

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS

For Quarter Ending December 31, 2019



Steve Sisolak
Governor

.....Kristina Swallow, PE
Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 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	22

1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 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 Central Corridor	8
I-15 Tropicana Interchange Reconstruction	9
I-15 South Bermuda Road Interchange	10
I-15 South Pebble Road Overpass	11
I-15 South Starr Avenue Interchange	12
I-15 South Phase 2C/4D	13
I-15 South Sloan Road Interchange	14

I-515 Projects

Downtown Access Project	15
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US-95 Northwest Projects

US-95 Northwest Phase 2B – Durango Dr. to Kyle Canyon Road and at Kyle Canyon Rd.	16
US-95 Northwest Phase 3C – CC 215 Beltway Interchange	17
US-95 Northwest Phase 3D – CC 215 Beltway Interchange	18

Northern Nevada Projects

Reno Spaghetti Bowl	19
Pyramid Highway - US 395 Connection	20
US-395 Carson City Freeway Phase 2B – S. Carson St. to Fairview Dr.	21

I 15 North - Phase 3

Speedway Boulevard to Garnet Interchange

Project Sponsor: NDOT

Project Manager: Dwayne Wilkinson, P.E.

(702) 671-8879



Project Description:

- Last phase of improvements associated with the I-15 North Corridor Environmental Assessment. Original project limits were from Speedway Boulevard to Apex Interchange (May 2007 Environmental Assessment). Project limits were extended 6.1 miles to the north from the Apex Interchange to the Garnet Interchange (US 93).
- Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles
- Project also includes: weigh station & enforcement improvements, truck parking, and a new interchange between Speedway & Apex.

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
- Improve travel time reliability
- Improve access to areas planned for development in North Las Vegas
- Improve operations

What's Changed Since Last Update?

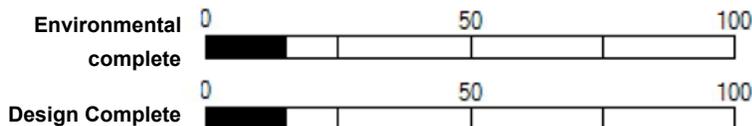
- Scope - No Change
- Schedule - No Change
- Cost - No Change

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.



December
2019



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 re-configurations
- Provide landscape & aesthetic enhancements in accordance with the I-15 Landscape & Aesthetics Corridor Plan
- Improvements will be constructed within the existing I-15 and CC-215 rights-of-way to the extent possible, however, a total of approximately 3.8 acres may need to be acquired for these improvements

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
Complete

Construction:
2019 - 2022



Project Benefits:

- Improve safety
- Improve travel time reliability
- Improve access to areas planned for development in North Las Vegas
- Improve operations with full freeway-to-freeway connectivity

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

What's Changed Since Last Update?

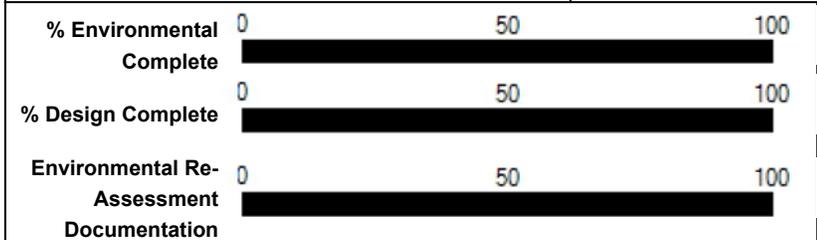
- Scope - No Change
- Schedule - No Change
- Cost - Updated

Project risks:

- Timely completion of utility relocations
- Timely completion 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



December 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 connect flyover between US 95 and I-15; I-15 widening improvements from Spaghetti Bowl to south of Sahara; construction of collector-distributor from southbound US 95 to southbound I-15; HOV direct access ramp to and from Neon Gateway; ramp access between Charleston and grade separated MLK Boulevard; and landscape and aesthetic enhancements
- Local access improvements to Las Vegas Downtown Redevelopment
- New northbound direct access ramp to Alta/Bonneville; new southbound I-15 on ramp from MLK Boulevard at Pinto Lane
- Reconstruct the I-15/Charleston Interchange to provide improved operations and accessibility
- Project Length: 4.83 miles

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 - \$610 Million

Construction Engineering:

\$40 - \$50 Million

Total Project Cost:

\$865 - \$970 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?

