



AGENDA

1. Welcome / Call to Order/ Roll Call—*For possible action.*
Governor Steve Sisolak, Lieutenant Governor Kate Marshall, Controller Catherine Byrne, Virginia Valentine, Len Savage, Emil B.J. Almberg, Jr.
 2. Presentation of Retirement Plaques to 25+ Year Employees—*Informational item only.*
 3. Presentation of Awards—*Informational item only.*
 4. Public Comment—(The first public comment is limited to comments on items on the agenda. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Board will impose a time limit of three (3) minutes.)
 5. Consideration of Approval of the December 17, 2019 Nevada Department of Transportation Board of Directors Meeting Minutes—*For possible action.*
 6. Receive Director’s Report—*Informational item only.*
 7. Consideration of Approval of Contracts over \$5,000,000—*For possible action.*
 8. Consideration of Approval of Agreements over \$300,000—*For possible action.*
 9. Contracts, Agreements, and Settlements – Pursuant to NRS 408.131 the Board may delegate authority to the Director which the Director may exercise pursuant to NRS 408.205. These items and matters have been delegated to the Director by the Board by resolutions in April 1990 and July 2011.—*Informational item only.*
 10. Consideration of Approval of Design-Build Procurement for the Tropicana Interchange Project. This item is to request the Board of Directors approval to begin the solicitation of a design-build project to reconstruct the Tropicana Avenue interchange and construct a new HOV access at the Harmon Avenue bridge on I-15 in Las Vegas.—*For possible action.*
 11. Public Comment—(This public comment period is for any matter that is within the jurisdiction of the public body. No action may be taken upon a matter raised under public comment period unless the matter itself has been specifically included on an agenda as an action item. The Chair of the Board will impose a time limit of three (3) minutes.)
 12. Executive Session —Receive information from legal counsel regarding potential and existing litigation involving a matter over which the Transportation Board of Directors has supervision, control, jurisdiction, or advisory power and to deliberate toward a decision on the matter (Note: This item may be closed to the public pursuant to NRS 241.015(3)(b)(2) in order to discuss legal matters.)—*For possible action.*
 13. Adjournment—*For possible action.*
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Department of Transportation
Board of Directors
Notice of Public Meeting
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada
January 13, 2020 – 9:30 A.M.

NOTES:

- Items on the agenda may be taken out of order.
- The Board may combine two or more agenda items for consideration.
- The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.
- The Board will limit public comments to three (3) minutes per speaker and may place other reasonable restrictions on the time, place, and manner of the public comments based upon viewpoint.
- Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. If special arrangements for the meeting are necessary, please notify Renee Jacobs at (775) 888-7440 or rjacobs@dot.nv.gov as soon as possible and at least two (2) days in advance of the meeting.
- This meeting is also expected to be available via video-conferencing, at the Nevada Department of Transportation District One Office located at 123 East Washington, Las Vegas, Nevada in the Conference Room and at the District III Office located at 1951 Idaho Street, Elko, Nevada.
- Copies of non-confidential supporting materials provided to the Board are available upon request. Request for such supporting materials should be made to Renee Jacobs at (775) 888-7440 or rjacobs@dot.nv.gov. Such supporting material is available at 1263 South Stewart Street, Carson City, Nevada 89712 and, if available on-line, at www.nevadadot.com.

This agenda was posted at the following locations:

<https://www.nevadadot.com/doing-business/public-involvement-information>

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

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

Nevada Dept. of Transportation
310 Galletti Way
Sparks, Nevada

Nevada Dept. of Transportation
1951 Idaho Street
Elko, Nevada

Governor's Office
Capitol Building
101 N. Carson Street
Carson City, NV

Nevada Public Notice Website
<https://notice.nv.gov/>



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

MEMORANDUM

December 30, 2019

TO: Department of Transportation Board of Directors
FROM: Kristina L. Swallow, P.E., Director
SUBJECT: January 13, 2020 Transportation Board of Directors Meeting
ITEM #3: Presentation of Awards – Informational Item Only

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

AWARD: Public Relations Society of America’s Silver Spike Award
PROJECT: SR-28 Shared Use Path
CREDITS: Granite Construction, **Karen Mullen-Ehly Consulting, Inc.**, SJ Marketing, Tahoe Fund, Weidinger Public Relations, and Nevada Department of Transportation

NDOT, Tahoe Transportation District and partners opened the new Tahoe East Shore Trail, or Shared Use Path, in June of 2019 with a celebratory ribbon-cutting ceremony. This finale was made possible not just because of the excellent construction of the trail itself, but also by the ongoing public outreach and external communications throughout the entire process by public relations firm Weidinger Public Relations (PR).

Weidinger PR received a Silver Spike for the State Route 28 Shared Use Path for “Special Events & Observances, 1 or 2 days” for the completion and grand opening of the East Shore Trail along Lake Tahoe on behalf of Granite Construction and Nevada Department of Transportation.

The Silver Spike is the highest honor from the Public Relations Society of America – Sierra Nevada Chapter and identifies outstanding achievement, far-reaching client results, and high standards for quality of work and ethics.

Weidinger PR on behalf of Granite Construction, the contractor selected by the Nevada Department of Transportation, was hired for public and community outreach to residents, businesses, Incline Village, Nevada area stakeholders including: Incline Village General Improvement District, local hospitals, police, fire crews, tourism operators, schools/colleges. Following three years of construction along SR-28 - in which WPR campaign efforts included weekly status meetings with construction crews, frequent communication to partners on milestones, traffic updates/lane closures, outreach/planning for several full road closures,

MEMORANDUM

Department of Transportation Board of Directors

December 30, 2019

Page 2 of 5

as well as community meetings - it was time to celebrate the major completion achievement. With NDOT and dozens of stakeholder groups involved, Weidinger PR played an integral part to coordinate with all to plan and execute a grand opening celebration worthy of the momentous occasion.

AWARD: American Public Works Association Project of the Year, Historical Category

PROJECT: Interstate 11, Phase One

CREDITS: Fisher Sand and Gravel Co., Nevada Division of Museums, and Nevada Department of Transportation

Interstate 11 Phase One, also known as the Boulder City Bypass, was formerly known as the Boulder City Bypass Project. This project is an extension of the Hoover Dam Bypass project. The completion of this project along with I-11 Phase Two managed by Regional Transportation Commission of Southern Nevada provides a freeway system unencumbered by traffic lights (previously three traffic lights in Boulder City) that now extends from Kingman, Arizona to Ely, Nevada. It is the first freeway segment in the United States signed Interstate 11 with the vision of connecting Las Vegas, Nevada and Phoenix, Arizona and being a second north-south freeway between Mexico and Canada. The project consisted of constructing 2.5 miles of new four-lane concrete freeway, a system-to-system interchange and a new local interchange.

The nomination for the historical preservation category is regarding the project re-connecting a historical railroad corridor that used to provide goods and services to Boulder City and further west for the construction of Hoover Dam.

As part of the highway design, the Boulder City Rail Museum requested that the rail line be restored, running either above or below the new highway. The bridge was constructed, marrying history, new recreational and educational experiences and transportation. The line had not been active for thirty years.

Now, as part of the Interstate 11 project, the historic railway line is connected again.

In addition, the project landscaping was placed in memory of the creation of Boulder City and the construction of Hoover Dam and honors the history of that era and its significance to the state of Nevada and the United States of America.

MEMORANDUM

Department of Transportation Board of Directors

December 30, 2019

Page 3 of 5

AWARD: American Infrastructure Magazine's "Pubby Award" for Road Project of the Year

PROJECT: I-15/Starr Interchange

CREDITS: Las Vegas Paving Corporation and Nevada Department of Transportation

The Starr Avenue Interchange was recently awarded the "2019 Pubby for Road Project of the Year." Editors at Builder Media selected the project based on the design creativity and sustainability of the project. They also highlighted the innovative design elements that can be found in the project.

The "Pubbys" have been awarded for over 20 years by Builder Media. The nominations for awards come from the public. Builder Media grants awards to the most exciting projects, focusing on projects that are innovative in design or engineering and that are sustainable, making it more than just a street project.

The Starr Avenue Interchange project, part of a larger \$1.2 billion project to improve I-15 in Las Vegas, adds a key link to one of the most highly-traveled corridors in the country. The interchange was completed on time and under budget just two years after breaking ground. The project was built in the rapidly-growing southern part of Las Vegas with the goal of providing enhanced connectivity, travel time reliability and improved transportation safety. The project had many notable features, such as: raising the I-15 freeway over Starr Avenue to create a new interchange, increased mobility features, drainage improvements and landscaping and other artistic elements. In addition, regular meetings with stakeholders and the community were held.

AWARD: Nevada Traffic Incident Management (TIM) Coalition's Special Recognition Award for Excellence in Partnership

PROJECT: Project Neon

CREDITS: Jacobs Engineering Group, Kiewit Corporation, and Nevada Department of Transportation

Project Neon construction impacted traffic operations in the heart of Las Vegas for three years. The project had the potential to create major challenges for first responders across the Valley, but Project Neon chose to partner with first responders and the TIM Coalition to minimize impacts as much as possible.

The project team partnered with the TIM Coalition in many ways, including: performing a simulated crisis event to practice emergency response efforts, providing detailed updates at every TIM meeting for three years, attending NHP trooper briefings before major traffic shifts, so they knew what to expect before it happened, and so much more!

The TIM Coalition awarded Project Neon the 2019 Nevada TIM Coalition Special Recognition Award for excellence in partnership for safe, quick clearance. TIM commented in the award delivery that the bi-monthly updates on this project were exceptional and that if everyone involved in TIM throughout the United States had the benefit of communicating with first responders like this project did, many more projects would be completed early and lives would be saved during construction.

MEMORANDUM

Department of Transportation Board of Directors

December 30, 2019

Page 4 of 5

AWARD: Intelligent Transportation Society (ITS) of Nevada ITS Project of the Year Over \$2M

PROJECT: U.S. 395 Intelligent Transportation Project Truckee Meadows Package 4

CREDITS: CA Group, PAR Electrical Contractors, and Nevada Department of Transportation

To help drivers and transportation users on U.S. 395 in Reno's North Valleys be better informed, safer and more connected, NDOT installed intelligent transportation systems such as enhanced roadway signage, ramp meters, wrong-way driver detection systems and more.

Ramp Meters. Ramp meters were installed on U.S. 395 ramps at Oddie Boulevard, North McCarran Boulevard, Clearacre Lane and Lemmon Drive. Ramp meters are traffic signals placed at the top of certain freeway on-ramps, to help reduce congestion and enhance safety by more evenly metering the flow of traffic merging onto freeways.

Wrong Way Driver Detection Systems. NDOT currently places "Wrong Way" signs on all freeway ramps to notify drivers errantly trying to enter the freeway in the wrong direction. Additional flashing warning signals and detection systems were added to U.S. 395 on-ramps in the North Valleys as a highly-visible and additional indication to help stop drivers from entering the wrong way; ultimately enhancing freeway safety.

Travel Time Signs. Roadside travel time signs provide current travel times for drivers to reach key locations such as off-ramps. By knowing the travel time, drivers can make informed decisions, such as if they wish to take another route to most efficiently reach their destination.

Traffic Cameras. By providing nearly up-to-the-second views of travel conditions, traffic cameras help drivers to make travel decisions, such as which route they will take and what time they will leave, before departing for their destination. They also help drivers be prepared for any potential weather conditions prior to driving.

Additional electronic freeway signs and roadway weather reporting stations were also added.

The Washoe County Emergency Operations Center was also connected to NDOT's communications systems for enhanced interoperability and coordination.

MEMORANDUM

Department of Transportation Board of Directors

December 30, 2019

Page 5 of 5

AWARD: Engineering News-Record (ENR) 2019 Southwest Owner of the Year

CREDITS: Nevada Department of Transportation

The Nevada Department of Transportation was named *Engineering News-Record (ENR)* magazine's "Owner of the Year" for 2019, an honor bestowed upon both public and private infrastructure owners in the Southwest states of Nevada, New Mexico and Arizona. As traffic counts as much as tripled during the last 15 years due to population increases and tourism, the national weekly magazine recognized NDOT's improvements to widen and expand freeway systems, particularly as part of "Project Neon" improvements to I-15 through downtown Las Vegas, while additionally completing the first new interstate highway (I-11) in decades in 2018.

The awards took place Friday, November 15 in Phoenix, Arizona. It marks the second time in the last decade that NDOT received the honor, including a previous recognition in 2012.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Meeting Location: 1263 South Stewart Street 123 East Washington Avenue
Third Floor Conference Room Building B
Carson City, Nevada 89712 Las Vegas, Nevada 89101

1. Welcome/Call to Order

Governor Sisolak called the meeting to order on Tuesday December 17, 2019 at 9:30 A.M. A roll call was conducted, and a **quorum was established**. Lieutenant Governor Kate Marshall arrived at 9:55 A.M.

2. Public Comment

There was no public comment.

3. Approval of the November 18, 2019 Nevada Department of Transportation Board of Directors Meeting Minutes (For Possible Action)

There were no corrections or changes in the Minutes.

Motion: Approve the November 18, 2019 Nevada Department of Transportation Board of Directors Meeting Minutes

By: Controller Byrne

Vote: Passed unanimously

4. Receive Director's Report (Informational Item)

Director Swallow started with the State Fatalities Report and she said it was good news. As of the end of November, total fatalities across the state are tracking far lower than they were last year. This year it's 243, compared to 308 last year. Pedestrian fatalities and unrestrained occupant fatalities also remain lower than they were last year.

One of the programs that NDOT has started is the Nevada Zero Fatalities Program. It is a national best practice demonstrating how departments of public safety and transportation can work together to save



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

lives. Right before Thanksgiving, they rolled out a new campaign called “Give a Click.” It’s an educational campaign focused on the importance of buckling up at all times.

Director Swallow then reported on the HOV system. There were several questions posed to the Director at the last TYC meeting, and she took the opportunity to answer those questions now.

The first two questions related to the authority. Whose authority is it to designate the HOV lanes and the conditions of their use? That authority lies directly with the Department of Transportation, with the Director. It also is in conjunction with federal partners, in terms of approval of the use of the interstate and the US routes.

There was a question regarding the funding that is tied to the HOV system. Specifically, for Project NEON, there was no funding that was linked to Project NEON. When there is federal funding involved, it’s part of the NEPA document and the environmental approvals, and so that is where the money can get mixed up, but in terms of Project NEON, that was not the case.

NDOT started in the 90s with a major investment study that led to the decision to implement HOV lanes on US-95 to meet the capacity needs for the growing community. That led to the NEPA document that gave the approval to widen US-95 and that widening occurred in the early 2000’s.

There was significant public outreach involved during all phases of the project. NDOT went out to the county, out to the RTC, and to the cities. They did presentations to the Nevada Resort Association and other major stakeholders to ensure that as they were delivering a program, they were delivering a program that would meet the needs of the state and in specific, the needs of the valley.

In January 2000, Federal Highways signed the record of decision for the 95 expansion. It included HOV lanes on 95 and Summerlin Parkway, although at the time, Summerlin Parkway was not in NDOT’s jurisdiction. In June 2005, they were finally able to settle the Sierra Club lawsuit that came as a result of the NEPA document for US-95. It included not only the HOV lanes that were already in the NEPA document, but additional measures to mitigate the air quality issues of a freeway adjacent to schools and other public facilities.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

In June 2007, NDOT approved the first Southern Nevada HOV Plan. Again, that was in conjunction with many stakeholders across the valley. In December 2007, NDOT opened the HOV lanes from Spaghetti Bowl to Rainbow.

In October 2010, NDOT received their record of decision from the Federal Highway Department for Project NEON. At the time, that did include HOV direct connect, as well, to ensure that the project could move forward.

In July 2012, NDOT added the Summerlin direct connect from US-95 to Summerlin Parkway.

In 2013, NDOT opened the second phase of HOV lanes on US-95, extending from the Rainbow curve up to Ann Road and making it a 12-mile lane section.

In July 2015, NDOT updated the HOV plan to come to current date. It had been eight years and it was important to update and monitor that system. That update included recommended hours of operation at 24/7 and it recommended the limited access instead of continuous in and out.

In May 2016, Project NEON, NDOT received the approval from Federal Highways for control of access. What's important about this is that NDOT added an interchange at the NEON gateway between Sahara and Charleston. To do that, they needed to get Federal Highways approval. NDOT got their approval, but it was based on 24/7 operations of the HOV lane.

In October of last year, NDOT updated the Southern Nevada HOV Plan. This was used directly to help feed the NEPA document for the Tropicana project that is currently in the NEPA review.

In May of 2019, NDOT opened Project NEON and HOV Lanes Phase III, where they connected the 95 lanes to I-15 and extended it to a total length of 22-miles and really made the connection for those folks that are commuting from the northwest valley to their jobs along the resort corridor.

In July, NDOT opened the Elkhorn HOV ramps and currently are awaiting a record of decision from the Federal Highway Division for the Tropicana Project, which will include additional ramps at Harmon, providing critical access to the resort corridor.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

One of the big questions was, why 24/7? Typically, if you were to look at a volume count like this for any other city, you would see a significant peak in the AM hours followed by a significant dip and a greater peak in the PM hours. In the valley once the commute starts, in the northbound direction it's about 7:00 AM and in the southbound direction it's about 6:00 AM. Significant volumes are maintained throughout the day with the volumes not really decreasing to pre-commute levels until approximately midnight.

