ratios to guide corridor programming
- Use planning-environmental linkages to ready projects for NEPA phase
- Advance highest priority project(s) through NEPA approval
- Advance SB Auxiliary Lane project through NEPA approval
- Investigate the feasibility of adding downtown access at City Parkway, improving access at Casino Center Boulevard and Las Vegas Boulevard, and replacing the existing G-947 viaduct

### What's Changed Since Last Update?

- Scope - add downtown access at City Parkway, improving access at Casino Center Boulevard and Las Vegas Boulevard, and replacing the existing G-947 viaduct is under investigation
- Schedule - add downtown access at City Parkway, improving access at Casino Center Boulevard and Las Vegas Boulevard, and replacing the existing G-947 viaduct is under investigation
- Cost - add downtown access at City Parkway, improving access at Casino Center Boulevard and Las Vegas Boulevard, and replacing the existing G-947 viaduct is under investigation

### Project risks:

- Identify and secure funding for needed corridor improvements
- Include major I-515 viaduct replacement and rehabilitation projects in corridor program
- Address long-term I-515 capacity needs
- Reconcile conflicts, if any, between intermediate-term improvements and long-term capacity projects
- SB Auxiliary Lane/Viaduct Rehabilitation project will require reducing I-515 to two lanes in each direction during construction
- Feasibility of adding downtown access at City Parkway, improving access at Casino Center Boulevard and Las Vegas Boulevard, and replacing the existing G-947 viaduct is under investigation


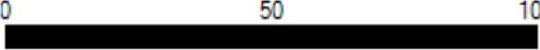

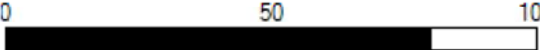
### Financial Fine Points(Key Assumptions):

- \$3.4 million expended to date on planning/environmental effort
- \$9.9 million programmed for planning/environmental effort
- \$1.7 million programmed for SB Auxiliary Lane final design



**April 2019**



<b>US 95 Northwest - Phase 2B/5</b>  <b>Durango Drive to Kyle Canyon Road and at Kyle Canyon Road</b>  <b>Project Sponsor: NDOT</b>  <b>Project Manager: Jenica Keller , P.E.</b>  <b>(775) 888-7592</b>			
<b>Project Description:</b> <ul style="list-style-type: none"> <li>This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road</li> <li>Alleviate congestion within the corridor by increasing capacity</li> <li>Widen Durango Drive to Kyle Canyon Road to 6 lanes</li> <li>Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn</li> <li>Construct a regional flood control facility from Centennial to Grand Teton</li> <li>Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning</li> <li>Construct new interchange at Kyle Canyon Road</li> <li>Project length: 2.45 miles</li> </ul>		<b>Schedule:</b> <b>Planning :</b> Complete <b>Environmental :</b> Complete <b>Final Design:</b> Complete <b>Advertise:</b> Complete <b>Construction:</b> Start January 2018 <b>Construction:</b> Complete 3rd Quarter 2020	
<b>Project Benefits:</b> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Meet stakeholder/public expectations</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Beautify the corridor</li> <li>Improve driver comfort</li> </ul>		<b>Project Cost Range:</b> <b>(Construction Phase Estimates):</b> <b>Engineering (All Phases):</b> \$6 - \$7 million <b>Right of Way (All Phases):</b> \$0, No acquisitions required <b>Construction (All Phases):</b> \$103 - \$116 million <b>Construction (2B/5):</b> \$65 - \$78 million <b>Total Project Cost (All Phases) :</b> \$109 - \$123 million	
		<b>What's Changed Since Last Update?</b> <ul style="list-style-type: none"> <li>Scope - No change</li> <li>Schedule - No change</li> <li>Cost - No change</li> </ul>	
<b>Project risks:</b> <ul style="list-style-type: none"> <li>Unit price escalation may affect project cost</li> <li>Complex design issues may impact schedule and scope</li> <li>Complex utility issues may impact schedule and cost</li> </ul>		<b>Financial Fine Points(Key Assumptions):</b> <ul style="list-style-type: none"> <li>Total funding expended for Phase 2: \$95.79 million</li> <li>Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million</li> <li>Inflation escalation (2.27%) to midpoint of construction in 2018.</li> <li>Funding source for Phase 2B/5: <ul style="list-style-type: none"> <li>Federal: \$42.4 million</li> <li>State: \$2.2 million</li> <li>Local: \$33.4 million</li> </ul> </li> </ul>	
<b>% Design complete</b> 0 50 100 		<b>April 2019</b> 	
<b>Construction</b> 0 50 100 			



