

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending September 30, 2019



Steve Sisolak
Governor

.....Kristina Swallow, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

September, 2019

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1.0 INTRODUCTION

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

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I 15 North - Phase 3

Speedway Boulevard to Garnet Interchange

Project Sponsor: NDOT

Project Manager: Dwayne Wilkinson, P.E.

(702) 671-8879



Project Description:

- This will be the last phase of improvements associated with the I-15 Corridor Environmental Assessment between US 95 & 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
- Project also includes: weight station & enforcement improvements, truck parking & a new interchange between Speedway & Apex
- The first construction package will include roadway widening, bridge rehabilitation & widening, truck parking, enforcement elements (excluding the new weight station south bound), drainage improvements, & landscape & aesthetic enhancements
- The second construction package will include the new weight station south bound & remaining enforcement elements
- The proposed new interchange between Speedway & Apex is currently not included in any construction package. The interchange is being included in the environmental process so it may be constructed in the future if desired

Schedule:

Planning:

Complete

Environmental Phase:

2019 -2020

Final Design:

2020- 2021 (First Construction Package)

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?

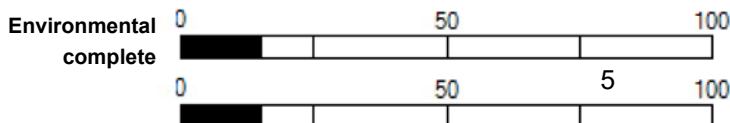
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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: \$ 329,000 (design and environmental)
- Total funding expended for original 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



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I 15 North - Phase 4

I 15 / CC 215 Northern Beltway Interchange

Project Sponsor: NDOT

Project Manager: Dwayne Wilkinson, P. E.

(702)-671-8879



Project Description:

- 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:

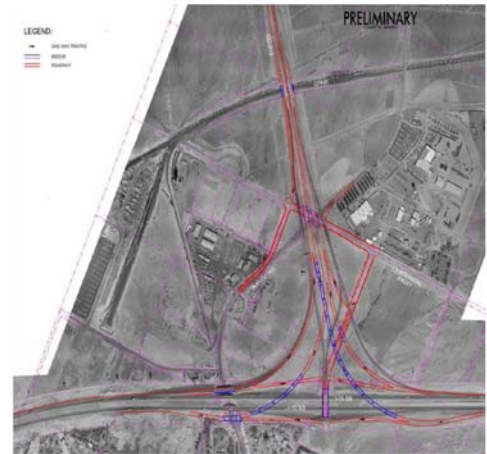
Complete

Final Design:

Complete

Construction:

2019 - 2022



Project Cost Range:

Engineering:

\$10 - \$11 million

Right-of-Way:

\$7.0 - \$7.5 million

Construction:

\$106 - \$126 million

Total Project Cost:

\$123 - \$144.5 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?

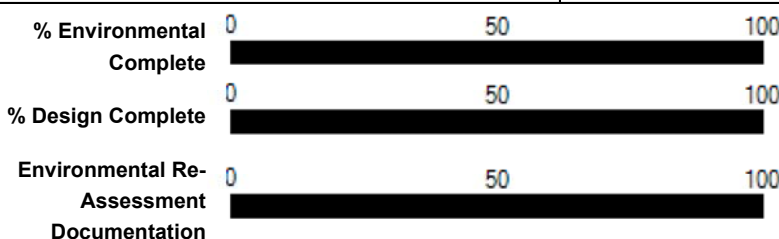
- Scope - No Change
- Schedule - No Change
- Cost - Updated

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: \$9,978,000
- Total funding expended for right of way: \$1,546,000
- Total funding expended for I-15 North environmental phase: \$875,000
- NDOT Average Escalation Rates applied



September
2019



Project NEON Design-Build

I-15 Sahara to Spaghetti Bowl Project

Sponsor: NDOT

Project Manager: Nick Johnson, P.E.

(775) 888-7318



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:
May 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?