During those overnight hours, between approximately midnight and 5:00 AM, the volumes are low enough that vehicles can be comfortably conveyed in two lanes. Typical capacity of a lane is 1,800-2,000 vehicles. In this section of the corridor, there are five lanes. Having that additional capacity, unfortunately and especially during the overnight hours leads to unsafe driving practices like additional weaving, aggressive speed and more severe crashes. Having the HOV lanes designated as 24 hours enables critical emergency responders to get to a crash, respond more quickly, get the folks that are injured to emergency care, as well as open the corridor again as fast as possible. Every minute the system is down results in four minutes of congestion.

That additional capacity also enables NDOT to do construction work, which is frequently done in the overnight hours and still maintain traffic. They can shift traffic into the HOV lanes, both during a crash as well as during construction in the overnight hours. The HOV lanes are a critical part of managing the system 24/7 through the valley.

The Director said she is committed to monitoring the system. They are looking at overall volumes on the system. Not just HOV volumes, but also just general volumes on the system. They are looking at lane specific volumes. They're looking at lane speeds comparing the general-purpose lanes to the HOV lanes. They are looking at crash data, travel time reliability, as well as RTC club ride. The RTC is a critical partner in the program. They manage the travel demand program, which is something that is required because of the air quality issues in the valley. They are the ones that can help promote ride sharing and carpooling, as well as transit use and are critical in NDOT's efforts.

The system has been open since May. The Department has six months of data that they can start looking at. The general-purpose lane volumes have been divided out on a per lane basis so they can compare a general lane versus an HOV Lane. What they are seeing is that northbound, general purpose lane volumes are increasing from 16 to 17 and they're starting to see the same in the HOV volumes. Southbound they are not tracking as high.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Another thing they have been tracking on 95 is the HOV speeds versus the general-purpose speeds. What they're seeing is the HOV lanes are roughly 8 miles an hour faster than general purpose lanes. That's a safe difference.

The Director then moved on to I-15. They have been able to do some counts along I-15 and the volumes range between 620 and almost 1,800 vehicles during an hour. Peak for a lane is between 1,800 and 2,000. The volumes are fluctuating; they are doing spot counts.

Overall volumes on I-15 have increased by 15% since 2016, but there's only been a speed decrease of 1%. The work that's been done on Project NEON has really helped to absorb the additional demands on the system without seeing a degradation of performance.

The Director then gave an update on the ATM signs. The ATM signs are critical for the full analysis of the HOV system and full deployment of the HOV system. They will allow NDOT to open the HOV lanes during a crash or construction. The Department started a 60-day hardware testing earlier this month. The software system upgrade and testing lags beyond that slightly. The Department anticipates full ATM deployment in March of next year. In the meantime, there may be portions of the system rolling out the signs to do safety messaging.

The next item the Director reported on was I-15 and US-95, Discrete Data Points. The Department is going to look at and dive down into the data points and really see where is the system breaking down, how often is it breaking down, and why is it breaking down? Is it a crash? Is there something we can do to fix it? Is it a signage or a striping issue? They are going to look at and start reporting on some of those very discrete data points and adjust those issues.

Another question the Director addressed was occupancy. How many people are actually in those cars in the HOV lane? They are working on developing options on how they can do the occupancy study. Some of them may require hardware and infrastructure upgrades and some might require videoing. The Department is working on developing options. The Director will report back as soon as she has the full cost and implications available.

One of the discrete points where drivers feel like the system is breaking down is at I-15 and the Neon Gateway. The Department is going to look and see what they can do about balancing that and changing



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

that to make sure that they get as much throughput as they can on the general purpose lanes while not hindering the safety and the efficiency and the effectiveness of the HOV lanes. That's a longer-term project. The Department does have a short-term project that they're working on regarding the HOV access points. Since they've opened the system, they have heard from the community where the system is working and where it's not. One of the critical complaints that they've received is on I-15. If you get on at Flamingo, Spring Mountain, Sahara and you're going northbound, you cannot access the HOV lanes until all the way on 95 at Decatur. That's not what was intended. That's a problem. The Department is going to create a new access point to ensure that Flamingo, Spring Mountain, Sahara, all of those vehicles can get in, they can use the flyover and they will be able to use the system through the Spaghetti Bowl. That will help with general purpose traffic through the Spaghetti Bowl. They are also adding a southbound exit on I-15, south of Russell, to ensure that the folks that are in the lane can get out for Blue Diamond and Silverado Ranch exits.

On 95, they are adding a new northbound entrance at 95, below Rancho. Between Rancho and the Spaghetti Bowl, because the folks on 95 can't get in until Decatur and that was not the intent. The Department wants to make sure that drivers can get in there soon and get out of the general-purpose lanes. They are also adding a new northbound connection near Craig, to improve the access for the folks that are entering the system at Cheyenne and a southbound location at Craig as well, to improve access for those entering at Ann. The Department hopes to get these projects delivered within the next 6-7 months. They'll be using District forces to do so, to just expedite it and make sure that the system can be as efficient and effective as possible.

Director Swallow thanked the Governor for the Executive Order on advancing Nevada's climate goals. The Department will be working closely with DCNR and the Governor's Office of Energy on SB 254 and achieving those outcomes. They are in the process right now of helping write the policies and strategies to meet the thresholds, as transportation is a critical piece of achieving the goals long-term.

The Director said at the last meeting she had expressed concerns that the FAST Act had a rescission baked into it that would impact Department funding this year. The impact would've been one-third of their federal funding. Luckily, in the current continued resolution that was passed right before Thanksgiving, they did repeal the rescission, so the Department will not see that impact. That is very good news.

5. Presentation of Change Order Process (Informational Item)



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Sharon Foerschler, Chief Construction Engineer, presented the change order information that was requested at the October Board Meeting.

Ms. Foerschler stated the change order information presented today represents contracts that have been completed and closed for State FY '18 and '19. Closed, meaning construction is complete and final payment has been made to the contractor. There were 75 design-bid-build contracts closed in FY '18 and '19. The total bid amount for all 75 contracts was \$333 million. The bid amount does not include contingencies; it is strictly the bid items the contractor has provided unit prices for.

The total budgeted amount for all projects was \$359 million, inclusive of contingencies. The total actual amount spent for all projects was \$344 million and 96% of the budget, or in other words, 4% under budget. Of the 75 projects, 68 of them finished under budget, which equates to 91% of the projects being under budget. The Department, in accordance with the Code of Federal Regulations, bases payments to contractors on actual quantities placed and documented. The Department does not accept contractor invoices for payment.

The budget for every project includes contingencies for fuel and asphalt escalations, to account for price fluctuations and for potential change orders. The Department assigns contingencies to every project based on the engineer's estimate to account for these escalations and potential changes. In accordance with the Department's project cost estimation manual, the contingencies are 7% when the estimate is less than \$3 million; 5% when the estimate is between \$3 million and \$25 million; and, 3% when the estimate exceeds \$25 million.

Ms. Foerschler talked about change orders. There were 278 change orders with a cumulative value of \$10.5 million. The change order averages are 3.1% of the bid amount; 2.9% of the budgeted amount; and 3% of the actual amount paid. Of the 278 change orders, 56 change orders were requested by the contractor, with a total cumulative amount of \$827,000, which is 8% of the total change orders. The percentage of contractor requested change orders is under 1% of the \$359 million that was budgeted for those projects.

There are a number of reasons for change orders, but the majority of the change orders are attributed to errors and omissions in the plans and specifications, which are NDOT's responsibility. The chances of designing and advertising a perfect project, perfect meaning absolutely no changes during construction,



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

are slim to none. Again, it's important to note that NDOT does not pay contractors for their mistakes at bid time, or for rework the contractor may have to perform during construction.

Utility conflicts, including utilities which have not been relocated or identified prior to construction activities, are another reason for change orders and typically expensive change orders. There can be differences in field conditions that were not anticipated during design. It's often difficult to perform enough sub-surface exploration during the design process to catch everything.

For example, say the plans indicated removal of a concrete pipe and the pipe turns out to be asbestos concrete pipe. The removal and disposal due to the asbestos will require special handling and hazardous waste disposal that the contractor could not have anticipated when the project was bid. The handling of waste results in a cost increase to the removal of the pipe.

NDOT may determine additional work would add value to NDOT. For example, on a project recently during construction, a cattle guard was determined to be damaged and beyond repair. Therefore, a change order was executed to install a new cattle guard. The reason this wasn't addressed during design is not an error or omission in the plans because the project was a district maintenance chip seal project and these types of projects only address pavement rehabilitation.

Change orders can result in a cost-savings to the Department. NDOT only pays for the quantity of bid items that are installed on a project, not on the estimate of quantities at the time of bid or a contractor invoice. They process change orders at the end of the contract to reflect or match the actual quantities placed as well.

In addition, fuel and asphalt escalations work both ways. If the fuel and asphalt cost increase from the time of bid through construction, it will be a positive change order meaning a cost increase. Conversely, if the cost decreases then it will be a negative change and money would be returned to NDOT by the change order.

Also, NDOT allows materials not meeting specifications to remain in place with a deduction to the amount paid to the contractor, providing the material deficiencies are not severe enough to dictate removal and replacement. In this case, it will be a negative change order and money will be returned to NDOT.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

NDOT does not execute change orders because a contractor's bid appears unbalanced. However, during construction, a contractor may request a change order in accordance with Department specifications. There are three instances when a contractor may request an adjustment to the bid price.

Ms. Foerschler said if the work differs materially than what is in the plans, the contractor can request a change order. For example, say the plans call for installation of a pre-cast reinforced concrete box for a drainage channel. It was determined during construction that the concrete box would have to be cast in place because of a utility conflict. The contractor now has to change his operation to install form work, place-to-steel and pour the concrete. This is a materially different operation than placing a prefabricated concrete box and will have different costs associated which were not captured at bid time. In this case, the contractor can request an adjustment to the bid price.

The specifications also address quantity increases that exceed 125% and have a value of \$50,000 or 5% of the original contract cost, whichever is less. If these conditions are met, the contractor can request a change order to adjust the bid prices accordingly. And in addition, when quantities of major bid items decrease below 75% of the original contract quantity, the contractor may request a change order to adjust the bid prices accordingly. Major items are defined as bid item prices with a value greater than \$50,000 total.

Member AlMBERG asked Ms. Foerschler if she could explain again the reason that NDOT starts change orders? Could she give some examples of what would've caused those types of change orders?

Ms. Foerschler responded there are a variety of issues. There could be errors and omissions in the plans, issues encountered during construction. There are 26 different reasons that they code on change orders for why they are executing them. The structures division could have a bridge that they're rehabilitating, and they find that when they uncover the bridge deck, there's items under the bridge deck that they couldn't see during design and therefore they might need to execute a change order to address those changes.

Governor Sisolak asked of the 278 change orders (contractor or NDOT initiated), how many resulted in a decrease and a refund to NDOT?

Ms. Foerschler answered she would have to get back to the Governor with that information. They didn't sort it that way for this report.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Governor Sisolak said if there's a change order up for asphalt and fuel, that is common. But when the fuel prices decrease, there's never a rebate. Does NDOT monitor that? When fuel prices decrease, the bid items go down, does the Department get a change order down?

Ms. Foerschler said it's an escalation clause that's factored into the bid items and yes, the Department can initiate a change order to take the money back.

Governor Sisolak asked does NDOT have a de-escalation clause as well in the contract? Ms. Foerschler answered that was correct.

Governor Sisolak said what he's asking is if they could get back to him with a breakdown of the change orders. What is the threshold before it would result in a rebate to NDOT? Ms. Foerschler responded yes, they could get that information to him.

Lieutenant Governor Marshall said the industry is changing a lot and she is impressed with the Department's goal to keep up with the changes. She wondered if there are best practices nationally that the industry was trying to establish? And is NDOT able to take advantage of those best practices and then try to incorporate them? How is the Department managing these kinds of things in terms of best practices and in terms of the changing dynamics of the industry?

Ms. Foerschler answered that they do incorporate best practices as best as they can throughout the whole design process, and the intent is to eliminate changes during construction. Overall nationally, Nevada is running between 2.5% and 3% on change orders and that's significantly lower than most states that are running about 6%.

Ms. Foerschler said she thought the Department does a fairly good job. The number is not as indicative, in her opinion, of change orders as the dollar value, the net dollar value that they're executing. Change orders can be executed for changes and specifications that have no dollar value associated with them. Ms. Foerschler doesn't look at the number, as much as she does the cumulative dollar amount that they're executing, in comparison to what they budgeted for.

Lieutenant Governor Marshall said the Department should be congratulated on the 3% versus 6% especially because Nevada is a young state with lots of road work being executed.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Member AlMBERG said he was very comfortable with the 3% average; that's actually a very good number. But he would also like to see data comparing the change order amount to the bid amount for that project, rather than to the budgeted amount for that project.

Member AlMBERG said at the last meeting they were talking about change orders and unbalanced bidding. Potentially unbalanced bidding was, in the past, examined through the CWG meeting. They had a contractor teach them unbalanced bidding basics and the way that they should look at the process. Member AlMBERG said he believes it would be a viable thing to put back on the agenda for a presentation to the Board of how contractors look at it and how unbalanced bidding is a tough thing to follow and track in the NDOT set up.

Governor Sisolak said that was a very good point. He thanked Ms. Foerschler and proceeded to the next agenda item.

6. Consideration for Approval of Contracts over \$5,000,000 (For Possible Action)

Director Swallow stated they had one contract for approval. It was held from the October Board Meeting. At that meeting, Governor Sisolak had some questions. The Director introduced Steve Blakely with Road and Highway Builders to answer those questions.

Governor Sisolak welcomed Mr. Blakely and said he appreciated him coming to the meeting to answer questions. He asked Mr. Blakely if he was informed of the specific questions the Governor had?

Mr. Blakely said yes, he was. He addressed those questions in a letter to NDOT.

Governor Sisolak invited Mr. Blakely to give him an explanation.

Mr. Blakely said at bid time, there were three subcontractors that performed the electrical work. There was some confusion in their scope of work in the understanding of using slurry seal in the trench. One of the subcontractors pulled and they didn't have a bid item in there for just slurry for that item of work, so they put it in their MOB, because the subcontractors weren't comparing apples and oranges. Mr. Blakely needed



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

to have an area to cover that cost. Part of that bid item was in his mobilization to cover that slurry cost and excavation.

Governor Sisolak asked about a specific bid where the engineer's estimate for 3-inch conduit was \$27.00 a linear foot and Mr. Blakely's bid was \$2.50. Could Mr. Blakely explain how he could bid \$2.50 when the engineer's estimate was \$27.00 and everybody else was up in the \$17.00 range? The Governor said he didn't understand the slurry seal part. Could Mr. Blakely explain that for him?

Mr. Blakely said there's a slurry seal to be used to backfill that trench. Not all the subcontractors included that slurry seal. In fact, one backed out and didn't include it. That left them with two subcontractors. Mr. Blakely had to put that cost for the MOB item to cover that slurry.

Governor Sisolak asked Mr. Blakely to point out to him where that was on the bid. Mr. Blakely said it was in the mobilization item, 628.

Governor Sisolak said where they bid \$1.45 million on Page 3, that's about \$500,000 more than the engineer's estimate. Yet on the conduit, they bid \$2 million less than the estimate. It's not adding up. The explanation isn't working for him.

Mr. Blakely said that conduit is in different bid items of work too. There are excavations. That conduit in that item is the cost of the conduit, so other items of work cover that work.

Governor Sisolak said this was turning more difficult than he thought. Is the conduit not bid as the price for the material? Is Mr. Blakely saying there are other costs associated with it, and there is a line item for those other costs? Is this line item not specifically for the material?

Director Swallow answered it is, and it is included in the specifications.

Governor Sisolak said then it's incorrect.

Director Swallow said the contractor has committed to them that they will build the project at the cost that they have bid it.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Governor Sisolak said he appreciated they're going to build it at the cost they bid, but then why doesn't the contractor just give them a total amount and the bid not mean anything? If they are asking for a specific bid for conduit, why not bid what the cost of that product is? To say, well that's some of it but we stuck some over here and some over here and some over here isn't real. The Governor thought this item was specifically for the material, the product. Is that not true?

Director Swallow replied it is for the material and the backfill.

Governor Sisolak asked where does it say backfill? Director Swallow said it's in the specifications.

Governor Sisolak said it comes down to one-eleventh of the engineer's estimate. He is not getting it.

Director Swallow explained it was just the conduit material and it doesn't include the backfill because Mr. Blakely put the backfill in the mobilization item.

Governor Sisolak gave another example: just on the 2-inch, the 3-inch and the 4-inch conduit, Mr. Blakely is coming in \$250,000, \$300,000 million under the engineer's estimate. Then where Mr. Blakely said he put it in the mobilization, he came in \$500,000 over. Where's the rest of the money? Where's the difference?

Mr. Blakely said it's spread out and there's excavation items, too. And the slurry they plan on making themselves too, so they've got a savings there. This is early winter work that they took very aggressively to keep their guys busy. They've got what they feel comfortable. They are going to build the job per the specs. They are not going to ask for a change order. They are obligated to build it at the bid unit price, and they plan on building it at their bid unit price.

Governor Sisolak said what's important for him is that if it doesn't matter where you put the figures, then the Department should say it doesn't matter where you put the figures. All that matters is the final number and your commitment to build it for that. If these don't mean anything, why is the Department going to all this effort in doing this?

Director Swallow said the items do matter. They do anticipate that contractors will put the proper values in the proper line item. The Department has found when they've done an analysis of pricing that the pricings vary widely from project-to-project, with even bid-to-bid within the same contractor. Sometimes



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

they'll bid a higher number for a higher quantity when you might technically anticipate it to be lower. There is variability in this, and that is why they have a bid review analysis team that looks at the projects. They do ask the contractors if they can commit to the cost that they've bid if the number appears lower than the other bidders. For this project, the Department did get that letter of commitment. The bids are good through the end of the month. If the Board is uncomfortable with this, their option would be to rebid.