**US 95 Northwest - Phase 3C**

**Clark County 215 Interchange**

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

**Senior Project Manager: Jenica Keller, P.E.**

**(775) 888-7592**



**Project Description:**

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

**Schedule:**

**Planning:**

Complete

**Environmental:**

Complete

**Final Design:**

Complete

**Advertise:**

Complete

**Construction:**

Start January 2019

**Construction:**

End 2nd Quarter 2021



**Project Cost Range:**

**(Final Design Phase Estimates):**

**Engineering (All Phases):**

\$14 - \$15 million

**Right of Way (All Phases):**

\$0 - \$1 million

**Construction (All Phases):**

\$197 - \$233million

**Construction (3C):**

\$61 - \$73 million

**Total Project Cost (All Phases):**

\$211 - \$249 million

**Project Benefits:**

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

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

- Scope - No change
- Schedule - Construction started
- Cost - No change

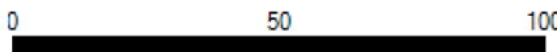
**Project risks:**

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

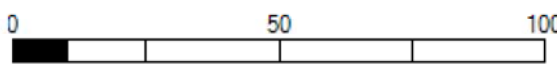
**Financial Fine Points(Key Assumptions):**

- Total funding expended for Phase 3: \$68.78 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3C: inflation escalation (2.30%) to midpoint of construction 2019
- Funding source:
- Federal: \$19 million
- State: \$54 million

**% Design Complete**







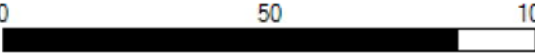

**% Construction Complete**



**April 2019**



<p><b>US 95 Northwest - Phase 3D/E</b></p> <p><b>Clark County 215 Interchange</b></p> <p><b>Project Sponsor: NDOT, City Las Vegas and Clark County</b></p> <p><b>Senior Project Manager: Jenica Keller, P.E.</b></p> <p><b>(775) 888-7592</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road</li> <li>Construct new system to system interchange at CC 215</li> <li>This third phase is anticipated to be constructed in 3 subparts (A, C and D/E)</li> <li>Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange and upgrade CC215</li> </ul>		<p><b>Schedule:</b></p> <p><b>Planning:</b> Complete</p> <p><b>Environmental:</b> Complete</p> <p><b>Final Design:</b> Complete 2020</p> <p><b>Advertise:</b> 2020</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Increase capacity</li> <li>Improve safety</li> <li>Improve access</li> <li>Meet stakeholder/public expectations</li> <li>Reduce trip times</li> <li>Reduce vehicle emissions</li> <li>Reduce idling</li> <li>Beautify corridor</li> <li>Improve driver comfort</li> </ul>		<p><b>Project Cost Range:</b> (Design Phase Estimates):</p> <p><b>Engineering (All Phases):</b> \$14 - \$15 million</p> <p><b>Right of Way (All Phases):</b> \$0 - \$1 million</p> <p><b>Construction (All Phases):</b> \$197 - \$233 million</p> <p><b>Construction (3D/E):</b> \$126 - \$150 million</p> <p><b>Total Project Cost (All Phases):</b> \$211 - \$249 million</p>	
		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No change</li> <li>Schedule - Final Design started</li> <li>Cost - No change</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Unit price escalation may affect project cost</li> <li>Complex right of way and utility issues may impact schedule and cost</li> </ul>		<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>Total funding expended for Phase 3: \$68.78 million</li> <li>Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million</li> <li>3D/E: inflation escalation (2.27%) to midpoint of construction 2021</li> <li>Funding source: TBD</li> </ul>	
<p><b>% Design Complete</b> 0 50 100</p> <p><b>% ROW Complete</b> 0 50 100</p>		<p><b>April 2019</b></p> 	

<p><b>The Reno Spaghetti Bowl</b></p> <p><b>180/ I580/ US 395 System Interchange</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Dale Keller, PE</b></p> <p><b>775-888-7603</b></p>		
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>• Freeway capacity, safety, and operational improvements to and surrounding the spaghetti bowl interchange</li> <li>• Freeway access management improvements</li> <li>• Service interchanges modifications</li> <li>• I80 limits: Virginia/Sierra/Center Street Interchange to Pyramid Highway Interchange</li> <li>• I 580/US 395 limits: McCarran/Clear Acre Interchange to Virginia/Kietzke Interchange</li> </ul>	<p><b>Schedule:</b></p> <p><b>Environmental:</b> 2017 - 2019</p> <p><b>SBX Design-Build Phase 1:</b> 2020 - 2022</p> <p><b>Future Construction Phases:</b> 2025 and Later</p>	
	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> TBD</p> <p><b>Right of Way:</b> TBD</p> <p><b>Construction:</b> TBD</p> <p><b>Total Project Costs:</b> TBD</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>• Improve freeway safety and operations</li> <li>• Reduce existing freeway congestion</li> <li>• Accommodate current and future travel demands</li> <li>• Improved freeway maintenance</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>• Scope - No changes</li> <li>• Schedule - No changes</li> <li>• Budget - No changes</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>• Complex access management strategies</li> <li>• Railroad</li> <li>• Truckee River</li> <li>• Socio-economic environment</li> <li>• Fragmented Local Network</li> <li>• Right of Way</li> <li>• Historical and cultural impacts</li> <li>• 4f and 6f impacts</li> </ul>	<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>• N/A</li> </ul>	
<p>Environmental (NEPA Phase) </p>		<p>April 2019</p> 