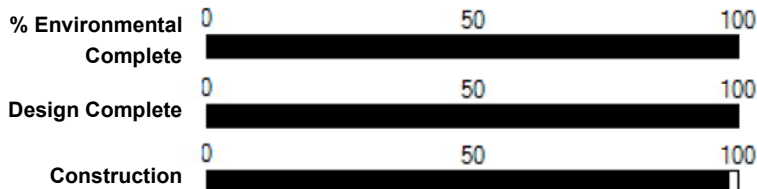
- Project is under construction

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



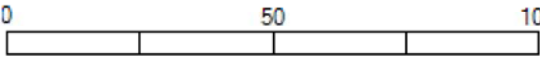

Financial Fine Points(Key Assumptions):

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



September 2019



<p align="center">I 15 Central Corridor</p> <p align="center">Project Sponsor: NDOT</p> <p align="center">Project Manager: Jeff Lerud, PE</p> <p align="center">(702) 671-8865</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> The I-15 feasibility study along I-15 from Flamingo Road to Sahara Avenue. Enhance access and mobility within the I-15 corridor; develop a feasibility study that addresses a phased implementation strategy for future improvements to I-15 in the resort corridor area in addition to currently planned improvements. 	<p>Schedule:</p> <p>Feasibility Study: 2018 - 2020</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve capacity, operations, safety, access and mobility. Meet stakeholders/public expectations. Improve quality of life. Support economic development. Reduce trip times. 	<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Planning Phase (Feasibility Study) - TBD 2019 Scope - No Change Schedule - No Change Cost - No Change
<p>Project risks:</p> <ul style="list-style-type: none"> Consensus building among the resort owners. Funding uncertainty. Economic development along the corridor could require design changes affecting scope, schedule and budget. 	<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding: TBD 	
<p>Planning (Feasibility Study) 0 50 100</p> 	<p align="center">September 2019</p>	

I 15 Tropicana Interchange Reconstruction

Project Sponsor: NDOT

Project Manager: Jeff Lerud, PE

(702) 671-8865



Project Description:

- Demolish and reconstruct the Tropicana Avenue interchange at I-15
- Grade separate the intersection of Tropicana Avenue and Dean Martin Drive
- Construct HOV ramps at Harmon Avenue

Schedule:

Environmental:

October 2017 to November 2019

Design and Right of Way:

2020 to 2022

Construction:

2022 to 2024



Project Cost Range:

Engineering:

TBD

Right of Way:

TBD

Construction:

TBD

Project Benefits:

- Improve capacity, operations, safety, and mobility
- Accommodate current and future travel demands
- Provide for future expansion of I-15

Total Project Costs:

TBD

What's Changed Since Last Update?

- Scope - No changes
- Schedule - No changes
- Budget - No changes

Project risks:

- Timing of funding
- Stakeholder buy-in
- Right of Way

Financial Fine Points(Key Assumptions):

- N/A



September 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:

Re-evaluation of 2008 EA to be completed 12-19

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):

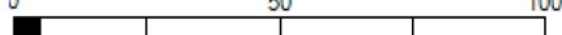
- Funding not available until 2040-2045 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Inflation index distribution of 2% - 5% is to 2045 approximate midpoint of construction.
- Funding Source (Financial Plan 2009): Q10 Extended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

% Environmental



Complete

% Design Complete



September
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?

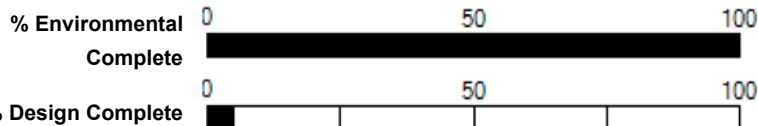
- Scope - No Change
- Schedule - This project was removed from 2030 RTP.
- Cost - No Change

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)



September 2019



I 15 South - Starr Avenue Interchange

Project Sponsor: City of Henderson

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:

Complete



Project Cost Range:

(Environmental Phase Estimates)

Preliminary Engineering:

\$10 - \$11 M

Right-of-Way:

\$8 - \$14 M

Construction:

\$33 - \$37 M

Total Project Cost:

\$51 - \$62 M

Project Benefits:

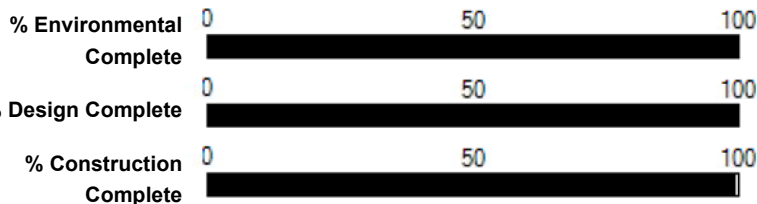
- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve I-15 mainline capacity

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
- Project opened on Sept 18th. Punch-list items over the next 30 days.