Governor Sisolak said his discomfort comes from the fact that it appears that there's a sense you can move items around and as the contractor said, you put some over here and some over there and apparently that's okay. In the Governor's previous job, that was not okay. You had to bid according to where the items were. If it wasn't done that way, the bid wasn't accepted. Apparently, the policy here is just the final figure and that's troubling to him. The Governor said he could not support this.

Governor Sisolak said he would be voting no on this because it doesn't make sense to him. The explanation makes even less sense to him than it did before the item was brought forward.

Lieutenant Governor Marshall said she didn't know if this was possible in this situation, but could they go back and ask for a contractor re-do? The contractor would have to readjust, put the slurry cost back in where the other applicants or other contestants or bidders have put the cost. This would allow everyone to see it better apples to apples. It would be easier for the Board if there's time and if it's legally possible and if the Governor feels comfortable with it, for the contractor to go back, redo the bid tabulation so that it's an apples-to-apples and then the Board can see how that comes out.

Governor Sisolak said in the spirit of fairness to everybody bidding, some changes need to be made. There's no transparency in the current system. It's like you stick things here and there and it's all going to come out in the wash. The Governor said if they aren't going to follow a conventional bid process, then it's only fair that everybody understands that's not what the Department is going to follow, and it doesn't matter. All that matters is the end number.

Director Swallow said that is not NDOT's policy.

Governor Sisolak responded there's a clear discrepancy here.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Director Swallow said wanted to state for the record, it is not NDOT's policy that contractors can just put in money amounts willy-nilly wherever they want. That is not the policy. The Department asked if they could build it. The Department held the item until this meeting for further clarification. The request was, can you build it for that price? That was the question that the Department asked before they brought it for the Board in October. They have been told they could build for that price. Between then and now, the Department found out that their subs didn't include the slurry backfill and so they put that in the MOB cost. The Department's options are to award to the low bid today or if they do not award, the Department can rebid the item and make sure the contractors understand that the policy is the costs associated with the items as per the plans and the specifications go into the bid item.

Governor Sisolak said he knew that's what the Director was saying. But if the Department brings forward the line items that they have to bid on, the Governor does not understand how it could be this far off. He has never seen anything this egregious. Ever.

Member Almberg said he had some comments. Early on in this position, he said he was exactly in the Governor's thought process of trying to understand unbalanced bidding and the things that were going on. NDOT does operate differently than anything Member Almberg has been involved in the past. NDOT does not ask for all-inclusive prices on their bids. NDOT is set up strictly for the materials. Then the excavation is a different bid item. The back fill is a different bid item. The bedding is a different bid item.

Member Almberg said in this example, this one item comes in, and this one section looks extremely low. But the price is spread out between other bid items. Member Almberg doesn't necessarily agree with the way NDOT does it, but that's just the way they do things. If they are at 78,500 feet of three-inch conduit and all of a sudden they have 80,000 feet of conduit installed in the ground, they will get a change order for the additional 1,500 feet of thing, but they'll be getting it at \$3 a foot. And so, contractors put that in as a part of the bid to cover themselves in a mobilization. Mobilization does not increase. Any increase in linear footage of conduit that's put in this ground NDOT will receive it cheaper.

Governor Sisolak said he understood what Member Almberg was saying. But if everyone got four contractors bidding and if three of them did it one way and one does it the other way, decides to break it all up, how does that make any sense? Everybody should understand what the procedures are. If you want it bid together, fine. Say bid it together. If you want to bid separately, say bid it separately. But this is coming in at less than 10% of the engineer's estimate? Something's not adding up.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Director Swallow said the Department didn't know about it until the intervening months. They still have a bid that they have to move forward with. It's here. The Board can reject the bid, or it can award to the low bidder. Not everybody understands that it is not their policy that you cannot bid the item for what is posted. Governor Sisolak asked if it's not their policy, what is the consequence for not bidding the line item correctly?

Director Swallow replied that as of today it would be that the Department would reject the bid and rebid the projects.

Governor Sisolak said that the Director was recommending they approve the bid. What was the consequence for not bidding it correctly under the current circumstances?

Member Valentine said she had some questions. They are just looking at the bid price and they are not looking at the specifications and method of payment. Does it say that they're going to get paid non-linear foot for this three-inch according to this bid price?

Director Swallow said it does say in the specifications they will bid at the bid item price per lineal foot of that item.

Member Valentine asked and installed per the plans?

Director Swallow replied yes, installed, including the slurry back fill. She said she didn't have the plans with her, or the specifications. But from her understanding, it does include installation and includes the slurry back fill. That is the discrepancy. It's the slurry back fill.

Member Valentine asked if they reject this bid, are they establishing a policy for NDOT? And are they creating a liability for the Department?

Director Swallow said per federal regulation, they are required to award to the low bid. The team did look at this and determined that it was worth moving forward based on the commitment by the contractor to build it. Since that time, the Department has learned that they bid the item in a different category. If the Board rejects it, the Department could say they didn't bid it as per plan and per specification. That would be an acceptable rejection. And then they would have to rebid the project.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Lieutenant Governor Marshall asked if a bid is non-conforming, can they reject the bid and then go to the next lowest bidder?

Member Valentine said her question was is the bid non-conforming?

Director Swallow replied the contractor has told them that they will bid it. They will build the project at the prices that they have committed to. In terms of can the Board reject this bid, they would have to do a deeper analysis. The Department's bid review team determined that this wasn't an unbalanced bid. And they have brought it forward for review. They have to give it to either Road and Highway Builders or they have to reject the bid overall.

Lieutenant Governor Marshall asked if they would reject the bid because the specifications by specification was a conforming bid?

Director Swallow said because the review team determined that it was not an unbalanced bid.

Governor Sisolak said the Director's recommendation was to approve it. And his question remains the same. What is the consequence for not bidding the line items correctly under NDOT's policy?

Director Swallow replied that she didn't have an answer on that for the Governor today.

Governor Sisolak said he didn't understand how the NDOT team could say that this is okay. It's not fair to the other people that bid on this. If they are going to say that line items don't matter, then that's fine.

Director Swallow replied they were not saying that at all. That is not acceptable. She has done an analysis of what their bid items are on a contractor by contractor basis over the last two years, and the numbers fluctuate widely per contractor. There are contractors in the room who can answer the Board's questions, but she, unfortunately couldn't answer the question as to why it's suddenly lower on this one and it was higher on that one.

Governor Sisolak said he understood the position the Director was in. But he also understood how the bid process works. These bids don't come for free. They've got to put a lot of time and energy and money into



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

coming up with a bid to do these projects. The Governor said to be fair, you've got to be fair all the way around. You follow the bid specifications, or you don't. You have hard and fast rules, maybe harder and more fast than they have at NDOT. And that's okay.

Director Swallow said NDOT's rules are hard and fast. Until they got into this, she didn't understand that that's what they had done.

Member Alberg said he wanted to reinforce what he expressed earlier in the presentation: the Board needs to learn how these bids work and how this unbalanced stuff goes. It would clear up a lot of questions. And because of what Member Alberg learned from the presentation he referred to, he's actually in support of awarding this bid as long as they get a letter that says that the contractor will honor their bid numbers. The contractor's the one at risk of getting paid less if those quantities are actually increased. NDOT may be at risk if there's any risk of the quantities being decreased. His money is in MOB, and it will stay in MOB. It doesn't come out of MOB.

Lieutenant Governor Marshall said she absolutely understood Member Alberg's point. Going forward, they need to get a better handle on unbalanced bidding, have a better understanding of specifications, and have it be okay for staff to go back to these entities to say it's got to show up into tabulations correctly. As far as the contract they are discussing, to rebid it means that every single one of these contractors goes and does that process you're talking about. Costs them a bucket load of money to do the process. It would cost everyone more money. The Lieutenant Governor thinks that it is a conforming bid. That's what they have heard. Due to specifications, it is a conforming bid. The Lieutenant Governor would be in support of this with the very, very strong wording to NDOT going forward.

Mr. Mortenson said Scott Hein was at the meeting. Scott's the Chief Roadway Design Engineer and also a member of the bid review team. One of the things that he's added here is that each and every contractor does put these bids together a little bit differently based on their means and methods. And so, a lot of times a bid may come in, and each of the bids may come in and have some bid item that appears to be unbalanced. But it's based on the contractor's means and methods. Often, it's very difficult for staff to look at it and to truly declare a bid item to be unbalanced.

Governor Sisolak asked if they have the engineer's estimates when they tabulate their bids?



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Mr. Mortenson responded that no, they do not have the engineer's estimate when they put their bids together. The Department puts together their engineer's estimate using a very efficient system and they put together quantities based on how they anticipate the specifications will be paid, and then they go back to historic bid prices and drop those bid prices in. And then it's simple math across the board. The problem is that when the contractors put their bids together, they're putting a bid together based on a production-based estimate. They go out there and they say, "Okay, if I have two crews doing the work, what's this going to cost me? If I have three crews doing the work, what's this going to cost me?" And, of course, with the contractors, time is money. In there somewhere is overhead associated with all of these bid items as well. And a lot of times, those two don't necessarily line up. The way that NDOT puts engineer's estimate together is very appropriate for their purposes. Their estimate comes together the best way that it can using historic prices. The contractors do production-based estimating and they don't line up, unfortunately.

Governor Sisolak asked when the NDOT team looks at these prices, do they have the engineer's estimate and the bid price in front of them?

Director Swallow said yes.

Governor Sisolak said if they have all those figures and they can see the huge differences in figures, why doesn't a red flag go up and they say, oops, something's not adding up here? The Governor thinks there's a structural problem with how the Department does this.

Director Swallow said in this case, there was a red flag. Staff reached out to the contractor, and the contractor indicated that they could build it at the price they gave the Department. The Department moved forward with the recommendation in October. Since that time, they've learned that they put some of that cost into another item, which is not acceptable and not the intent of NDOT. And the Department will revisit their process to ensure that doesn't happen again.

Governor Sisolak said if the bid is not acceptable, he doesn't know how the bid is compliant. He said he could not, in good conscience, vote for it. If the rest of the Board wants to vote for it, that's fine. In fairness to every other contractor that's bidding, the Governor can't support this.

Director Swallow said she didn't see any other Board members come forward, so the Department will move to rebid the project in the spring.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Mr. Blakely said he had a quick comment. His company was \$1.4 million cheaper than the next bidder. And their sub is a DBE too. The Board is taking away that work from their DBE.

Governor Sisolak said no, he wasn't taking away work from anybody. Mr. Blakely's bid took away the work from the subcontractor.

Mr. Blakely apologized and said that came out wrong. He said again, out of the three subcontractors that bid the work, one of them didn't think slurry was needed. There were 20 items that Mr. Blakely got to bid, and he needed to just take that item himself. Typically, NDOT does have a slurry item. But it was a little unclear in the specs. But the slurry item wasn't in the specs, so he had to put that money somewhere else.

Governor Sisolak thanked Mr. Blakely and moved on to the next agenda item.

7. Consideration for Approval of Agreements over \$300,000 (For Possible Action)

Director Swallow told the Board there were five agreements for their consideration and approval. She asked if anyone had any questions.

Controller Byrne had a question on line number five, Opportunity Village, for scanning documents into electronic form and saved them a cloud. It doesn't look like NDOT owns the software piece or a subscription. Is that correct?

Mr. Robert Nellis, Assistant Director for Administration, said they will own all of the data essentially. But the software piece is a different piece altogether. After these are scanned in, they'll go up to the cloud. But NDOT will maintain control over all the data so it won't be owned by Opportunity Village.

Controller Byrne asked if this software had a license? A subscription?

Mr. Nellis responded that there's not a software piece component yet. It's just a scanning project. And NDOT will have the ability to search those records after they're scanned in.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Director Swallow asked Mr. Nellis if this is a specific piece of software that NDOT doesn't have the license to, what is NDOT's risk of actually being able to have access to the data if they don't have a software license? Mr. Nellis responded there is no risk. NDOT has rights to the data, so there's no risk.

Controller Byrne asked what happens if something happens to the software? She is alarmed at not owning or having a license of the software.

Governor Sisolak said he understood that this was a scanning project exclusively.

Ms. Sarah Stevens, Director of Media Management with Opportunity Village, said they use software as a service provider, DOMA Technologies out of Virginia Beach. And they provide a platform for them to scan to. With some of their other government contracts, they do use it as a pass-through. The data will just be scanned to DOMA, and then it goes into a system that the government office uses. With this project, they have not determined if they want to reside on the DOMA servers indefinitely and access the data from there or if it's going to eventually be transferred into an internal system with NDOT. However, it's specified in the proposal, in the language, in Section 4 of the proposal and Section 3 as well, that the data always remains the custody of the customer. Opportunity Village does not have any legal right to withhold that data from NDOT, nor does DOMA Technologies. It is specified in the language that Opportunity Village is not the owner of that data. That will remain the ownership of NDOT. The documents will be in PDF format when they are scanned to this platform.

Controller Byrne asked moving forward is there something this data is going to be transferred to or sent somewhere else, or is NDOT going to rely on this DOMA software forever?

Director Swallow said they have yet to make the determination if they will leave them in DOMA or if they will download them to their system. Likely, for the longevity of the project, they will be evaluating that as they move forward. As of today, the risk is low, but they may need to download it to NDOT in the future.

Ms. Stevens said they will be scanning decades worth of documents, anything they have housed in their warehouse.

Governor Sisolak asked would they be shredding?



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Ms. Stevens responded the customer can either make the decision to have documents returned or shredded. This project's purpose is to clear out the warehouse and make sure the documents are in a digital format. If the ultimate decision is to shred the documents, NDOT would also handle that piece of the contract.

Member Alberg had a question on number two, the rock scaling. Every one of the other options in here, the Department chose multiple providers. Why is the Department only going with one rock scaling operation?

Ms. Anita Bush, Chief Maintenance and Asset Management Engineer, said this was a qualification-based consultant selection process. They were the most qualified to do the project. Governor Sisolak asked is this the only company that's qualified?

Ms. Bush answered there were three companies. Two companies were qualified to do the job and both of them were out of state. They picked the one most qualified.

Member Alberg had another question on line item number three. Going through the documents, of all of the four that were selected here, under the Stantec Agreement, they already have hours that they have projected for something. Why do they have hours and nobody else has hours?

Director Swallow said she did not know. They have not done the agreement yet. As the Department moves forward, they will move forward with task agreements and negotiate on each individual task. And in fact, bidders have to submit a letter of approach before the Department can even select the consultant that will actually get the work.

Governor Sisolak asked if there were more questions and there were none.

Motion: Approve the five contracts detailed in Agenda Item 7
By: Member Valentine
Vote: Passed unanimously



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

8. Contracts, Agreements, and Settlements (Informational Item)

Director Swallow asked if there were any questions for Agenda Item 8, and there were none.

9. Equipment in Excess of \$50,000

Director Swallow said they did not need to take up this agenda item. It was included in the June approval when the Board approved all of the legislative items.

10. Resolution of Abandonment (For Possible Action Item)

Director Swallow said they acquired an easement in 1927 along State Route 828 in Lyon County, City of Fernley. The Department no longer needs that easement and would like to relinquish back to the underlying property owner's full use of the property.

Motion: Approve the Resolution of Abandonment detailed in Agenda Item 10

By: Lieutenant Governor Marshall

Vote: Passed unanimously

11. Condemnation Resolution No. 472 (For Possible Actions)

Director Swallow said they are asking the Board for authorization to proceed with the next step of right-of-way acquisition for 10 owners, 14 parcels. In three of the parcels, two of the owners have agreed to sign since they published the Agenda. And so now, it's eight owners, 11 parcels. Staff has been unable to contact them. This step allows NDOT to take the next action in advancing the project. Some of the owners are deceased, which complicates matters.

Member AlMBERG said on a lot of these parcels, it says, "this strip of land is not assessed by the County Assessors." Is there no value? How did that happen?



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Mr. Craig Reynoldson, Acting Chief-Right-of-Way Agent, answered these parcels were part of a larger parcel on the north side of Farm District Road and since have just been more or less overlooked and it's likely the owners don't even know that it's there. So, they were removed from the Assessor role.

Motion: Approve Condemnation Resolution No. 472
By: Member Almberg
Vote: Passed unanimously

12. Consideration of Approval of the Conformed Design Build Agreement for the Spaghetti Bowl Xpress Project (For Possible Action)

Director Swallow said the agreement was distributed under separate cover to the Board Members and is ready for approval.

Governor Sisolak said before they got into discussions, he wanted to thank Kristina and her staff, and everybody involved in expediting this. This project is so important to everyone and the Governor was happy that the meeting was moved up so they could get it done this year.

Lieutenant Governor Marshall said she wanted to know how the unions felt about this. Were there any union representatives at the meeting today who could say whether or not they're comfortable with the agreement?

Mr. Eloy Jara, a representative of Laborer's Union Local 169, said the union is in full support of the project. It is badly needed for the community. It was properly bid within the parameters of state law. There's 100% support.

Member Valentine said this is the first time they have done this, and she doesn't know what the outcome will be. She certainly hopes that it will be successful. She thinks they have opened the door to other unsolicited proposals going forward. It's a very large, very important project and it does have impacts on other projects throughout the state. It has impact on funding of other projects and federal funding. This will be one to watch and hopefully learn from.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Governor Sisolak said he thought Member Valentine was right.

Motion: Approve the Conformed Design Build Agreement for the Spaghetti Bowl Xpress Project
By: Lieutenant Governor Marshall
Vote: Passed unanimously

13. Nevada Department of Transportation 2019 Performance Management Report (Informational Item)

Director Swallow said they are required by NRS to deliver to the Board and the LCB by the end of each year their Performance Management Report. They have provided this report, in draft format, to the Board. They have found some formatting changes that they need to make and so they will submit a final copy to the Board after this meeting at the same time that they transmit the report to the LCB.