# Pyramid Highway/US 395 Connection

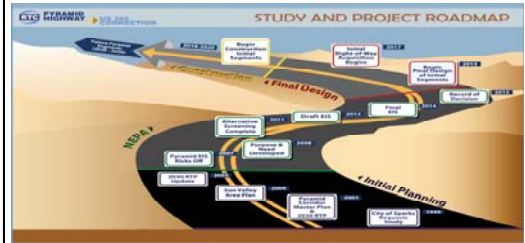
**Project Sponsor: Washoe County RTC and NDOT**

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

**NDOT Project Manager: Sajid Sulahria, P.E.**

[www.pyramidus395connection.com](http://www.pyramidus395connection.com)

**Phone: (775) 888-7742**



## Project Description:

- Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway
- La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads.
- Continue 6 lane freeway from Sparks Blvd. to Dics Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west.
- Extend 6 lane freeway through Sun Valley to US-395
- Widen and improve Pyramid highway from Disc Dr. to Queen Way
- Widen and extend Disc Dr. to Vista Blvd.

## Schedule:

### Planning:

Complete

### Environmental:

2010 - 2018

### Final Environmental Impact Statement (FEIS):

Winter 2014-2017

### Record of Decision (ROD):

2018

### Final Design:

TBD

### Construction:

TBD



## Project Cost Range:

(Planning phase estimates)

### Engineering:

\$40M - \$60M

### Right-of-Way:

\$100M - \$150M

### Construction:

\$410M - \$660M

### Total Project Costs:

\$550M - \$870M

## Project Benefits:

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

## What's Changed Since Last Update?

- The Record of Decision has been received.

## Project risks:

- Construction in a dense urban residential area
- Funding sources for all phases not identified
- Complex right of way and utility issues may impact schedule and costs.

## Financial Fine Points(Key Assumptions):

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



19

April  
2019



## US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Senior Project Manager: Sajid Sulahria

(775) 888-7742



### Project Description:

- This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1, 2 & 3.
- Phase 2B Package 4 will construct the South Carson Interchange and complete the remainder of the project

### Schedule:

#### Planning:

Complete

#### Environmental:

Complete

#### Final Design:

Complete

#### Construction:

TBD



### Project Cost Range:

(Final design phase estimates):

#### Engineering:

\$11 - \$13 million

#### Right-of-Way:

\$30 - \$32 million

#### Construction:

\$100 - \$150 million

#### Total Project Cost:

\$137 - \$190 million

### Project Benefits:

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

### What's Changed Since Last Update?

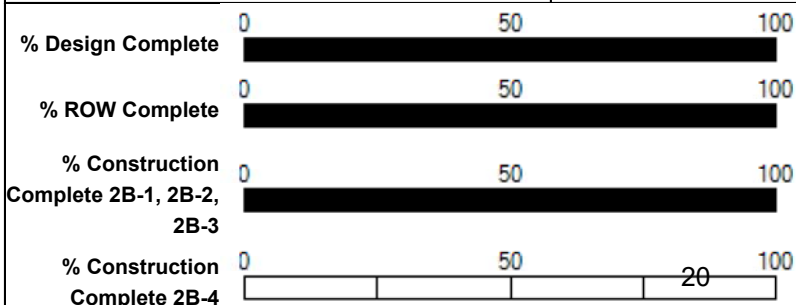
- Scope - Package 4 will complete the remainder of the Freeway
- Schedule - TBD
- Cost - No change

### Project risks:

- Project completion date will depend on the availability of funds.
- Concurrent utility relocation will be required.
- Changes in design standards could affect schedule and budget.
- New development along the corridor.

### Financial Fine Points(Key Assumptions):

- Total funding expended: \$195 million
- Construction funding source for Phase 2B-4: TBD



April  
2019



## **4.0 COMPLETED MAJOR PROJECTS**

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

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

For the quarter ending on March 31, 2019 there were no projects completed.