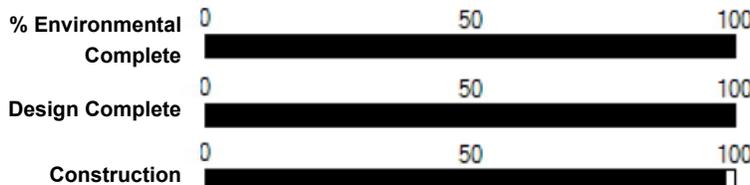
- The project reached substantial completion in May 2019

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

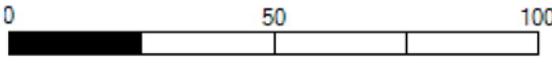
Financial Fine Points(Key Assumptions):

- Total Funding Expended: \$986,374,000
- Transportation Board approved the authority to bond for the Project.



December 2019



<p>I 15 Central Corridor</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Jeff Lerud, PE</p> <p>(702) 671-8865</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> • 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 within the resort corridor area. 	<p>Schedule:</p> <p>Feasibility Study: 2019 - 2020</p> <p>Environmental: TBD</p> <p>Final Design: TBD</p> <p>Construction: TBD</p>	
	<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Construction: TBD</p> <p>Total Project Cost: TBD</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve operations, safety, access and mobility. • Support economic development. • Improve travel time reliability. 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Planning Phase (Feasibility Study) - Began February, 2019 • Scope - No Change • Schedule - No Change • Cost - No Change 	
	<p>Project risks:</p> <ul style="list-style-type: none"> • Consensus building among the stakeholders. • 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) </p>		<p>December 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

December 2019

Design and Right of Way:

2020 to 2022

Construction:

2021 to 2024

Project Cost Range:

Engineering:

\$8,000,000.00

Right of Way:

\$26,000,000.00

Construction:

\$181,000,000.00

Project Benefits:

- Improve operations, safety, and mobility
- Provide for future expansion of I-15
- Improve travel time reliability.

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

Environmental (NEPA Phase) 0 50 100

Design Build Procurement To begin January 2020 0 50 100

December 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 Corridor Environmental Assessment from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one project element of the original I-15 South Corridor Environmental Assessment completed in 2008.
- Construct new interchange at Bermuda Road (recent name change to Via Nobila)

Schedule:

Planning:

Complete

Environmental:

Re-evaluation of 2008

EA to be completed

May 2020

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:

\$8.0 M - \$10.9 M

Right-of-Way:

\$7.7 M - \$10.4 M

Construction:

\$81.6 M - \$112.4 M

Total Project Cost:

\$106 M - \$145 M

Project Benefits:

- Improves access to local community
- Improves origin-destination travel time
- Improves safety

What's Changed Since Last Update?

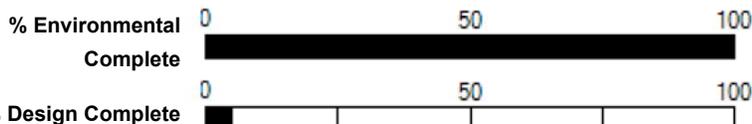
- Scope - No Change
- Schedule - Funded in 2040 per CRA
- Cost - adjusted per 2019 CRA

Project risks:

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

Financial Fine Points(Key Assumptions):

- Escalation due to project funding not being available until 2040 per CRA.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million



December 2019



I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Project Manager: David Bowers, P.E.

(702) 671-6672



Project Description:

- The I-15 South Corridor Environmental Assessment from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one project element of the original I-15 South Corridor Environmental Assessment completed in 2008
- Construct overpass at Pebble Road and I-15.

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per 2019 EA Update)

Engineering:

\$1.3 M - \$1.9 M

Right-of-Way:

\$0

Construction:

\$13.7 M - \$19.7 M

Total Project Cost:

\$16.3 M - \$23.5 M

Project Benefits:

- Improves access to local community
- No connections to I-15, so interstate traffic will not be negatively impacted

What's Changed Since Last Update?

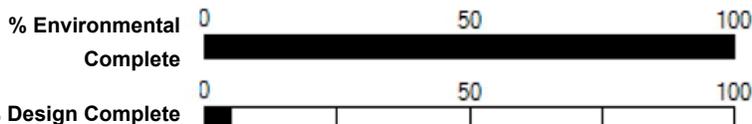
- Scope - No Change
- Clark County has indicated that they plan to construct this with their FRI allocation.
- Schedule - This project was removed from 2030 RTP.