14. Report on Truck Size and Weight Enforcement in Nevada (Informational Item)

Director Swallow said pursuant to a request at the October meeting, Mr. Bob Madewell would give a brief presentation on the Department's Truck Size and Weight Program.

Mr. Bob Madewell, Division Chief for Road Data and Research, gave an overview of the "very comprehensive report" supplied to Board Members in their packets.

The purpose of the Vehicle Size and Weight Program is to ensure vehicles that are traveling on Nevada's highways are in compliance with federal and state laws and support of safety and reduce infrastructure impacts on roadways and to save the State's federal aid dollars. A part of the United States Code sets the size and weight requirements for all state highways. In 23 CFR is the requirement that they enforce all of these state and federal laws. They really are obligated to enforce the laws as are set forth in both the NRS as well as federal codes. Infrastructure impacts are very high on the Department's list of concerns within this. Controlling the vehicles that they allow on the roads is very important to us.

Within the enforcement program, there are four groups that help enforce this program. The DMV Motor Carrier Unit does the commercial vehicle licensing, registration and citation processing. The NDOT Traffic Information Unit collects data throughout the state on a variety of roads using high-speedway and motion stations. That information is generally used for an analysis purpose for federal reporting. They also write



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

the State Enforcement Plan in conjunction with work from the other units that are involved in the enforcement plan. NDOT Admin Services provide the over-size and over-weight permits for the various roads in the state and they are aware of which roads are the appropriate roads to be able to issue over-size, over-weight permits. And finally, the Nevada Highway Patrol enforces all state and federal regulations. The Department spends about \$1.6 million a year on this program, through these four groups. Most of that money comes out of the State Highway Fund.

Mr. Madewell presented some slides showing high-speed weight and motion station used for detecting vehicles of a certain weight and also showing the portable scales used by NHP. Those portable scales are the only process that they currently have in Nevada to do weight inspections. The portable scales are cumbersome and require extra staff to set them out. Every axle has to drive over those scales, every truck, every one of them has to be checked independently.

Mr. Madewell gave some examples of the impact of overweight vehicles: an 80,000 pound vehicle equates to 9,600 vehicles at the same impact point, hitting that same location those axles are hitting. If they go overweight and allow a 24,000 weight, that increases the damage to that road by 200%. The Department is very cautious when they issue permits for these heavyweights, where they go and how they travel.

There is a State Enforcement Plan that's done every year and is evaluated by Federal Highways. Federal Highways has said Nevada is lacking fixed weigh stations. There are zero in the State of Nevada. Federal Highways asked NDOT to look at the ways of how they are going to fund these future fixed site inspection stations and how they are going to change or increase the availability of usable portable scales. Federal Highways is directing them to create more fixed weigh stations. Doing that increases compliance with federal regulation and allows for more efficient use of enforcement staff.

Fixed weigh sites can use advanced detection hardware to calculate a truck's weight in advance. It's a generalized weight that can't be used for enforcement, but it lets the officers know if they need to have that truck pull in. A component of the inspection isn't just the weight. It gives officers an opportunity to check that vehicle for maintenance issues, for safety purposes, driver logs, other factors that create safety issues within the state.

At a fixed weigh station, the truck rolls through at a very slow speed. Only the trucks that were directed into the site come in. They roll through at very slow speed. Those scales are set up to be very unique and



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

certified to where they can know and whether or not they need to pull that vehicle in for further inspection, but it reduces the number of vehicles that are passing through those inspection sites and increases efficiency in enforcing the enforcement plan for maintenance and safety and overweight vehicles.

There was a Board question at the last meeting: has NDOT considered having all vehicles stopped at port-of-entry points in Nevada? Mr. Madewell said there is a huge difference between inspection stations and a weigh station for trucks. At an inspection station, every vehicle stops, everyone is asked a certain question, depending on whether it's agriculture or other reasons, everyone has to stop. That's not what NDOT is requesting and that's not what they use in the Enforcement Plan.

In the Enforcement Plan, they are dealing with over-size vehicles, over-weight vehicles, and commercial vehicles. Only those vehicles are pulled into these inspection stations. In the future with those fixed stations, only vehicles needing to be pulled in will be pulled into those stations.

Mr. Madewell said they had representatives from all four of the units that work within the Enforcement Plan in attendance. He and they would be happy to answer any questions.

Lieutenant Governor Marshall thanked Mr. Madewell for the presentation. She said if the idea is that they are moving towards looking at permanent weigh stations and how they might set those up, she wondered if Mr. Madewell could come back to the Board detailing what kind of cost that would be and what kind of cost would it save? The Lieutenant Governor would also like to know what kind of climate benefits they might be able to get. What are their options and what are the costs both short term and long term? Would that be possible?

Mr. Madewell responded yes, it would be possible. It won't be available for the next couple of meetings though. In October, they came to the Board with a \$200,000 contract and agreement with a consultant who is looking at many of those aspects Lieutenant Governor Marshall just mentioned. The consultant will be looking at locations where they might set up fixed sites, templates for how those fixed sites would be. That template will also include an air quality component.

Mr. Madewell said he would ask if they could wait until that consultant agreement is done and they have that information. It is supposed to be done by fall. Most of the questions the Lieutenant Governor asked will be a component of that study.



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

Lieutenant Governor Marshall said she would be totally fine with that. She said she is very glad that NDOT is looking at this. She really appreciates the forward thinking.

15. Public Comment #2

Ms. Stacy Lindburg with C and S Company wanted to speak on the unbalanced bidding item. As a DBE contractor, she does a lot of work with NDOT. She loves the NDOT program and she's a big supporter of the DBE Program here locally and throughout the state. C and S has tried to help other contractors achieve their DBE goals with a responsible bidder. Ms. Lindburg said when they talked about the unbalanced bid, her bid, which is included in RHB's bid, was much higher on the 3-inch. She was \$7.25 a foot on that bid. When RHB got their other bids, they looked at it making sure that all apples were oranges and they took the slurry out of hers. She was insistent. They took the slurry out of her bid and put it in their mobilization. But her DBE commitment to the State is still the same amount. Her bid that is committed on the contract is still \$2.3 million. Although that item was off, her contract with the DBE program was still going to be \$2.3 million. She wanted to clear that up. Not everybody has the experience to know that these are big obligations and they have to take responsibility for the numbers. Although it's an unbalanced bid and that's how it shows, her bid was not unbalanced, and she thinks that there has to be some room for the prime to make those adjustments and make sure it gets covered at the end.

Mr. Scott Fullerton with the Operating Engineers thanked the Board for approving the Spaghetti Bowl. Not only is that great jobs for members up North, it's badly needed for the safety and the accessibility in the community. Mr. Fullerton would like the Board to reconsider 3791. A large majority of that work, the excavation, the grading, the backfill, the finish grade associated with that is predominately done by Operating Engineers. That's a lot of work for their members and it's early work for the winter.

Ms. Amy Cummings with the Regional Transportation Commission of Washoe County said she wanted to affirm their support for the Spaghetti Bowl Project. They know this is a project that's designed to reduce crashes, reduce injuries and save lives and they really appreciate NDOT's efforts to expedite the completion of this important project.

Mr. Eloy Jara with the Laborer's Local 169 in Northern Nevada asked the Board to reconsider 3791. When the project went a vote, Kate Marshall voted yes. Someone from the South voted yes. The Governor voted



Nevada Department of Transportation

Board of Directors • Meeting Minutes

December 17, 2019

9:30 A.M.

no. And the other two Board Members did not get an opportunity to vote. He would like the Board to reconsider and properly resend it to a vote to get a “proper” vote on this.

Director Swallow closed this agenda item by stating they received a letter from White Pine County Chairman, Richard Howe, regarding the selection of the western corridor, of US-95 for I-11 versus the eastern corridor up US-93. It will be included in the record in the minutes.

16. Executive Session

Director Swallow said there were no items for the Executive Session.

17. Adjournment (For Possible Action)

The Governor thanked everyone, wished them a happy holiday season, and said he would accept a motion to adjourn.

Motion: Adjourn the December 17, 2019 Nevada Department of Transportation Board of Directors Meeting

By: Lieutenant Governor Marshall

Vote: Passed unanimously

Richard Howe, Chairman
Travis Godon, Vice Chairman
Commissioner Shane Bybee
Commissioner Ian Bullis
Commissioner Laurie L. Carson

801 Clark Street, Suite 4
Ely, Nevada 89301
(775) 293-6509
Fax (775) 289-2544

Nichole Baldwin, Ex-officio Clerk of the Board

White Pine County
Board of County Commissioners

WPClerk@whitepinecountynv.gov

December 6, 2019

Honorable Governor Sisolak
Nevada Transportation Board of Directors

Attn: Renee Jacobs

Re: I-11 Corridor Route

In 2014, the State RTC Board chose to select Route A (as it appears in the backup documentation) for the I-11 corridor. Not long after it was discovered that this route was not acceptable because of the overflow traffic at the spaghetti bowl in Reno connecting US 395 North. Also, there was opposition to Route A from Northern California and Oregon. The next decision was Alternate B (details are also in the backup documentation) which was to stay on US 95 to Fernley then take I-80 to Winnemucca north to Bend Oregon and continuing north to British Columbia. Route A is 872 miles long and Route B is 1018 miles long. These routes are substantially longer when compared with Route C (US 93 North and State Route 318 North through Lincoln, White Pine and Elko counties in Nevada and then north through Idaho) which is only 535 miles long.

Additionally, besides distance, there are other factors including private land parcels, bridges, tribal land and other environmental issues to be addressed for each route. (This is described in the backup documentation.) Comparing these additional factors for each route it is easy to see that Route C is the most viable route as very little land acquisition is required to be purchased or negotiated. The right-of-way corridor on Route C is already provided through highway and power corridors. The other obstacles are small in comparison to options A and B.

A very recent and important change that should be considered is the USMCA agreement between the United States, Canada and Mexico. This agreement is sitting in Congress with bipartisan support. It is meant to increase trade between these three countries. We must remember that I-11 is an interstate route and not a state route. This route will become a major thoroughfare for trade and commerce between these nations. Taking a closer look into the benefits of each proposed route from a national perspective certainly deserves a closer look by the Nevada RTC. Based on construction futures, the I-11 corridor north from Las Vegas is not scheduled to begin until sometime after 2034 which provides adequate time for reconsideration.

One more comment concerning Routes A and B. Both of these routes would travel over 20 miles of I-15 through the spaghetti bowl in Las Vegas to US 95. With the growth in the Las Vegas Valley this would only create further traffic problems. Route C will go I-15 East to US 93 North for only about five miles reducing the congestion inherent with proposed Routes A and B.

Enclosed please find a letter of support from White Pine and Elko counties. If you look back at past RTC meetings you will also see a letter of support from the State of Idaho.

Thank you for allowing me to have this letter read into public comment.



Richard Howe

Chairman, White Pine County Commission



Elko County Board of Commissioners

540 Court Street, Suite 101 • Elko, Nevada 89801

775-738-5398 Phone • 775-753-8535 Fax

www.elkocountynv.net

Commissioners

Delmo Andrezzi

Demar Dahl

Cliff Eklund

Jon Karr

Rex Steninger

Elko County Manager

Robert K. Stokes

Executive Assistant

Michele Petty

September 13, 2018

**Mr. Rudy Malfabon, Director
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712**

RE: Support for Routing of Interstate 11 in Eastern Nevada

Dear Director Malfabon:

The Elko County Board of Commissioners recently reviewed the routing of the new proposed Interstate 11 (I-11) through Nevada as it heads north to Canada. White Pine County Commission Chair, Richard Howe, met with the Elko County Commission to discuss different routes of the proposed I-11 through Nevada. In addition to the obvious positive economic impact to Eastern Nevada, here are a few items that we think you should consider in this matter.

The shortest proposed route through our State utilizes the US Highway 93 footprint from Las Vegas, through Lincoln, White Pine and Elko Counties to Twin Falls, Idaho. The two western proposed routes are 872 and 1018 miles. The Eastern Nevada route is 535 miles from Las Vegas to Twin Falls. At Twin Falls, the existing interstate system will service Montana and Calgary, Alberta to the northeast and Portland, Oregon, Seattle, Washington and Vancouver, British Columbia to the northwest.

We understand that there may be some concern regarding increased traffic capacity on the western side of the State. The Highway 93 route is better suited since it is less congested and has the space capacity to accommodate the additional travel lanes and traffic. We understand that on this route, most the existing right of ways meet width or is owned by government at this time.

Recently, we expressed to you our major concern regarding the urgent need for safety enhancements to US Highway 93. We re-emphasize our critical safety concerns for this stretch of Highway in our State. I-11 sited along the Highway 93 corridor would greatly improve not only the traveling experience for both commercial and private traffic, but reduce the number of horrible fatal accidents that plague Eastern Nevada. Additionally, the US Highway 93 corridor, both north and south of Wells, Nevada is designated as emergency evacuation routes for northeastern Nevada.

The Elko County Board of Commissioners joins with the County Commissions in White Pine and Lincoln Counties requesting an additional review of the routing for I-11 in our State. We believe there is merit in the cost savings for this proposed project that will benefit our State and the Federal Transportation Budget. We invite you to further explore this request with us in the near future.