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



September 2019



I 15 South - Sloan 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.
- Reconstruct interchange at Sloan Road.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per June 2014 CRA)

Engineering:

\$5.55 M

Right-of-Way:

\$18.34 M

Construction:

\$70 M to \$90 M

Total Project Cost:

\$155.5 - \$162 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?

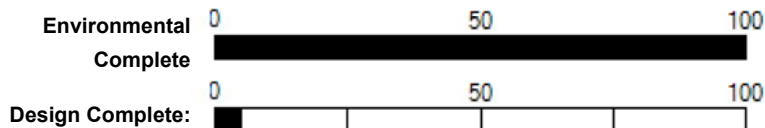
- Scope - No Change
- Schedule - No Change
- Cost - adjusted per June 2019 CRA.

Project risks:

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

Financial Fine Points(Key Assumptions):

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



September 2019



Downtown Access Project

I-515/US-95 from Rancho Blvd Interchange to 28th Street

Project Sponsor: NDOT

Project Manager: Ryan Wheeler, P.E.

(702) 278-3391



Project Description:

- This project proposes to improve I-515/US-95 from Rancho Blvd to 28th Street including ramp connections between I-515/US-95 and I-15.
- This project has the following goals: (1) Remedy aging infrastructure; (2) Improve safety, operations, and air quality; (3) Extend HOV network to downtown along I-515/US-95; and (4) Improve downtown access
- This current scope of work on the project is to implement the necessary studies, documentation, and outreach required to meet the National Environmental Policy Act (NEPA), and to develop up to fifteen percent (15%) level designs for three alternatives to reconstruct Interstate 515 and the I-15/US-95/I-515 System to System Interchange.
- The alternatives being considered are (1) No-build, (2) Viaduct replacement alternative, and (3) A recessed below grade freeway alternative
- Each alternative will include these proposed improvements: (1) Replace or remove the 1.6 mile viaduct; (2) Add freeway capacity; (3) Fix ramp spacing by adding ramp braiding to/from I-15 and I-515; (4) Add HOV lanes on I-515/US-95; and (5) New HOV interchanges at City Parkway and Maryland Parkway
- *** This project was originally the I-515 alternatives development study with project limits from the Wyoming grade separation to the MLK interchange. The alternatives development study had 5 separate task orders to perform general environmental work, develop lists of potential projects and pursue project development. Task Orders 1-4 have been completed. Task order 5 is the pursuit of the Downtown Access Project.

Schedule:

The project is currently estimated to be 10-13 years in total. The following tasks will be pursued:

environmental studies (3-4 years), right-of-way acquisitions (3-4 years), construction (4-5 years).

Environmental:

In progress

Final Design:

TBD

Right-of-way:

TBD

Construction:

TBD



Project Cost Range:

Environmental:

\$6.0 million

Engineering:

TBD

Right-of-Way:

TBD

Construction:

TBD

Total Project Costs:

TBD

Project Benefits:

- Improved safety, operations, and air quality through the I-515/US-95 corridor
- Remedy aging infrastructure by replacing or removing the 1.6 mile viaduct
- Improve operations by adding freeway capacity
- Improve operations by adding ramp braiding to/from I-15 and I-515
- Extend HOV network to downtown along I-515/US-95 freeway
- Improve downtown access by adding HOV interchanges at Maryland Parkway and City Parkway
- Improved landscaping and aesthetics

What's Changed Since Last Update?

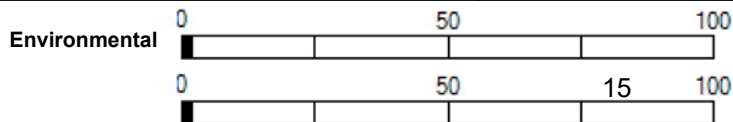
- This project page has been modified to represent the Downtown Access Project which was developed and pursued from the I-515 alternatives development study.

Project risks:

- Funding availability to move identified project (s) forward into design and construction
- Utility relocation, groundwater, right-of-way acquisitions/relocations, crossing the UPRR mainline tracks, and mobilization of traffic.
- The project team will manage risks through project development.

Financial Fine Points(Key Assumptions):

- \$9.9 million programmed for planning/environmental effort (\$4.0 million is from the previous task orders 1-4)



September 2019



US 95 Northwest - Phase 2B/5

Durango Drive to Kyle Canyon Road and at Kyle Canyon

Road Project Sponsor: NDOT

Project Manager: Jenica Keller , P.E.