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
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Funding Source (2019 EA Update): Clark County Fuel Revenue Index Funding



December
2019



I 15 South - Starr Avenue Interchange

Project Sponsor: City of Henderson

Senior Project Manager: Ryan Wheeler

(702) 671-8876



Project Description:

- The I-15 South Corridor Environmental Assessment from Sloan Road to Tropicana Ave. has been broken into nine project elements to address funding and constructability opportunities
- This is one project element of the original I-15 South Corridor Environmental Assessment completed in 2008
- Construct a new interchange at Starr Avenue
- Connect Starr Avenue to Las Vegas Blvd east of I-15 and to Dean Martin Drive west of 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:

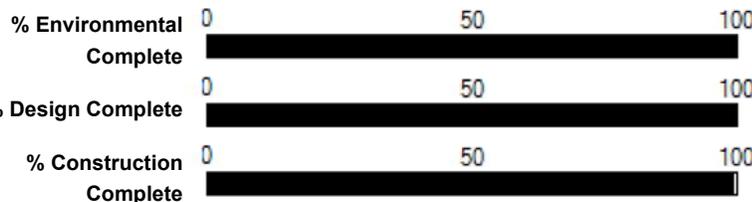
- Improve access to I-15 with new interchange
- Connect east-west regional traffic from Las Vegas Blvd to/from Dean Martin Drive
- Improve travel time reliability

What's Changed Since Last Update?

- 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



December 2019



I 15 South - Phase 2A/2B

Sloan Road to Blue Diamond (SR-160)

Project Sponsor: NDOT

Project Manager: David Bowers, P.E.

(702) 671-6672



Project Description:

- The I-15 South Corridor Environmental Assessment from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities.
- This is one project element of the original I-15 South Corridor Environmental Assessment completed in 2008
- Widen I-15 between Sloan Road and Blue Diamond Road from 6 to 10 lanes.
- Project Length: 8.2 miles
- This project has been divided in two phases:
 - Phase 2A: Widening I-15 median from Sloan to Blue Diamond (SR160) 6 to 8 lanes
 - Phase 2B: Widen I-15 outer lanes from Sloan to Blue Diamond (SR160) 8 to 10 lanes, restripe collector-distributor ramps from Blue Diamond (SR160) to Tropicana Ave.

Schedule:

Planning:
Complete

Environmental:
Complete

Final Design:
TBD

Construction:
TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:
\$30 M - \$40 M

Right-of-Way:
\$0

Construction:
\$150 M - \$200 M

Total Project Cost:
\$260 M - \$300 M

What's Changed Since Last Update?

- Scope - No Change
- Schedule - No Change
- Cost - adjusted per January 2019 CRA

Project Benefits:

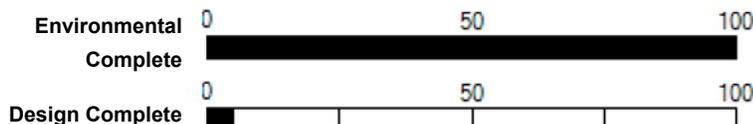
- Increase capacity
- Improve safety
- Improve access
- Improves origin-destination travel time

Project risks:

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

Financial Fine Points(Key Assumptions):

- Funding not available until 2045.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million



December 2019



I 15 South - Sloan Road Interchange

Project Sponsor: City of Henderson

Project Manager: David Bowers, P.E.

(702) 671-6672



Project Description:

- The I-15 South Corridor Environmental Assessment from Sloan to Tropicana has been broken into nine (9) project elements to address funding and constructability opportunities
- This is one project element of the original I-15 South Corridor Environmental Assessment completed in 2008
- Reconstruct interchange at Sloan Road (recent name change to Via Inspirada)

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:

\$3.8 M - \$5.2 M

Right-of-Way:

\$13.1 M - \$15.9 M

Construction:

\$39 M to \$53 M

Total Project Cost:

\$59 M - \$79 M

Project Benefits:

- Improves access to local community
- Improves origin-destination travel time
- Improves safety

What's Changed Since Last Update?

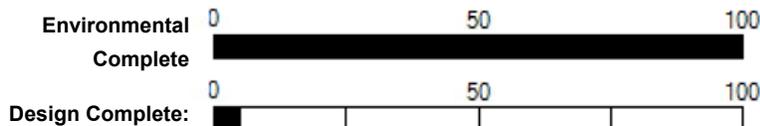
- Scope - No Change
- Schedule - No Change
- Cost - adjusted per January 2019 CRA.