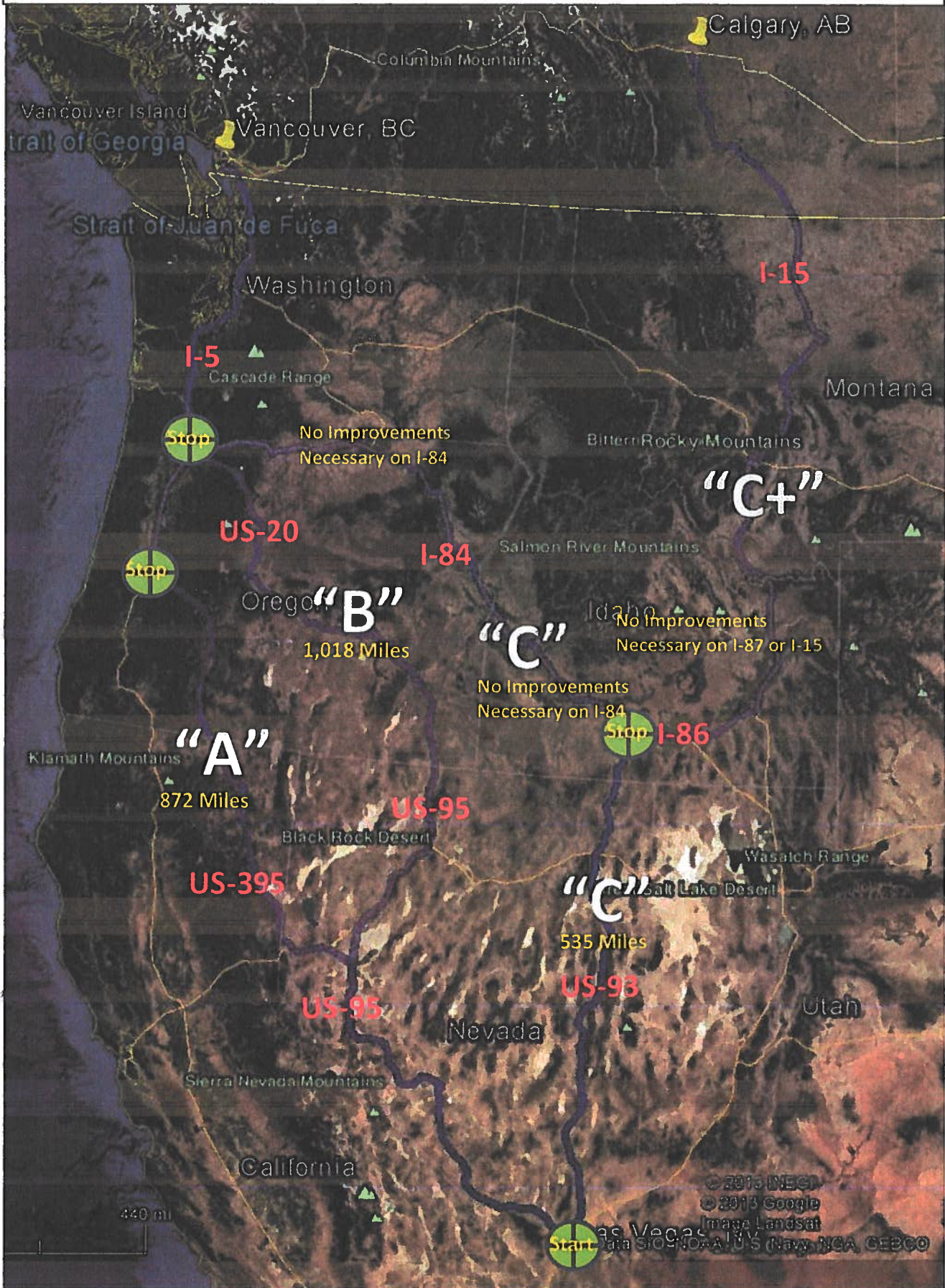
Sincerely,

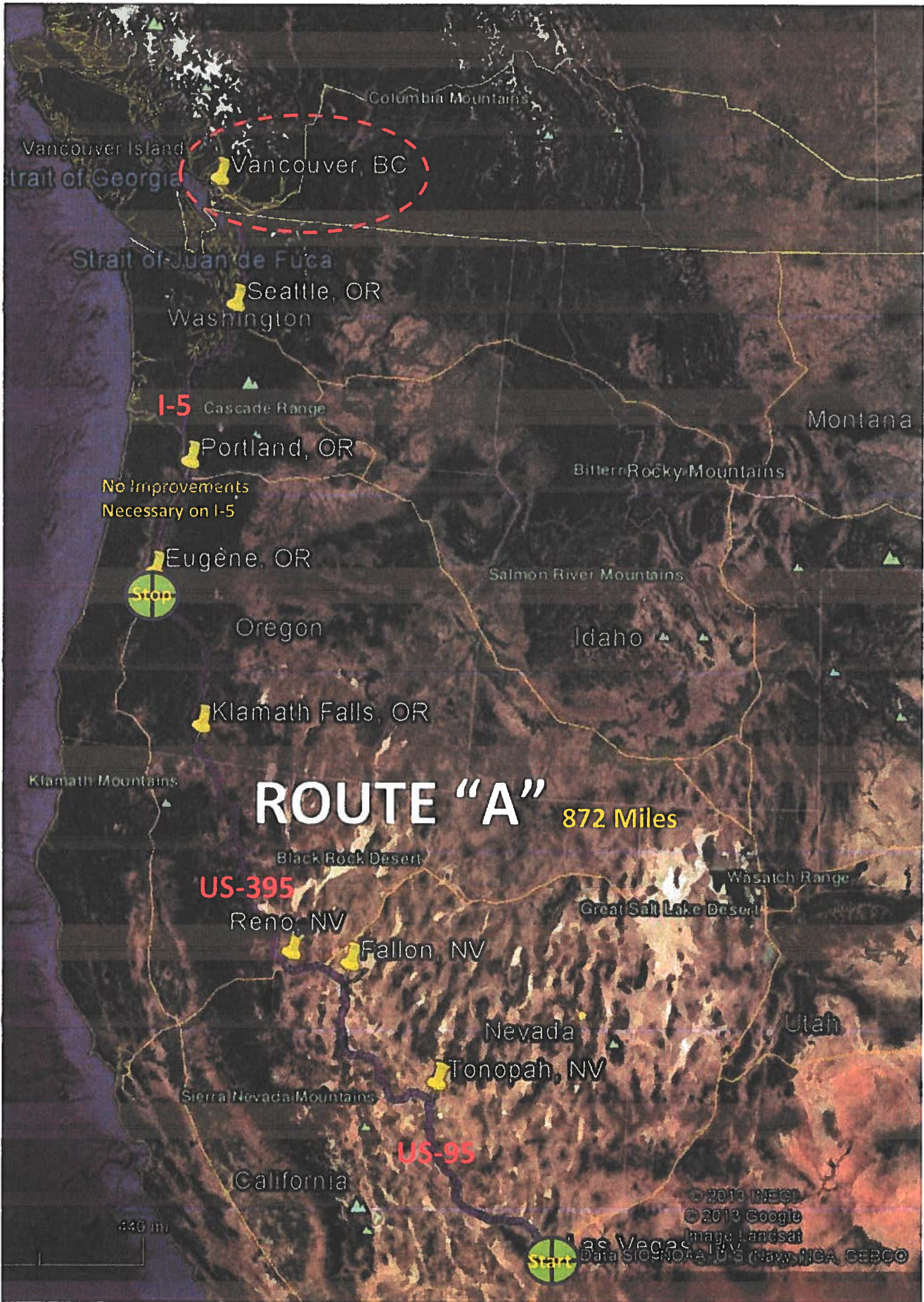


Delmo Andreozzi, Chair
Elko County Board of Commissioners

cc: Honorable Brian Sandoval, Governor
Nevada Congressional Delegation
White Pine County Commission
Lincoln County Commission
City of Wells City Council
Unincorporated Town of Jackpot Advisory Board
City of Ely City Council
Honorable Pete Goicoechea, State Senator
Honorable John Ellison, Assemblyman
Boyd Ratliff, NDOT District 3 Engineer

US-93 is the most Economical Route to Improve with Two Access Points into Canada from Las Vegas, Nevada.





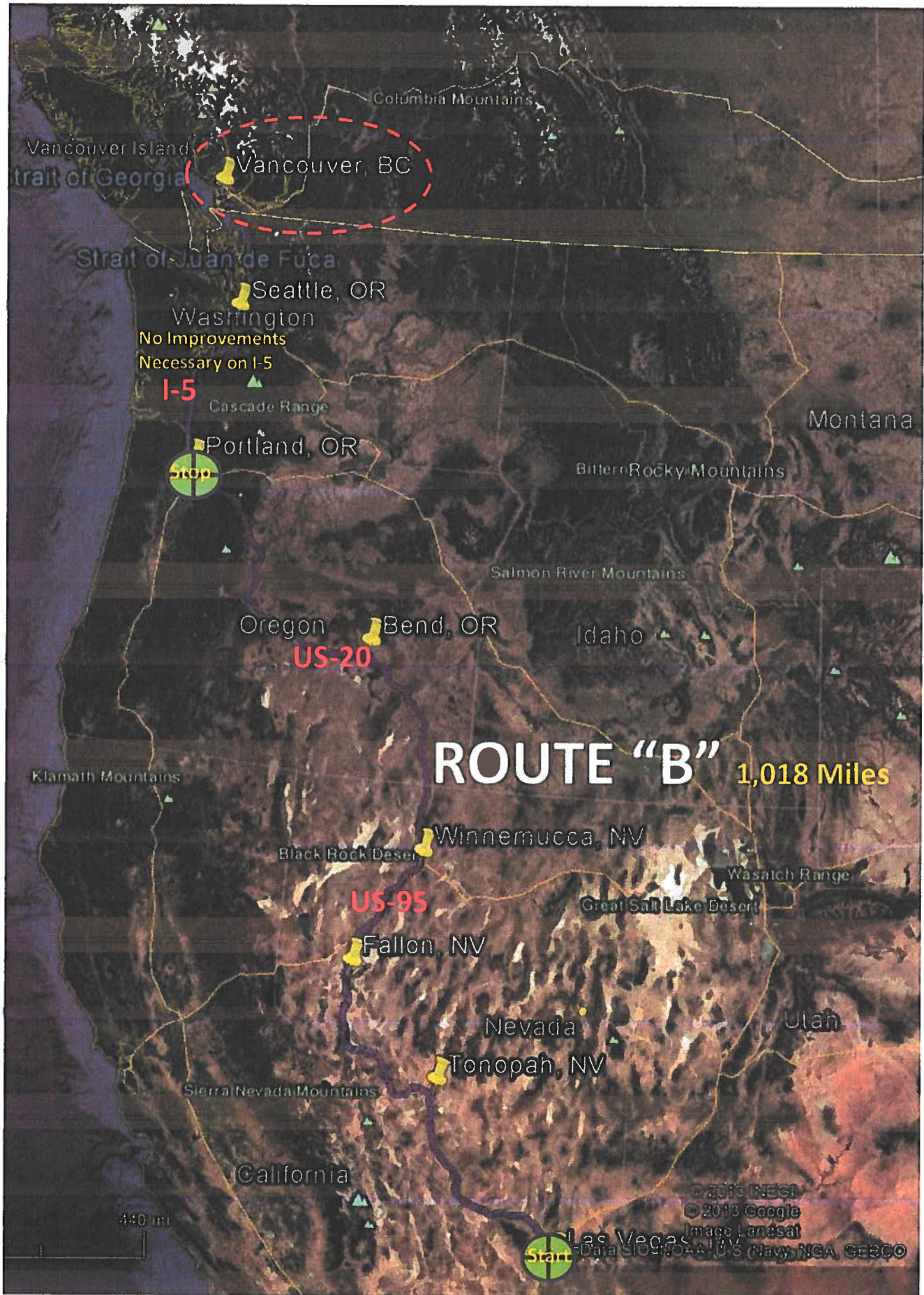
Route "A" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,176 Miles

Improve Miles: 872 miles from Las Vegas to Eugene, OR.

Route:	<u>Destination Point</u>	<u>Highway</u>	<u>Hurdles that will need Attention / \$\$</u>
	Las Vegas, NV	I-15 / US-95	Paiute Dr. Bridge Underpass Mercury Hwy Double Bridge Overpass Downtown Beatty Narrow ROW Culvert Crossing Stonewall Mtn Downtown Goldfield Narrow ROW Culvert Hasbrouck Peak
	Tonopah, NV	US-95 / US-6	Downtown Tonopah Narrow ROW Culvert Crossing CR-89 Culvert Crossing CR-89 Downtown Mina Narrow ROW Downtown Luning Narrow ROW Downtown Hawthorne Narrow ROW Walker Lake Narrow ROW & Bridges ROW Thru Stillwater National Wildlife Refuge US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass 2
	Fallon, NV	US-95/ US-50A	Downtown Fallon Narrow ROW Coleman Road Canal Bridge Overpass Lincoln Hwy Bridge Overpass Brush Garden Dr. Bridge Overpass Culvert Crossing Hazen Downtown Fernley Narrow ROW / Rotunda
	Fernley, NV	US-50A/ I-80	Narrow ROW along Canal Rd.
	Reno, NV	I-80/ US-395	Downtown Sparks & Reno Traffic Congestion Panther Dr. Double Bridge Overpass CR-430 Double Bridge Overpass Golden Valley Double Bridge 1 Overpass Golden Valley Double Bridge 2 Overpass Lemmon Dr. Double Bridge Overpass Stead Blvd. Double Bridge Overpass Culvert Crossing Stead Blvd. Red Rock Rd. Double Bridge Overpass White Lake Pkwy Double Bridge Underpass Village Pkwy Double Bridge Underpass Scott Rd. Culvert Crossing Scott Rd. Culvert Crossing 2 Scott Rd. Culvert Crossing 3 Hallelujah Junction Double Bridge Overpass Scott Rd. Culvert Crossing 4 Constantia Rd Culvert Crossing Constantia Rd Culvert Crossing 2 Constantia Rd Culvert Crossing 3 Bert Rd Bridge Culvert Crossing Bert Rd. Culvert Crossing 2 Doyle Railroad Bridge Overpass Laver Crossing Culvert Crossing Cowboy Joe Culvert Crossing Milford Rd Cemetary Culvert Crossing Lake Crest Rd Culvert Crossing

		Susanville Culvert Crossing
		Susanville Culvert Crossing 2
		Downtown Susanville Narrow ROW
CA-139A		Narrow winding Rd Lassen National Forest
		Wildlife Accident Potential with Trees at Road
		Ranch Barn Culvert Crossing
		Canal Crossing Bridge
		Sheephead Mtn Culvert Crossing
		Pass Thru Modoc National Forest
		Wildlife Accident Potential with Trees at Road
		Downtown Adin Narrow ROW
		Adin Culvert Crossing
		Adin Culvert Crossing Bridge 2
		Adin Culvert Crossing Bridge 3
		Roney Flat Rd Culvert Crossing Bridge
		Canby Bridge River Crossing
		Old Railroad Crossing Bridge Overpass
		Canal Crossing Bridge
		Canal Crossing Bridge 2
		Newell Culvert Crossing Bridge
		Newell Culvert Crossing Bridge 2
		Newell Culvert Crossing Bridge 3
		Newell Culvert Crossing Bridge 4
		Newell Culvert Crossing Bridge 5
		Newell Culvert Crossing Bridge 6
		Newell Culvert Crossing Bridge 7
		Newell Culvert Crossing Bridge 8
		Newell Culvert Crossing Bridge 9
		Newell Culvert Crossing Bridge 10
		Newell Culvert Crossing Bridge 11
		Newell Culvert Crossing Bridge 12
	Hwy 50 / 39	Newell Culvert Crossing Bridge 13
		Downtown Merrill Narrow ROW\
		Merrill Culvert Crossing Bridge
		Anderson Rd River Bridge
		Wong Rd Culvert Crossing Bridge
		Matney Rd Canal Bridge
		Railroad Overpass
		Railroad Crossing
	Hwy 140	Sharp Left Turn
		Altamont Narrow ROW
		Hwy 875-A Bridge Underpass
		Altamont Culvert Crossing Bridge
		Altamont Railroad Crossing Bridge
		Lake Ewauna Bridge Crossing
	Hwy 140/ US-97	Hwy 140 US-97 Crossover Bridge
		Greensprings Dr. Crossover Bridge
		Lake Ewauna Bridge Crossing 2
Klamath Falls, OR	US-97	California Ave Bridge Overpass
		Klamath Bridge Detention Basin
		Oregon Ave Bridge Overpass
		Lakeport Blvd Railroad Bridge Overpass
		Hwy 39 Merge Bridge Underpass

		Algoma Rd Bridge Waterway
		Narrow Island ROW Upper Lake Klamath
		Hagelstein Co Park Bridge Crossover
		Farm Station Rd Railroad Bridge Overpass
		Williams River Bridge Crossover
		Hwy 422 Bridge Overpass
		Wildlife Animal Crossing Danger Zone
		Railroad Overpass Bridge
		Hwy 58 / US-97 Crossover Overpass Bridge
Hwy 58		Hwy 58 Railroad Underpass
		Hwy 58 Creek Bridge Crossover
		Hwy 58 Dirt Road Overpass
		Hwy 58 Bridge
		Hwy 58 Narrow ROW at Lake Bank
		Hwy 58 Railroad Crossing Underpass
		Hwy 58 Bridge Stream Crossing
		Hwy 58 Bridge Stream Crossing 2
		Hwy 58 Bridge Stream Crossing 3
		Hwy 58 Bridge Stream Crossing 4
		Downtown Oakridge Narrow ROW
		Hwy 58 Bridge Stream Crossing 5
		Hwy 58 Dam Crossing
		Hwy 58 Dam Crossing 2
		Hwy 58 Dam Crossing 3
		Hwy 58 Dam Narrow ROW
		Hwy 58 Dam Narrow ROW 2
		Dilley Lane Bridge Crossing
		Hwy 58 Railroad Crossing Overpass
		I-5 Merge into Hwy 58
Eugene, OR	I-5	Possible no improvements needed
Portland, OR	I-5	Possible no improvements needed
Seattle, OR	I-5	Possible no improvements needed
Vancouver, BC	I-5	Possible no improvements needed



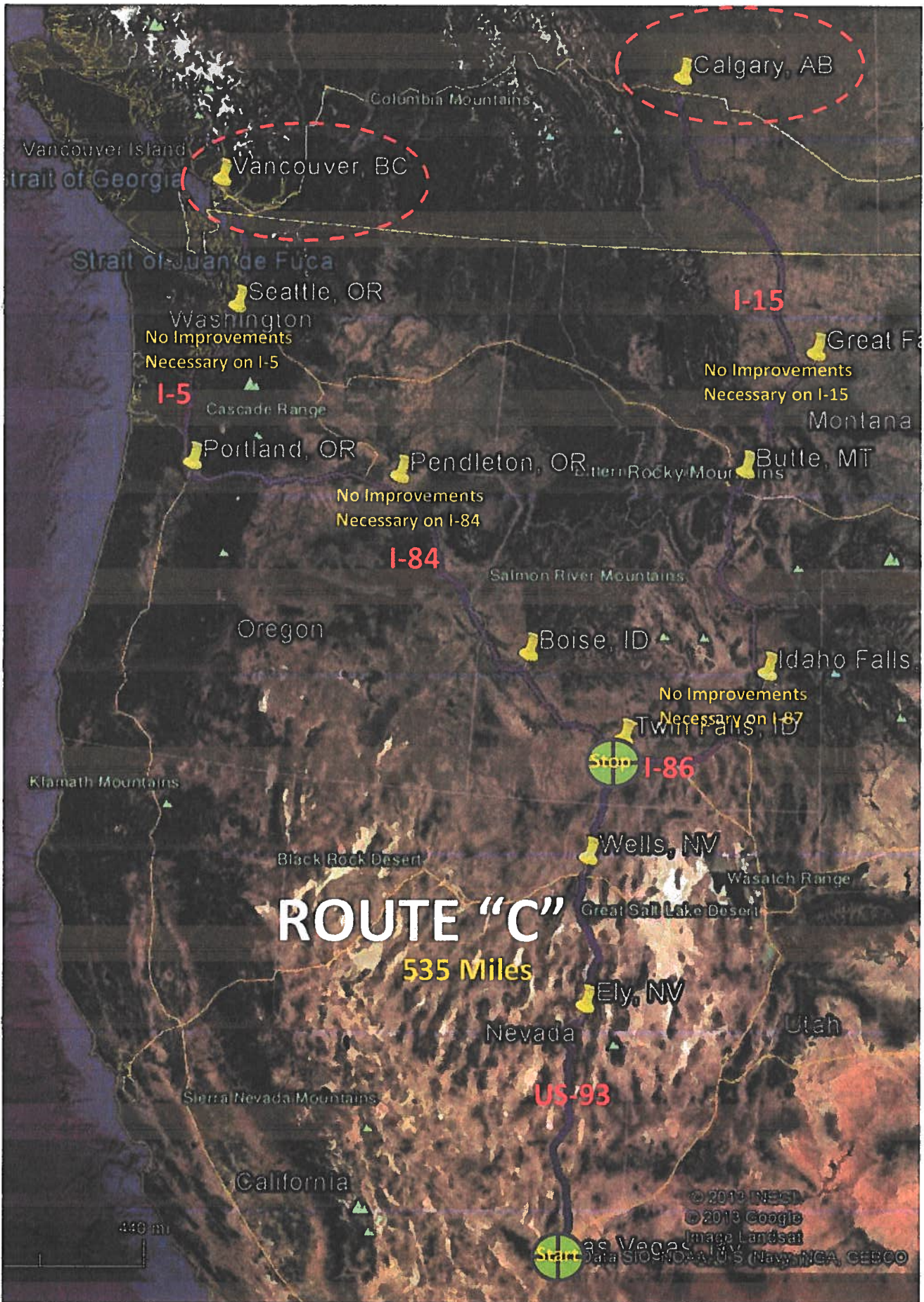
Route "B" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,210 Miles

Improve Miles: 1,018 miles from Las Vegas, NV to Portland, OR.