(775) 888-7592



Project Description:

- This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road
- Alleviate congestion within the corridor by increasing capacity
- Widen Durango Drive to Kyle Canyon Road to 6 lanes
- Construct High Occupancy Vehicle Direct Access Ramps at Elkhorn
- Construct a regional flood control facility from Centennial to Grand Teton
- Provide new and improved freeway connections to improve regional connectivity, consistent with land use planning
- Construct new interchange at Kyle Canyon Road
- Project length: 2.45 miles

Schedule:

Planning :

Complete

Environmental :

Complete

Final Design:

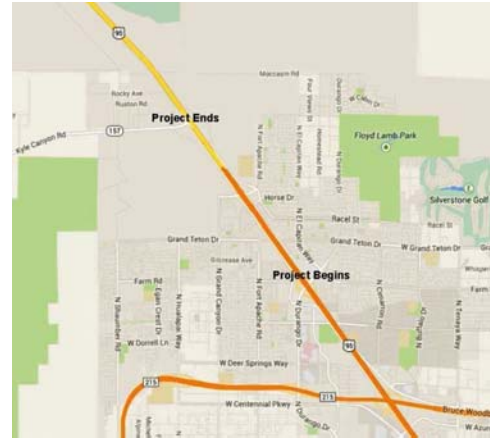
Complete

Advertise:

Complete

Construction:

Complete



Project Cost Range:

(Construction Phase Estimates):

Engineering (All Phases):

\$6 - \$7 million

Right of Way (All Phases):

\$0, No acquisitions required

Construction (All Phases):

\$103 - \$116 million

Construction (2B/5):

\$65 - \$78 million

Total Project Cost (All Phases) :

\$109 - \$123 million

Project Benefits:

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

What's Changed Since Last Update?

- Scope - No change
- Schedule - Construction Complete
- Cost - No change

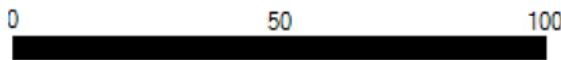
Project risks:

- Unit price escalation may affect project cost
- Complex design issues may impact schedule and scope
- Complex utility issues may impact schedule and cost

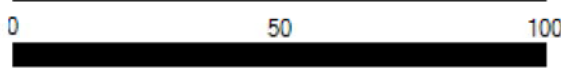
Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 2: \$114.02 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases) : \$5 million
- Inflation escalation (2.27%) to midpoint of construction in 2018.
- Funding source for Phase 2B/5:
- Federal: \$42.4 million
- State: \$2.2 million
- Local: \$33.4 million

% Design Complete



% Construction Complete



**September
2019**



US 95 Northwest - Phase 3C

Clark County 215 Interchange

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

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)
- 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):

\$204 - \$268 million

Construction (3C):

\$61 - \$73 million

Total Project Cost (All Phases):

\$218 - \$284 million

Project Benefits:

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

What's Changed Since Last Update?

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

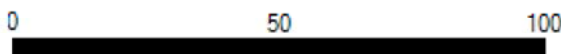
Project risks:

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

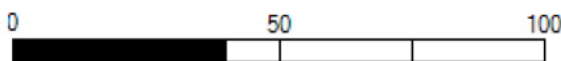
Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$94.60 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



September
2019



US 95 Northwest - Phase 3D

Clark County 215 Interchange

Project Sponsor: NDOT, City Las Vegas and Clark County

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)
- Phase 3D/E: Ramps providing west to north, south to west and east to north movements; local interchange; upgrade CC215; and construct Multi-Use Path

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

Complete 2020

Advertise:

2020



Project Cost Range:

(Design Phase Estimates):

Engineering (All Phases):

\$14 - \$15 million

Right of Way (All Phases):

\$0 - \$1 million

Construction (All Phases):

\$204 - \$268 million

Construction (3D):

\$134 - \$185 million

Total Project Cost (All Phases):

\$218 - \$284 million

Project Benefits:

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

What's Changed Since Last Update?