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 2022 per current Financial Plan.
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million



December 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 freeway capacity by adding more lanes and fixing ramp spacing by braiding ramps connecting I-15 and I-515. The project will also add additional access to downtown with two new HOV interchanges at City Parkway and Maryland Parkway.
- This current scope of work on the project is to implement the necessary studies, documentation, and outreach to meet NEPA requirements; and to develop up to fifteen percent (15%) level designs for each of three alternatives under consideration
- The construction alternatives being considered include replacing the existing viaduct with a similar structure OR recessing the highway into a trench below grade
- Each construction alternative will include similar proposed improvements: remove or replace the 1.6 mile viaduct; add freeway capacity; fix ramp spacing by adding ramp braiding to/from I-15 and I-515; add HOV lanes on I-515/US-95; and 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:

Environmental (3-4 years):

In progress

Final Design (3-4 years):

TBD

Right-of-way (concurrent with final design, 3-4 years):

TBD

Construction (4-5 years):

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 and braiding ramps to/from I-15 and I-515
- Extend HOV network to downtown along I-515/US-95 freeway, including new HOV interchanges at Maryland Parkway and City Parkway
- Improved landscaping and aesthetics

What's Changed Since Last Update?

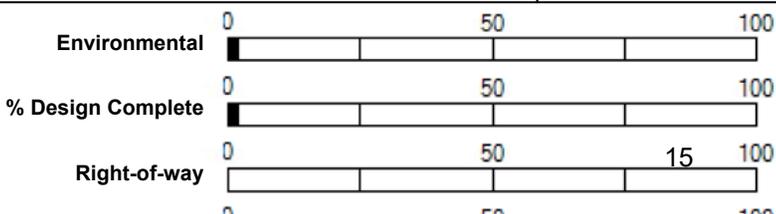
- This project page has been modified to represent the Downtown Access Project which was developed and pursued from the I-515 alternatives development study.

Project risks:

- Funding availability to move project forward into design and construction
- Utility relocation, groundwater, right-of-way acquisitions, crossing the UPRR, and maintenance of traffic through the construction phase
- 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)



**December
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: <ul style="list-style-type: none"> This is the second and fifth phase of the US 95 Northwest Project that extends from Washington Avenue to Kyle Canyon Road 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 Benefits: <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Improve travel time reliability 		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	
		What's Changed Since Last Update? <ul style="list-style-type: none"> Scope - No change Schedule - Construction Complete Cost - No change 	
Project risks: <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex design issues may impact schedule and scope Complex utility issues may impact schedule and cost 		Financial Fine Points(Key Assumptions): <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> - Federal: \$42.4 million - State: \$2.2 million - Local: \$33.4 million 	
% Design Complete 0 50 100 		December 2019	
% Construction Complete 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)
- 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 SY 2021



Project Benefits:

- Increase capacity
- Improve safety
- Improve access
- Improve travel time reliability

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

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

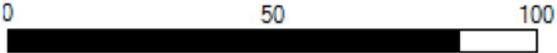
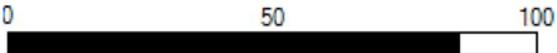
Financial Fine Points(Key Assumptions):

- 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



**December
2019**



<p align="center">US 95 Northwest - Phase 3D</p> <p align="center">Clark County 215 Interchange</p> <p align="center">Project Sponsor: NDOT, City Las Vegas and Clark County</p> <p align="center">Senior Project Manager: Jenica Keller, P.E.</p> <p align="center">(775) 888-7592</p>		
<p>Project Description:</p> <ul style="list-style-type: none"> • 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: Ramps providing west to north, south to west and east to north movements; local interchange; upgrade CC215; and construct Multi-Use Path 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete 2020</p> <p>Advertise: 2020</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> • Increase capacity • Improve safety • Improve access • Improve travel time reliability 	<p>Project Cost Range: (Design Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right of Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$204 - \$268 million</p> <p>Construction (3D): \$134 - \$185 million</p> <p>Total Project Cost (All Phases): \$218 - \$284 million</p>	
<p>Project risks:</p> <ul style="list-style-type: none"> • Unit price escalation may affect project cost • Complex right of way and utility issues may impact schedule and cost 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No change • Schedule - No change • Cost - Increased based on Cost Risk Assessment 	
<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • 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 	<p>% Design Complete </p> <p>% ROW Complete </p> <p align="center">December 2019</p> 	

The Reno Spaghetti Bowl

180/ I580/ US 395 System Interchange

Project Sponsor: NDOT

Project Manager: Nick Johnson, PE / Pedro Rodriguez, PE

775-888-7518 / 775-888-7320



Project Description:

- Freeway capacity, safety, and operational improvements to and surrounding the Spaghetti Bowl Interchange
- Freeway access management improvements
- Modify service interchanges
- I-80 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 Design and Construction:

2019 - 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 Cost (All Phases):

\$1.9 - 2.8 billion

Project Benefits:

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

What's Changed Since Last Update?