Route:	<u>Destination Point</u>	<u>Highway</u>	<u>Hurdles that will need Attention / \$\$</u>
	Las Vegas, NV	I-15 / US-95	Paiute Dr. Bridge Underpass Mercury Hwy Double Bridge Overpass Downtown Beatty Narrow ROW Culvert Crossing Stonewall Mtn Downtown Goldfield Narrow ROW Culvert Hasbrouck Peak
	Tonopah, NV	US-95 / US-6	Downtown Tonopah Narrow ROW Culvert Crossing CR-89 Culvert Crossing CR-89 Downtown Mina Narrow ROW Downtown Luning Narrow ROW Downtown Hawthorne Narrow ROW Walker Lake Narrow ROW & Bridges ROW Thru Stillwater National Wildlife Refuge US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass US-95 Culvert Bridge Overpass 2
	Fallon, NV	US-95/ US-50A	Downtown Fallon Narrow ROW Coleman Rd Culvert Bridge Overpass Lovelock Hwy Culvert Bridge Overpass Wade Ln Culvert Bridge overpass US-95 Culvert Bridge Overpass 3 US-95 Street Grade Railroad Crossing US-95 Culvert Bridge Overpass 4 I-80 Merge with US-95
	Winnemucca, NV	I-80 I-80 / US-95	Possible no improvements needed Major Off Ramp Construction needed E. National Bridge Stream Overpass Sharp Rt Hand Stop Sign Turn US-95 Culvert Bridge Overpass Downtown McDermitt Narrow ROW
		US-95/ Hwy 78	

Have not completed overview from McDermitt, Nevada to Portland, Oregon.

Portland, OR	I-5	Possible no improvements needed
Seattle, OR	I-5	Possible no improvements needed
Vancouver, BC	I-5	Possible no improvements needed



Route "C" : Las Vegas, NV USA - to - Vancouver, BC Canada 1,216 Miles (Secondary access to Calgary, AB);
Improve Miles: 535 from Las Vegas to Twin Falls, ID.

Route:	Destination Point	Highway	Hurdles that will need Attention / \$\$
	Las Vegas, NV	I-15 US-93	Possible no improvements needed I-15/ US-93 Bridge Underpass US-93 Culvert Crossing 1 US-93 Major Detention Basin Area Guardrail Elevated ROW US-93 Narrow Above Grade ROW US-93 Narrow Elevated ROW
		Hwy 318	Cattle Guard Crossing White river Narrow ROW Downtown Lund Narrow ROW US-93/US-6 Rt Turn Stop Light US-93 Narrow ROW US-93 Narrow Murrey Summit ROW
	Ely, NV	US-93	US-93 Lt Turn Stop Light US-93 Rt Turn Stop Light Downtown Ely Narrow ROW Ely Grade Level Railroad Crossing US-93 Grade Level Railroad Crossing Downtown McGill Narrow ROW US-93 Lt Turn Protected Light US-93 Grade level Railroad Crossing US-93 Detention Culvert under Roadway US-93 Grade Level Railroad Crossing
	Wells, NV	US-93	I-80/ US-93 Merge Underpass US-93 Railroad Crossing Overpass US-93 Wildlife Overpass Crosswalk US-93 Culvert Wildlife Underpass Crossing US-93 Culvert Wildlife Underpass Crossing US-93 Wildlife Crossing Overpass US-93 Bridge Stream Overpass US-93 Bridge Stream Overpass2 US-93 Bridge Stream Overpass3 Downtown Jackpot Narrow ROW US-93 Culvert Roadway Crossing US-93 Culvert Bridge Crossing US-93 Culvert Bridge Crossing US-93 Canal Bridge Overpass US-93 Canal Bridge Overpass US-93 Railroad Grade Level Crossing
	Twin Falls, ID	US-93/I-84	Downtown Twin Falls Narrow ROW US-93 Major River Expansion Bridge
	Boise, ID	I-84	Possible no improvements needed
	Pendleton, OR	I-84	Possible no improvements needed
	Portland, OR	I-5	Possible no improvements needed
	Seattle, OR	I-5	Possible no improvements needed

Information compiled by Jim Garza, White Pine County – Community & Economic Development Office
 Google Earth shape file can be emailed upon request with pins placed at hurdles for review.



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

MEMORANDUM

January 3, 2020

TO: Department of Transportation Board of Directors
FROM: Kristina L. Swallow, Director
SUBJECT: January 13, 2020, Transportation Board of Directors Meeting
Item #7: Consideration for approval of Contracts Over \$5,000,000 – for possible action

Summary:

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

Background:

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

The attached construction contracts constitute all contracts over \$5,000,000 for which the bids were opened and the analysis completed by the Bid Review and Analysis Team and the Contract Compliance section of the Department from July 17, 2019, through December 30, 2019.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts for Approval, July 17, 2019, through December 30, 2019.

Recommendation for Board Action:

Approval of the contracts listed on Attachment A.

Prepared by: Administrative Services Division

Attachment

A

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
CONTRACTS FOR APPROVAL
July 17, 2019, through December 30, 2019

1. September 19, 2019 at 2:00 PM the following bids were opened for Contract **3791**, Project No. NHP-080-4(099), on I-80, from 0.513 Miles West of Dun Glen Interchange to the Pershing/Humboldt County Line, in Pershing County, to cold mill and place plant-mix bituminous surface with open grade.

Road and Highway Builders LLC	\$16,060,060.00
Sierra Nevada Construction.....	\$17,468,007.00
Q & D Construction LLC	\$17,990,119.00
Granite Construction Company.....	\$20,396,396.00

Engineer's Estimate.....\$17,010,869.62

The Director recommends award to Road and Highway Builders LLC in the amount of \$16,060,060.00

2. November 21, 2019 at 1:30 PM the following bids were opened for Contract **3792**, Project No. DE-0003(139), on I-15, Las Vegas, at the CC 215 Northern Beltway Interchange, in Clark County, for the upgrade to System-to-System Interchange and widen CC 215 to six lanes.

Fisher Sand & Gravel Co.....	\$98,989,898.98
Las Vegas Paving Corporation	\$100,000,000.00
Security Paving Company, Inc.....	\$108,664,000.00

Engineer's Estimate.....\$107,261,583.07

The Director recommends award to Fisher Sand & Gravel Co. in the amount of \$98,989,898.98.

Line Item 1



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

MEMORANDUM
Administrative Services

September 30, 2019

To: Kristina L Swallow, Director
Clifford Lawson, Deputy Director – Engineering
Tracy Larkin-Thomason, Deputy Director – Operations

From: Tianne Simpson, Contract Services Manager – Administrative Services

Subject: Concurrence in Award for Contract No. 3791, Project No. NHP-080-2(058), on I-80, from 0.513 miles west of the Dun Glen Interchange to the Pershing and Humboldt County line, in Pershing County, described as the cold mill and placement of plantmix bituminous surface with open grade. The Engineer's Estimate is \$17,010,869.62.

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

Bid proposals were opened on September 19, 2019. Road and Highway Builders is the apparent low bidder at \$16,060,060.00, and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Sierra Nevada Construction with a bid of \$17,468,007.00.

The project is federally funded; required 3.00% DBE participation; and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Road and Highway Builders have been reviewed and confirmed by Contract Services. The DBE information submitted by the Road and Highway Builders has been reviewed and certified by the External Civil Rights office. Road and Highway Builders has met the required DBE participation with a 7.98% commitment. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:

609C7D7ABB4A443...
Clifford Lawson, Deputy Director

DocuSigned by:

832931E930B041F...
Tracy Larkin-Thomason, Deputy Director

DocuSigned by:

C4B642FC2C1E4FB...
Kristina L. Swallow, Director

Enclosures:
Unofficial Bid Results Report
DBE Sub Approval
BRAT Report



Nevada Department of Transportation
Unofficial Bid Results
 September 19, 2019

Contract Number: 3791	Bid Opening Date and Time: 9/19/2019 2:00 PM
Designer: Lena Borges	Liquidated Damages: \$6,500.00
Senior Designer: Brian Deal	Working Days: 120
Estimate Range: R32 \$16,500,000.01 to \$20,000,000	District: District 2
Project Number: NHP-080-2(058)	

County: Pershing
Location: I-80, from 0.513 miles west of Dun Glen Interchange to the Pershing/Humboldt County line
Description: Cold mill and placement of plantmix bituminous surface with open grade

	<u>Actual Bid</u>
Apparent Low Bidder: Road and Highway Builders LLC	\$16,060,060.00
Apparent 2nd: Sierra Nevada Construction, Inc.	\$17,468,007.00
Apparent 3rd: Q & D Construction LLC	\$17,990,119.00

Bidders:	Actual Bid Amount
1 Road and Highway Builders LLC 175 Salomon Circle Ste #103 Sparks, NV 89434 (775) 852-7283	\$16,060,060.00
2 Sierra Nevada Construction, Inc. PO Box 50760 Sparks, NV 89435 (775) 355-0420	\$17,468,007.00
3 Q & D Construction LLC 1050 South 21st Street Sparks, NV 89431 (775) 786-2677	\$17,990,119.00
4 Granite Construction Company 585 West Beach Street Watsonville, CA 95076 (831) 724-1011	\$20,396,396.00




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

MEMORANDUM
Contract Compliance

September 20, 2019

To: Doug Benamati, Program Officer III

From: Paulita De La Cruz, DBE Specialist

DocuSigned by:

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Subject: NDOT Bidder DBE Information – Contract no. 3791, I-80, from 0.513 miles west of Dun Glen Interchange to the Pershing/Humboldt County line, in Pershing County, to cold mill and placement of plantmix bituminous surface with open grade

Apparent low bid: \$16,060,060.00

The DBE information for C and S Company, Inc., as submitted by the apparent low bidder, Road and Highway Builders, LLC, has been received by DBE Office and we have concluded:

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

The DBE goal of 3.00% has been met with a 7.98% DBE committed participation by the apparent low bidder Road and Highway Builders.

The DBE firms are approved for this contract.

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



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

MEMORANDUM
Administrative Services

September 30, 2019

To: Doug Benamati, Deputy Chief - Administrative
From: Services Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract # 3791

The Bid Review and Analysis Team (BRAT) met on September 23, 2019 to discuss bids for the above referenced contract. The following were in attendance:

- Sharon Foerschler, Chief Construction Engineer
- Scott Hein, Chief Roadway Design Engineer
- Casey Connor, Assistant Chief Roadway Design Engineer
- Samantha Dowd, Associate Engineer
- Shawn Paterson, Principal Roadway Design Engineer
- Brian Deal, Project Manager
- Kimberly Diegle, Professional Engineer
- Eric MacGill, Associate Engineer
- Doug Benamati, Deputy Chief Administrative Services
- Jasen Stoffer, Administrative Services

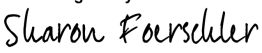
Via Phone:


- Trent Averett, Resident Engineer
- Sean Cross, Associate Engineer
- Travis Hilbish, Associate Engineer

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

The apparent lowest responsive bidder, Road and Highway Builders, submitted a bid which is 94% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

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

DocuSigned by:

 E7F2D4506AC6488...
 Scott Hein, BRAT Co-Chair

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

Bid Tabulation

- September 19, 2019 -

Contract No.: 3791
Description: Cold mill and placement of plantmix bituminous surface with open grade.
Location: I-80, from 0.513 miles west of Dun Glen Interchange to the Pershing/Humboldt County line.
Bid Opening: September 19, 2019, 2:00 PM

Project No.: NHP-080-2(058)
Project Id: 60913
County: Pershing
Range: R32 (\$16,500,000.01 to \$20,000,000.00)
Working: 120

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders		Sierra Nevada Construction		Q & D Construction		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	400.000	HOURL	TRAINING	\$0.80	\$320.00	\$0.80	\$320.00	\$0.80	\$320.00	\$0.80	\$320.00	\$0.80	\$320.00
2020165	320.000	LINFT	REMOVAL OF JOINT SEAL	\$50.00	\$16,000.00	\$60.00	\$19,200.00	\$66.00	\$21,120.00	\$32.00	\$10,240.00	\$12.55	\$4,016.00
2020465	8.000	EACH	REMOVE GUARDRAIL END TREATMENT	\$1,000.00	\$8,000.00	\$1,000.00	\$8,000.00	\$610.00	\$4,880.00	\$650.00	\$5,200.00	\$600.00	\$4,800.00
2020530	2.000	EACH	REMOVAL OF HEADWALL	\$2,000.00	\$4,000.00	\$2,500.00	\$5,000.00	\$8,000.00	\$16,000.00	\$3,200.00	\$6,400.00	\$11,000.00	\$22,000.00
2020585	134,251.000	LINFT	REMOVAL OF FENCE	\$2.50	\$335,627.50	\$0.30	\$40,275.30	\$0.85	\$114,113.35	\$0.90	\$120,825.90	\$0.82	\$110,085.82
2020965	2,294.000	SQYD	REMOVAL OF BITUMINOUS SURFACE	\$8.00	\$18,352.00	\$16.00	\$36,704.00	\$18.50	\$42,439.00	\$13.00	\$29,822.00	\$13.00	\$29,822.00
2020990	569,823.540	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$2.50	\$1,424,558.85	\$4.00	\$2,279,294.16	\$1.25	\$712,279.43	\$3.00	\$1,709,470.62	\$2.50	\$1,424,558.85
2021120	5.000	EACH	REMOVAL OF CATTLE GUARD	\$3,500.00	\$17,500.00	\$2,000.00	\$10,000.00	\$3,700.00	\$18,500.00	\$5,082.00	\$25,410.00	\$4,500.00	\$22,500.00
2021287	140,649.790	LINFT	GRINDING FOR PAVEMENT MARKINGS	\$0.50	\$70,324.90	\$0.20	\$28,129.96	\$0.51	\$71,731.39	\$0.50	\$70,324.90	\$0.50	\$70,324.90
2030230	345.000	CUYD	BORROW EMBANKMENT	\$75.00	\$25,875.00	\$40.00	\$13,800.00	\$75.00	\$25,875.00	\$45.00	\$15,525.00	\$34.00	\$11,730.00
2060110	158.000	CUYD	STRUCTURE EXCAVATION	\$80.00	\$12,640.00	\$50.00	\$7,900.00	\$90.00	\$14,220.00	\$60.00	\$9,480.00	\$85.00	\$13,430.00
2070110	83.300	CUYD	GRANULAR BACKFILL	\$75.00	\$6,247.50	\$60.00	\$4,998.00	\$62.00	\$5,164.60	\$25.00	\$2,082.50	\$125.00	\$10,412.50
3020140	14,444.000	CUYD	TYPE 1 CLASS B AGGREGATE BASE	\$50.00	\$722,200.00	\$12.00	\$173,328.00	\$20.00	\$288,880.00	\$20.00	\$288,880.00	\$45.00	\$649,980.00
4020100	652.000	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$15.00	\$9,780.00	\$28.00	\$18,256.00	\$50.00	\$32,600.00	\$11.00	\$7,172.00	\$15.00	\$9,780.00
4020190	64,055.000	TON	PLANTMIX SURFACING (TYPE 2C) (WET)	\$75.00	\$4,804,125.00	\$89.00	\$5,700,895.00	\$82.00	\$5,252,510.00	\$86.00	\$5,508,730.00	\$86.00	\$5,508,730.00
4030100	49.430	MILE	MILLED RUMBLE STRIPS	\$700.00	\$34,601.00	\$600.00	\$29,658.00	\$1,500.00	\$74,145.00	\$1,000.00	\$49,430.00	\$1,600.00	\$79,088.00
4030110	21,759.000	TON	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	\$100.00	\$2,175,900.00	\$120.00	\$2,611,080.00	\$105.00	\$2,284,695.00	\$115.00	\$2,502,285.00	\$125.00	\$2,719,875.00
4060120	55.000	SQYD	PRIME COAT	\$10.00	\$550.00	\$12.00	\$660.00	\$0.50	\$27.50	\$0.01	\$0.55	\$8.00	\$440.00
4060210	32.000	TON	SAND BLOTTER	\$50.00	\$1,600.00	\$50.00	\$1,600.00	\$1.00	\$32.00	\$0.01	\$0.32	\$175.00	\$5,600.00
4070190	2.500	TON	EMULSIFIED ASPHALT, TYPE SS-1H (DILUTED)	\$1,000.00	\$2,500.00	\$2,000.00	\$5,000.00	\$415.00	\$1,037.50	\$0.01	\$0.03	\$640.00	\$1,600.00
4960130	460.000	SQYD	BRIDGE DECK PREPARATION AND CONCRETE PLACEMENT	\$100.00	\$46,000.00	\$50.00	\$23,000.00	\$170.00	\$78,200.00	\$53.00	\$24,380.00	\$121.00	\$55,660.00
4960160	32,344.000	POUND	POLYMER CONCRETE AGGREGATE	\$0.50	\$16,172.00	\$1.00	\$32,344.00	\$0.35	\$11,320.40	\$0.39	\$12,614.16	\$0.37	\$11,967.28
4960170	4,528.000	POUND	POLYMER CONCRETE RESIN	\$5.00	\$22,640.00	\$4.00	\$18,112.00	\$2.50	\$11,320.00	\$3.70	\$16,753.60	\$3.00	\$13,584.00
5020360	1.000	FA	CONCRETE BRIDGE DECK REPAIR	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
5020990	32.540	CUYD	CLASS DA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$81,350.00	\$3,000.00	\$97,620.00	\$3,400.00	\$110,636.00	\$1,400.00	\$45,556.00	\$1,750.00	\$56,945.00
5021010	12.290	CUYD	CLASS EA CONCRETE, MODIFIED (MAJOR)	\$2,500.00	\$30,725.00	\$3,000.00	\$36,870.00	\$2,600.00	\$31,954.00	\$1,400.00	\$17,206.00	\$1,750.00	\$21,507.50
5021700	320.000	LINFT	EXPANSION JOINT SEALANT	\$50.00	\$16,000.00	\$100.00	\$32,000.00	\$40.00	\$12,800.00	\$55.00	\$17,600.00	\$100.00	\$32,000.00
5050100	3,868.000	POUND	REINFORCING STEEL	\$2.00	\$7,736.00	\$5.00	\$19,340.00	\$2.80	\$10,830.40	\$3.40	\$13,151.20	\$3.17	\$12,261.56
5050120	3,702.000	POUND	REINFORCING STEEL (EPOXY COATED)	\$4.00	\$14,808.00	\$8.00	\$29,616.00	\$3.50	\$12,957.00	\$3.40	\$12,586.80	\$3.17	\$11,735.34
6030170	60.000	LINFT	18-INCH REINFORCED CONCRETE PIPE, CLASS III	\$150.00	\$9,000.00	\$500.00	\$30,000.00	\$260.00	\$15,600.00	\$120.00	\$7,200.00	\$200.00	\$12,000.00
6031030	2.000	EACH	18-INCH PRECAST END SECTION	\$1,200.00	\$2,400.00	\$2,000.00	\$4,000.00	\$1,500.00	\$3,000.00	\$2,900.00	\$5,800.00	\$1,500.00	\$3,000.00
6100050	48.000	SQYD	GEOTEXTILE (CLASS 1)	\$10.00	\$480.00	\$10.00	\$480.00	\$30.00	\$1,440.00	\$6.00	\$288.00	\$18.00	\$864.00
6100170	3.000	CUYD	RIPRAP (CLASS 150)	\$300.00	\$900.00	\$500.00	\$1,500.00	\$640.00	\$1,920.00	\$200.00	\$600.00	\$134.00	\$402.00
6100200	23.000	CUYD	RIPRAP (CLASS 400)	\$150.00	\$3,450.00	\$400.00	\$9,200.00	\$285.00	\$6,555.00	\$300.00	\$6,900.00	\$125.00	\$2,875.00
6100480	6.000	CUYD	RIPRAP BEDDING (CLASS 400)	\$200.00	\$1,200.00	\$300.00	\$1,800.00	\$460.00	\$2,760.00	\$300.00	\$1,800.00	\$130.00	\$780.00
6160730	132,067.000	LINFT	TYPE A-4B FENCE (SPECIAL)	\$5.00	\$660,335.00	\$3.00	\$396,201.00	\$2.86	\$377,711.62	\$3.00	\$396,201.00	\$2.77	\$365,825.59
6160780	2,084.000	LINFT	TYPE A-832-3B FENCE	\$10.00	\$20,840.00	\$4.00	\$8,336.00	\$10.95	\$22,819.80	\$11.50	\$23,966.00	\$10.62	\$22,132.08
6170780	4.000	EACH	28-FOOT PRECAST CATTLE GUARD	\$20,000.00	\$80,000.00	\$35,000.00	\$140,000.00	\$18,000.00	\$72,000.00	\$22,000.00	\$88,000.00	\$26,000.00	\$104,000.00
6170850	1.000	EACH	44-FOOT PRECAST CATTLE GUARD	\$30,000.00	\$30,000.00	\$45,000.00	\$45,000.00	\$30,000.00	\$30,000.00	\$32,500.00	\$32,500.00	\$37,000.00	\$37,000.00
6180250	5,127.000	LINFT	REMOVE AND RESET GUARDRAIL	\$10.00	\$51,270.00	\$2.00	\$10,254.00	\$6.60	\$33,838.20	\$7.00	\$35,889.00	\$6.50	\$33,325.50
6180350	8.000	EACH	GUARDRAIL TERMINAL (FLARED)	\$3,250.00	\$26,000.00	\$3,000.00	\$24,000.00	\$3,800.00	\$30,400.00	\$4,000.00	\$32,000.00	\$3,750.00	\$30,000.00
6190200	2,376.000	EACH	GUIDE POSTS (RIGID)	\$40.00	\$95,040.00	\$30.00	\$71,280.00	\$46.00	\$109,296.00	\$49.00	\$116,424.00	\$45.00	\$106,920.00
6230201	36.000	EACH	ITS VAULT	\$6,000.00	\$216,000.00	\$4,000.00	\$144,000.00	\$5,800.00	\$208,800.00	\$6,300.00	\$226,800.00	\$5,800.00	\$208,800.00