- Scope - No change
- Schedule - No change
- Cost - Increased based on Cost Risk Assessment

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: \$94.60 million
- Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million
- 3D: inflation escalation (2.27%) to midpoint of construction 2021
- Funding source: TBD



**September
2019**



The Reno Spaghetti Bowl

180/ I580/ US 395 System Interchange

Project Sponsor: NDOT

Project Manager: Jenica Keller, PE

775-888-7592



Project Description:

- Freeway capacity, safety, and operational improvements to and surrounding the Spaghetti Bowl Interchange
- Freeway access management improvements
- Service interchanges modifications
- I80 limits: Virginia/Sierra/Center Street Interchange to Pyramid Highway Interchange
- I 580/US 395 limits: McCarran/Clear Acre Interchange to Virginia/Kietzke Interchange

Schedule:

Environmental:

Complete

SBX Phase 1:

2020 - 2023

Future Construction Phases:

2025 and Later



Project Cost Range:

Engineering:

\$107 - \$153 million

Right of Way:

\$342 - \$495 million

Construction:

\$1.5 - \$2.2 billion

Total Project Costs:

\$1.9 - 2.8 billion

Project Benefits:

- Improve freeway safety and operations
- Reduce existing freeway congestion
- Accommodate current and future travel demands
- Improved freeway maintenance

What's Changed Since Last Update?

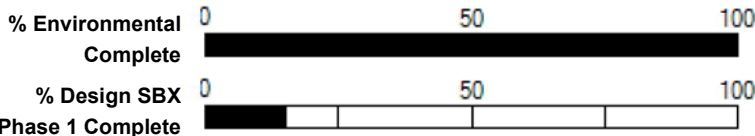
- Scope - No changes
- Schedule - Environmental Phase Complete
- Budget - Updated based on Cost Risk Assessment

Project risks:

- Complex access management strategies
- Railroad
- Truckee River
- Socio-economic environment
- Fragmented Local Network
- Right of Way
- Historical and cultural impacts
- 4f and 6f impacts

Financial Fine Points(Key Assumptions):

- Total funding expended for Environmental Phase: \$11.6 Million
- Total funding expended for Phase 1 SBX: \$13.5 Million



September 2019



Pyramid Highway/US 395 Connection Project

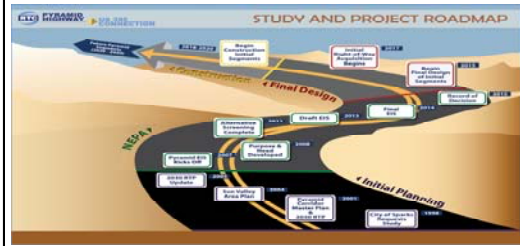
Sponsor: Washoe County RTC and NDOT Washoe

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

Project Manager: Sajid Sulahria, P.E.

(775) 888-7742

www.pyramidus395connection.com



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



September 2019



US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

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:

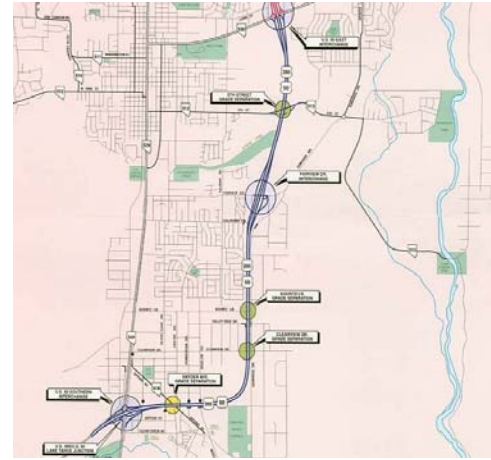
Complete

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?

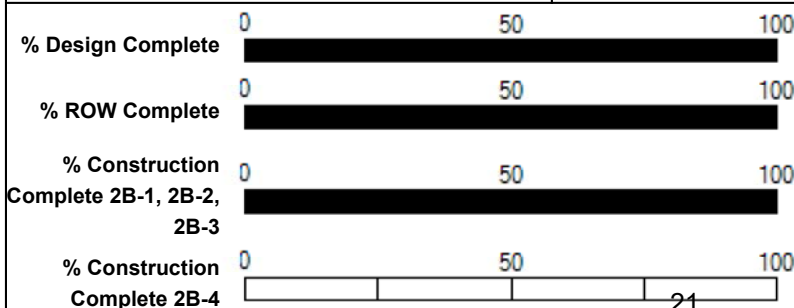
- Scope - Package 4 will complete the remainder of the Freeway
- Schedule - TBD
- Cost - No change

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



September
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 September 30, 2019 there were no projects completed.