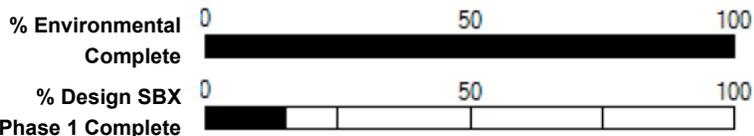
- Scope - No changes
- Schedule - Environmental Phase Complete
- Budget - Updated based on Cost Risk Assessment

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



December 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.

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 Disc 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.
- NEPA completed by Washoe RTC.
- This project will be delivered in 6 phases.
- Phase 1 from Queen Way to Golden View Drive is currently in the design process.

Schedule:

Planning:

Complete

Environmental:

2010 - 2018

Final Environmental Impact Statement (FEIS):

Winter 2014-2017

Record of Decision (ROD):

2018

Final Design:

Phase 1 - currently in design

Phases 2 through 6 design TBD

Construction:

Phases 1 through 6 - 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 nonrecurrent 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.
- Phase 1 - Queen Way to Golden View Drive is currently in the design process.

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
- Construction funding for all phases: TBD



December 2019



US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Senior Project Manager: Sajid Sulahria, P.E.

(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:

Phase 2B Packages 1, 2 & 3 are Complete -
Package 4 - TBD

Construction:

Phase 2B Packages 1, 2 & 3 are Complete -
Package 4 - 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:

\$150 - \$200 million not including Package 4

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?

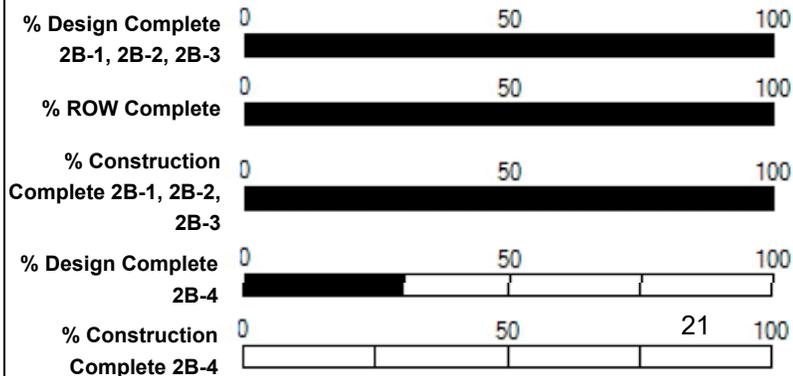
- Scope - Package 4 will complete the remainder of the Freeway.
- Schedule - TBD
- Cost - No change

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: \$200 million
- Construction funding source for Phase 2B-4: TBD



December
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 December 31, 2019 there were two projects completed.

The US 95 NW Phase 2B/5 project was completed on time within 350 working days. The project remained within its planned scope and was completed for less than the amount of its budgeted expenses. Phase 2B/5 increased capacity and safety on US 95 by widening the freeway from 4 to 6 lanes between Durango Drive and Kyle Canyon Road. A new service interchange at Kyle Canyon Road was also constructed as well as direct access High Occupancy Vehicle (HOV) ramps on US 95 at Elkhorn Road. Additionally, the project constructed a regional flood control facility along the west side of US 95 from CC 215 to Grand Teton Drive. The following project goals were all accomplished: increase capacity, improve safety, improve access, and improve travel time reliability.

The I-15 Starr Avenue Interchange project is one element within the \$1.2 billion I-15 South Corridor project. The I-15 Starr Avenue Interchange project (contract 3683, EA 73687) used the traditional design-bid-build delivery method to construct a new full-access interchange at I-15 and Starr Avenue which connected Starr Avenue from Las Vegas Boulevard on the east side of I-15 to Dean Martin Drive on the west side of I-15. The project included landscaping and aesthetics, drainage improvements, sidewalks, crosswalks, bicycle lanes, lighting and signals. The project constructed the first wrong-way detection system installment in southern Nevada to assist the prevention of traffic from entering I-15 driving the wrong way. The project improved access to/from I-15 with the new interchange, improved travel time reliability, and enhanced local regional traffic with the connection of Starr Avenue to both sides of I-15. The project was bid for \$33,700,000 and the final project cost, inclusive of change orders, was \$35,081,884. The majority of the funding for this project was provided by the City of Henderson utilizing their fuel revenue indexing (FRI) funding; the balance of the funding was a combination of state and federal dollars.