Bid Tabulation
- September 19, 2019 -

Item No.	Quantity	Unit	Description	Engineer's Estimate		Road and Highway Builders		Sierra Nevada Construction		Q & D Construction		Granite Construction Company	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6230225	17.000	EACH	NO. 3-1/2 PULL BOX	\$900.00	\$15,300.00	\$500.00	\$8,500.00	\$700.00	\$11,900.00	\$760.00	\$12,920.00	\$700.00	\$11,900.00
6230230	9.000	EACH	NO. 5 PULL BOX	\$1,200.00	\$10,800.00	\$700.00	\$6,300.00	\$850.00	\$7,650.00	\$950.00	\$8,550.00	\$850.00	\$7,650.00
6230236	47.000	EACH	NO. 7 PULL BOX, MODIFIED	\$1,400.00	\$65,800.00	\$1,000.00	\$47,000.00	\$1,200.00	\$56,400.00	\$1,300.00	\$61,100.00	\$1,200.00	\$56,400.00
6230268	30.000	EACH	LUMINAIRE, TYPE B	\$600.00	\$18,000.00	\$600.00	\$18,000.00	\$800.00	\$24,000.00	\$825.00	\$24,750.00	\$800.00	\$24,000.00
6230575	17.000	EACH	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	\$7,200.00	\$122,400.00	\$7,000.00	\$119,000.00	\$5,320.00	\$90,440.00	\$5,784.00	\$98,328.00	\$5,320.00	\$90,440.00
6230775	30.000	EACH	LOOP DETECTOR	\$400.00	\$12,000.00	\$600.00	\$18,000.00	\$670.00	\$20,100.00	\$750.00	\$22,500.00	\$670.00	\$20,100.00
6231061	1.000	EACH	COMMUNICATION CABINET	\$7,000.00	\$7,000.00	\$6,000.00	\$6,000.00	\$21,000.00	\$21,000.00	\$23,500.00	\$23,500.00	\$21,700.00	\$21,700.00
6231104	4.000	EACH	FLASHING BEACON	\$1,300.00	\$5,200.00	\$1,000.00	\$4,000.00	\$600.00	\$2,400.00	\$15,000.00	\$60,000.00	\$600.00	\$2,400.00
6231105	2.000	EACH	FLASHING BEACON CONTROLLER	\$2,500.00	\$5,000.00	\$2,000.00	\$4,000.00	\$8,400.00	\$16,800.00	\$15,000.00	\$30,000.00	\$8,400.00	\$16,800.00
6231261	1.000	EACH	FIELD HARDENED ETHERNET SWITCH	\$8,500.00	\$8,500.00	\$2,000.00	\$2,000.00	\$3,900.00	\$3,900.00	\$20,000.00	\$20,000.00	\$3,900.00	\$3,900.00
6231635	1.000	EACH	MODIFY ELECTRICAL SERVICE	\$500.00	\$500.00	\$5,000.00	\$5,000.00	\$900.00	\$900.00	\$10,000.00	\$10,000.00	\$900.00	\$900.00
6231785	31.000	LINFT	1-INCH CONDUIT (METAL)	\$16.00	\$496.00	\$25.00	\$775.00	\$40.00	\$1,240.00	\$40.00	\$1,240.00	\$40.00	\$1,240.00
6231805	239.000	LINFT	2-INCH CONDUIT	\$24.00	\$5,736.00	\$5.00	\$1,195.00	\$22.00	\$5,258.00	\$19.00	\$4,541.00	\$19.00	\$4,541.00
6231820	78,593.000	LINFT	3-INCH CONDUIT	\$27.00	\$2,122,011.00	\$2.50	\$196,482.50	\$17.00	\$1,336,081.00	\$17.00	\$1,336,081.00	\$17.00	\$1,336,081.00
6231850	147,399.000	LINFT	4-INCH MULTIDUCT CONDUIT	\$10.00	\$1,473,990.00	\$4.50	\$663,295.50	\$20.00	\$2,947,980.00	\$8.00	\$1,179,192.00	\$20.00	\$2,947,980.00
6231980	16,170.000	LINFT	NO. 8 CONDUCTOR	\$1.00	\$16,170.00	\$2.00	\$32,340.00	\$1.00	\$16,170.00	\$1.00	\$16,170.00	\$1.00	\$16,170.00
6232870	1.000	EACH	CELLULAR TELEPHONE MODEM	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$14,300.00	\$14,300.00	\$20,119.00	\$20,119.00	\$14,300.00	\$14,300.00
6232895	473.000	LINFT	DIRECTIONAL DRILLING	\$80.00	\$37,840.00	\$80.00	\$37,840.00	\$150.00	\$70,950.00	\$100.00	\$47,300.00	\$150.00	\$70,950.00
6240130	1.000	FA	UNIFORMED TRAFFIC CONTROL OFFICER	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00	\$168,000.00
6250490	1.000	LS	RENT TRAFFIC CONTROL DEVICES	\$297,000.00	\$297,000.00	\$600,000.00	\$600,000.00	\$360,586.61	\$360,586.61	\$1,000,000.00	\$1,000,000.00	\$1,060,000.00	\$1,060,000.00
6270190	2,653.070	SQFT	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	\$80.00	\$212,245.60	\$70.00	\$185,714.90	\$97.00	\$257,347.79	\$104.00	\$275,919.28	\$95.60	\$253,633.49
6270220	494.000	SQFT	PERMANENT SIGN PANELS (PANELS ONLY)	\$40.00	\$19,760.00	\$50.00	\$24,700.00	\$33.00	\$16,302.00	\$36.00	\$17,784.00	\$33.00	\$16,302.00
6270240	1,822.020	SQFT	PERMANENT SIGNS, REMOVE	\$8.00	\$14,576.16	\$10.00	\$18,220.20	\$5.00	\$9,110.10	\$5.40	\$9,838.91	\$5.00	\$9,110.10
6270250	367.500	SQFT	PERMANENT SIGNS, REMOVE (PANEL ONLY)	\$8.00	\$2,940.00	\$10.00	\$3,675.00	\$5.00	\$1,837.50	\$5.40	\$1,984.50	\$5.00	\$1,837.50
6280120	1.000	LS	MOBILIZATION	\$962,861.30	\$962,861.30	\$1,455,854.32	\$1,455,854.32	\$1,500,000.00	\$1,500,000.00	\$1,700,000.00	\$1,700,000.00	\$2,039,629.03	\$2,039,629.03
6320890	25.150	MILE	EPOXY PAVEMENT STRIPING (8-INCH BROKEN WHITE)	\$1,500.00	\$37,725.00	\$1,500.00	\$37,725.00	\$1,115.00	\$28,042.25	\$1,200.00	\$30,180.00	\$1,100.00	\$27,665.00
6320940	25.090	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$2,600.00	\$65,234.00	\$2,400.00	\$60,216.00	\$3,300.00	\$82,797.00	\$3,500.00	\$87,815.00	\$3,250.00	\$81,542.50
6320950	4,415.560	LINFT	EPOXY PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$1.35	\$5,961.01	\$1.00	\$4,415.56	\$1.00	\$4,415.56	\$1.00	\$4,415.56	\$1.00	\$4,415.56
6321000	147.400	LINFT	EPOXY PAVEMENT STRIPING (SOLID YELLOW)	\$2.00	\$294.80	\$4.00	\$589.60	\$1.00	\$147.40	\$1.00	\$147.40	\$1.00	\$147.40
6321030	25.150	MILE	EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	\$2,500.00	\$62,875.00	\$2,400.00	\$60,360.00	\$3,300.00	\$82,995.00	\$3,500.00	\$88,025.00	\$3,250.00	\$81,737.50
6341060	252.000	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$18.00	\$4,536.00	\$20.00	\$5,040.00	\$20.30	\$5,115.60	\$21.00	\$5,292.00	\$20.00	\$5,040.00
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$7,500.00	\$7,500.00	\$50,900.77	\$50,900.77	\$5,500.00	\$5,500.00
6460110	2,294.000	SQYD	BRIDGE DECK PREPARATION	\$5.00	\$11,470.00	\$5.00	\$11,470.00	\$14.50	\$33,263.00	\$11.50	\$26,381.00	\$24.00	\$55,056.00
6460150	206.000	GAL	CRACK SEALANT	\$100.00	\$20,600.00	\$50.00	\$10,300.00	\$225.00	\$46,350.00	\$55.00	\$11,330.00	\$275.00	\$56,650.00
Totals:					\$17,010,869.62		\$16,060,060.00		\$17,468,007.00		\$17,990,119.00		\$20,396,396.00

Price Sensitivity
- September 19, 2019 -

Contract No.: 3791
 Project No.: NHP-080-2(058)
 Project Id: 60913
 County: Pershing
 Range: R32 (\$16,500,000.01 to \$20,000,000.00)
 Working: 120

RE: Trent Averett
 Designer: Lena Borges

Engineer's Estimate	Road and Highway	Sierra Nevada Construction	Diff. Between Low & 2nd	Diff Between EE & Low	Low Bid % of EE
\$17,010,869.62	\$16,060,060.00	\$17,468,007.00	\$1,407,947.00	-\$950,809.62	94%

Item No.	Quantity	Description	Unit	Engineer's Est. Unit Price	Low Bid Unit Price	2nd Low Bid Unit Price	Qty Chg Req'd to Chg Bid Order	% Change in Qty Req'd	Low % of EE	Significantly Unbalanced	Quantity Check Comments
2020585	134,251.000	REMOVAL OF FENCE	LINFT	\$2.50	\$0.30	\$0.85	-2,559,903.64	-1907%	12%	Yes	EE High, simple 4 strand fence, Qty Verified OK
2020990	569,823.540	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	SQYD	\$2.50	\$4.00	\$1.25	511,980.73	90%	160%	Yes	EE Ok, Qty Verified OK
2021287	140,649.790	GRINDING FOR PAVEMENT MARKINGS	LINFT	\$0.50	\$0.20	\$0.51	-4,541,764.52	-3229%	40%	Yes	EE ok, Qty Verified OK
3020140	14,444.000	TYPE 1 CLASS B AGGREGATE BASE	CUYD	\$50.00	\$12.00	\$20.00	-175,993.38	-1218%	24%	Yes	EE High, \$15-\$20 ok, Qty Verified OK
4020190	64,055.000	PLANTMIX SURFACING (TYPE 2C) (WET)	TON	\$75.00	\$89.00	\$82.00	201,135.29	314%	119%	No	EE a little low, Qty Verified OK
4030110	21,759.000	PLANTMIX OPEN-GRADED SURFACING (3/8-INCH) (WET)	TON	\$100.00	\$120.00	\$105.00	93,863.13	431%	120%	No	EE ok, Qty Verified OK
5020990	32.540	CLASS DA CONCRETE, MODIFIED (MAJOR)	CUYD	\$2,500.00	\$3,000.00	\$3,400.00	-3,519.87	-10817%	120%	No	EE ok, Qty Verified OK
6160730	132,067.000	TYPE A-4B FENCE (SPECIAL)	LINFT	\$5.00	\$3.00	\$2.86	10,056,764.29	7615%	60%	Yes	EE ok, Qty Verified OK
6170780	4.000	28-FOOT PRECAST CATTLE GUARD	EACH	\$20,000.00	\$35,000.00	\$18,000.00	82.82	2071%	175%	Yes	EE ok, Qty Verified OK
6180250	5,127.000	REMOVE AND RESET GUARDRAIL	LINFT	\$10.00	\$2.00	\$6.60	-306,075.43	-5970%	20%	Yes	Qty Verified OK
6190200	2,376.000	GUIDE POSTS (RIGID)	EACH	\$40.00	\$30.00	\$46.00	-87,996.69	-3704%	75%	No	EE Ok, Error in Qty Correct # 968
6230201	36.000	ITS VAULT	EACH	\$6,000.00	\$4,000.00	\$5,800.00	-782.19	-2173%	67%	Yes	EE OK, QTY OK
6230236	47.000	NO. 7 PULL BOX, MODIFIED	EACH	\$1,400.00	\$1,000.00	\$1,200.00	-7,039.74	-14978%	71%	Yes	EE OK, QTY OK
6230575	17.000	STEEL POLE, TYPE 7 (WITH SAFETY BASE)	EACH	\$7,200.00	\$7,000.00	\$5,320.00	838.06	4930%	97%	No	EE OK, QTY OK
6231820	78,593.000	3-INCH CONDUIT	LINFT	\$27.00	\$2.50	\$17.00	-97,099.79	-124%	9%	Yes	EE OK (ditch work included in price), QTY OK (w/10% boost) See comments below
6231850	147,399.000	4-INCH MULTIDUCT CONDUIT	LINFT	\$10.00	\$4.50	\$20.00	-90,835.29	-62%	45%	Yes	EE OK (common trench with 3"), QTY OK (w/10% boost)
6250490	1.000	RENT TRAFFIC CONTROL DEVICES	LS	\$297,000.00	\$600,000.00	\$360,586.61	N/A	N/A	202%	Yes	-
6270190	2,653.070	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORT)	SQFT	\$80.00	\$70.00	\$97.00	-52,146.19	-1966%	88%	No	EE ok, Qty Verified OK
6280120	1.000	MOBILIZATION	LS	\$962,861.30	\$1,455,854.32	\$1,500,000.00	N/A	N/A	151%	Yes	-
6320940	25.090	EPOXY PAVEMENT STRIPING (8-INCH SOLID WHITE)	MILE	\$2,600.00	\$2,400.00	\$3,300.00	-1,564.39	-6235%	92%	No	EE Ok, Qty Verified OK
6321030	25.150	EPOXY PAVEMENT STRIPING (8-INCH SOLID YELLOW)	MILE	\$2,500.00	\$2,400.00	\$3,300.00	-1,564.39	-6220%	96%	No	EE Ok, Qty Verified OK
<p>Additional Comments: Bid Review Analysis Team reviewed bids and found 3-inch Conduit extremely low for work involved. The Department sent a letter confirming the contractor would construct the trench, conduit, and backfill per the plans and specifications for the price bid. Contractor confirmed. Engineer's estimate 6% higher than low bid, 4th place bidder 27% higher than low bid. Recommend award</p>											

INSTRUCTIONS FOR COMPLETING THE DISCLOSURE OF OWNERSHIP/PRINCIPALS FORM

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Nevada Department of Transportation (“NDOT”) to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the NDOT. Failure to submit the requested information may result in a refusal by NDOT to enter into an agreement/contract and/or release monetary funding to such non-disclosing business entity.

Detailed Instructions

All sections of the Disclosure of Ownership/Principals form must be completed. If not applicable, write N/A in the space provided.

Business Entity Type – Indicate if the entity is Sole Proprietor, Partnership, Limited Liability Company, Corporation, Trust, Non-Profit Organization, or Other. When selecting ‘Other’, provide a description of the legal entity.

Business Name (include d.b.a., if applicable) – Enter the legal name of the business entity and enter the “Doing Business As” (d.b.a.) name, if applicable.

Corporate/Business Address, Business Telephone, Business Fax, and Email – Enter the street address, telephone and fax numbers, and email of the named business entity.

Nevada Local Business Address, Local Business Telephone, Local Business Fax, and Email – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

Number of Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)

List of Owners/Officers – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

Signature and Print Name – Requires signature of an authorized representative and the date signed

Disclosure of Relationship Form – If any individual members, partners, owners or principals of the business entity is presently a NDOT employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a NDOT employee, public officer or official, this section must be completed in its entirety.

DISCLOSURE OF OWNERSHIP/PRINCIPALS

1. Business Entity Type (Please select one)

- Sole Proprietorship
 Partnership
 Limited Liability Company
 Corporation
 Trust
 Non-Profit Organization
 Other

2. Are you a publicly-traded corporation? Yes No

3. Number of Nevada Residents Employed (Do Not Leave Blank):

150

4. Corporate/Business Entity Name (Include d.b.a., if applicable):

Road and Highway Builders, LLC

5. Corporate/Business Entity Street Address:

Street Address: 175 salomon circle	Website: www.roadandhighwaybuilders.com
City, State and Zip Code: Sparks, NV 89434	Point of Contact Name: Kim Krauser
Telephone and Fax No. 7758527283	Email: kim.krauser@strlco.com

6. Nevada Local Business Street Address (If different from above):

Street Address:	Website:
City, State and Zip Code:	Point of Contact Name:
Local Telephone and Fax No. 7758527283	Email:

6. List of Owners/Officers

All business entities*, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity.

Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors in lieu of disclosing the names of individuals with ownership or financial interest.

Full Name	Title	% Owned (Not required for Publicly-Traded Corporations/Non-profit Organizations)
Richard H. Buenting	Managing Member	50%
Sterling Construction Company	Managing Member	50%

*Business entities include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

DISCLOSURE OF RELATIONSHIP FORM

This section is not required for publicly-traded corporations

Purpose:

1. Disclose any individual members, partners, owners or principals involved in the business entity that is a NDOT full-time employee(s) or appointed/elected official(s).

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as otherwise provided in that statute.

2. Disclose any individual members, partners, owners or principals involved in the business entity with a first or second degree of consanguinity, or affinity relation to a NDOT full-time employee(s) or appointed/elected official(s) (reference the *Definition* section below).

Definitions:

Consanguinity is a relationship by blood.

Affinity is a relationship by marriage.

First and Second degree of consanguinity applies to the candidate's first and second degree of blood relatives as follows:

- First Degree: Spouse – Registered Domestic Partners – Children – Parents – In-laws
- Second Degree: Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws

Disclosure of Relationship:

If "YES" is selected for any of the following questions, the Disclosure of Relationship form must be completed (see Page 5).

1. Are any individual members, partners, owners or principals involved in the business entity a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

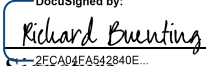
2. Are any individual members, partners, owners or principals have a first or second degree of consanguinity related to a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

List any disclosures below (mark N/A, if not applicable.):

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF NDOT EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO NDOT EMPLOYEE/OFFICIAL	NDOT EMPLOYEE'S/OFFICIAL'S DEPARTMENT/DIVISION
N/A	N/A	N/A	N/A

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that NDOT may not take action on contract and agreement approvals without the completed disclosure form.

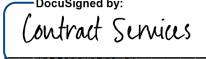
DocuSigned by:

 Signature _____ Richard Buenting _____
 2FCA09FA542840E...
 Print Name
 President & Managing Member _____ 09/20/2019 _____
 Title _____ Date _____

For NDOT Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

- Yes No Is the NDOT employee(s) noted above involved in the contracting/selection process for this particular item?
 Yes No Is the NDOT employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments: _____

DocuSigned by:

 Signature _____
 13D733618D2342A...
 Contract Services

 Print Name
 Authorized NDOT Representative

Line Item 2



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

MEMORANDUM
Administrative Services

December 27, 2019

To: Kristina L Swallow, Director
Clifford Lawson, Deputy Director, Project Delivery
Darin Tedford, Assistant Director, Operations

From: Tianne Simpson, Contract Services Manager – Administrative Services DS
TS

Subject: Concurrence in Award for Contract No. 3792, Project No. DE-0003(139), I-15, Las Vegas, at the CC 215 Northern Beltway Interchange, in Clark County. Described as Upgrade to System-to-System Interchange and widen CC 215 to six lanes. The Engineer's Estimate is \$107,261,583.07.

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

Bid proposals were opened on November 21, 2019. Fisher Sand & Gravel Co. is the apparent low bidder at \$98,989,898.98 and they submitted a properly executed proposal, bid bond and anti-collusion affidavit. The second low bidder is Las Vegas Paving Corporation with a bid of \$100,000,000.00.

The project is Federally funded; required 4.90% DBE participation; and is not subject to State Bidder Preference provisions.

The subcontractor and supplier listings submitted by the Fisher Sand & Gravel Co. have been reviewed and confirmed by Contract Services. The DBE information submitted by Fisher Sand & Gravel Co. has been reviewed and certified by the External Civil Rights office. Fisher Sand & Gravel Co. has met the required DBE participation with a 5.44% commitment. The bid is below the Engineer's Estimate Range, and a copy of the Unofficial Bid Results report is attached for your reference. The BRAT Co-Chairs have provided their recommendation to award, and the report is attached.

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

Concurrence in award:

DocuSigned by:
Clifford M. Lawson
609C7D7ABB4A443
Clifford Lawson, Deputy Director

DocuSigned by:
Darin Tedford
50E62CD438AD46A
Darin Tedford, Assistant Director

DocuSigned by:
Kristina L. Swallow
C4B612FC2C7E4FB...
Kristina L. Swallow, Director

Enclosures:
Unofficial Bid Results Report
DBE Sub Approval



Nevada Department of Transportation
Unofficial Bid Results
November 21, 2019

Contract Number: 3792	Bid Opening Date and Time: 11/21/2019 1:30 PM
Senior Designer: Victor Peters	Liquidated Damages: \$12,000.00
Estimate Range: R42 (\$100,000,000.01 to \$120,000,000)	Working Days: 600
Project Number: DE-0003(139)	District: District 1
County: Clark	
Location: I-15, Las Vegas, at the CC 215 Northern Beltway Interchange upgrade to System-to-	
Description: System Interchange and widen CC 215 to six lanes.	

	<u>Actual Bid</u>
Apparent Low Bidder: Fisher Sand & Gravel Co.	\$98,989,898.98
Apparent 2nd: Las Vegas Paving Corporation	\$100,000,000.00
Apparent 3rd: Security Paving Company, Inc.	\$108,664,000.00

Bidders:	Actual Bid Amount
1 Fisher Sand & Gravel Co. 1302 W Drivers Way Tempe, AZ 85284 (480) 730-1033	\$98,989,898.98
2 Las Vegas Paving Corporation 4420 South Decatur Boulevard Las Vegas, NV 89103 (702) 251-5800	\$100,000,000.00
3 Security Paving Company, Inc. 13170 Telfair Ave Sylmar, CA 91311 (818) 362-9200	\$108,664,000.00



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

MEMORANDUM
Administrative Services

December 26, 2019

To: Doug Benamati - Administrative Services Officer
From: Bid Review and Analysis Team
Subject: BRAT Summary Report for Contract # 3792

The Bid Review and Analysis Team (BRAT) met on December 3rd and December 16th, 2019 to discuss the bids for the above referenced contract. The following were in attendance:

Sharon Foerschler, Chief Construction Engineer
Scott Hein, Chief Roadway Design Engineer
Mariam Ahmad, Associate Engineer
Mark Caffaratti, Professional Engineer
Casey Connor, Assistant Chief Roadway Design Engineer
Kimberly Diegle, Professional Engineer
Samantha Dowd, Professional Engineer
Rajat Jain, Management Analyst
Samuel Lompa, Professional Engineer
Eric Macgill, Associate Engineer

Kevin Maxwell, Professional Engineer
Shawn Paterson, Professional Engineer
Victor Peters, Associate Engineer
Roger Philippi, Atkins
Lynnette Russell, Professional Engineer
Teresa Schlaffer, Contract Compliance Manager
Tianne Simpson, Contract Services Manager
Dale Wegner, FHWA
Mike West, Associate Engineer
Dwayne Wilkinson, Highway Project Manager
Christopher Wright, Associate Engineer

Via Phone:

Steven Conner, Professional Engineer
Mike Dempsey, Atkins
Mario Gomez, District Engineer
Megan Schmock, Associate Engineer

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

The apparent low bidder, Fisher Sand & Gravel, submitted a bid which is 92% of the Engineer's Estimate. The BRAT recommends award of this contract.

Submitted:

DocuSigned by:

Scott Hein, BRAT Co-Chair

DocuSigned by:

Sharon Foerschler, BRAT Co-Chair

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

Bid Tabulation November 21, 2019

Contract No.: 3792
Description: Upgrade to System-to-System Interchange and widen CC 215 to six lanes
Location: I-15, Las Vegas, at the CC 215 Northern Beltway Interchange
Bid Opening: November 21, 2019

Project No.: DE-0003(139)
Project Id: 73536
County: Clark
Range: R42 (\$100,000,000.01 to \$120,000,000.00)
Working: 600

Item No.	Quantity	Unit	Description	Engineer's Estimate		Fisher Sand & Gravel Co		Las Vegas Paving Corporation		Security Paving Company, Inc.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1100050	10,000.000	HOUR	TRAINING	\$0.80	\$8,000.00	\$0.80	\$8,000.00	\$0.80	\$8,000.00	\$0.80	\$8,000.00
2000100	500.000	HOUR	SURVEY CREW	\$300.00	\$150,000.00	\$100.00	\$50,000.00	\$150.00	\$75,000.00	\$220.00	\$110,000.00
2010100	1.000	LS	CLEARING AND GRUBBING	\$331,825.00	\$331,825.00	\$150,000.00	\$150,000.00	\$340,000.00	\$340,000.00	\$41,000.00	\$41,000.00
2020140	355.000	LINFT	REMOVAL OF BRIDGE RAIL	\$75.00	\$26,625.00	\$25.00	\$8,875.00	\$35.00	\$12,425.00	\$32.00	\$11,360.00
2020256	564.000	LINFT	REMOVAL OF REINFORCED CONCRETE BOX CULVERT	\$110.00	\$62,040.00	\$150.00	\$84,600.00	\$183.00	\$103,212.00	\$183.00	\$103,212.00
2020285	317.000	LINFT	REMOVAL OF CULVERT PIPE	\$65.00	\$20,605.00	\$35.00	\$11,095.00	\$77.00	\$24,409.00	\$69.00	\$21,873.00
2020400	11,367.000	LINFT	REMOVAL OF CONCRETE BARRIER RAIL	\$16.00	\$181,872.00	\$12.00	\$136,404.00	\$12.00	\$136,404.00	\$17.00	\$193,239.00
2020450	7.000	EACH	REMOVE END SECTION	\$370.00	\$2,590.00	\$500.00	\$3,500.00	\$410.00	\$2,870.00	\$238.00	\$1,666.00
2020475	3,472.000	LINFT	REMOVAL OF GUARDRAIL	\$4.00	\$13,888.00	\$5.00	\$17,360.00	\$5.50	\$19,096.00	\$6.00	\$20,832.00
2020530	12.000	EACH	REMOVAL OF HEADWALL	\$1,600.00	\$19,200.00	\$2,500.00	\$30,000.00	\$6,700.00	\$80,400.00	\$2,250.00	\$27,000.00
2020585	1,497.000	LINFT	REMOVAL OF FENCE	\$3.50	\$5,239.50	\$8.00	\$11,976.00	\$3.00	\$4,491.00	\$3.00	\$4,491.00
2020625	23.000	EACH	REMOVE EMBANKMENT PROTECTOR	\$1,500.00	\$34,500.00	\$700.00	\$16,100.00	\$1,450.00	\$33,350.00	\$3,250.00	\$74,750.00
2020670	2.000	EACH	REMOVAL OF VAULT	\$2,500.00	\$5,000.00	\$3,500.00	\$7,000.00	\$17,000.00	\$34,000.00	\$2,000.00	\$4,000.00
2020700	3,749.000	LINFT	REMOVAL OF WATER PIPE	\$30.00	\$112,470.00	\$16.00	\$59,984.00	\$69.00	\$258,681.00	\$40.50	\$151,834.50
2020710	4.000	EACH	REMOVAL OF FIRE HYDRANT ASSEMBLY	\$1,000.00	\$4,000.00	\$1,500.00	\$6,000.00	\$2,350.00	\$9,400.00	\$801.00	\$3,204.00
2020875	6.000	EACH	REMOVAL OF LIGHTING AND/OR SIGNAL POLE	\$1,100.00	\$6,600.00	\$800.00	\$4,800.00	\$806.00	\$4,836.00	\$890.00	\$5,340.00
2020880	6.000	EACH	REMOVAL OF LIGHTING AND/OR SIGNAL POLE FOUNDATION	\$1,300.00	\$7,800.00	\$250.00	\$1,500.00	\$270.00	\$1,620.00	\$296.00	\$1,776.00
2020885	21.000	EACH	REMOVAL OF LIGHT POLE	\$1,200.00	\$25,200.00	\$250.00	\$5,250.00	\$270.00	\$5,670.00	\$296.00	\$6,216.00
2020895	23.000	EACH	REMOVE LIGHTING FIXTURES	\$150.00	\$3,450.00	\$250.00	\$5,750.00	\$226.00	\$5,198.00	\$249.00	\$5,727.00
2020900	2.000	EACH	REMOVE SIGN LIGHTING FIXTURE	\$300.00	\$600.00	\$250.00	\$500.00	\$226.00	\$452.00	\$249.00	\$498.00
2020925	10.000	EACH	REMOVAL OF PULL BOX	\$333.00	\$3,330.00	\$260.00	\$2,600.00	\$280.00	\$2,800.00	\$308.00	\$3,080.00
2020935	6,693.000	CUYD	REMOVAL OF COMPOSITE SURFACE	\$90.00	\$602,370.00	\$6.00	\$40,158.00	\$20.00	\$133,860.00	\$20.00	\$133,860.00
2020990	111,315.000	SQYD	REMOVAL OF BITUMINOUS SURFACE (COLD MILLING)	\$3.00	\$333,945.00	\$0.80	\$89,052.00	\$2.00	\$222,630.00	\$0.89	\$99,070.35
2021140	1.000	EACH	REMOVAL OF SIGN	\$300.00	\$300.00	\$200.00	\$200.00	\$27,000.00	\$27,000.00	\$3,000.00	\$3,000.00
2021220	110.000	LINFT	REMOVAL OF TRENCH DRAIN	\$35.00	\$3,850.00	\$30.00	\$3,300.00	\$50.00	\$5,500.00	\$106.00	\$11,660.00
2021230	1,220.000	LINFT	REMOVAL OF STORM DRAIN PIPE	\$90.00	\$109,800.00	\$17.00	\$20,740.00	\$56.00	\$68,320.00	\$73.60	\$89,792.00
2021270	2,969.000	SQYD	REMOVAL OF SLOPE PAVING	\$22.00	\$65,318.00	\$7.00	\$20,783.00	\$10.00	\$29,690.00	\$12.50	\$37,112.50
2021290	122,266.000	LINFT	REMOVE PAVEMENT MARKINGS	\$1.00	\$122,266.00	\$0.60	\$73,359.60	\$0.55	\$67,246.30	\$0.65	\$79,472.90
2030140	91,159.000	CUYD	ROADWAY EXCAVATION	\$16.00	\$1,458,544.00	\$6.00	\$546,954.00	\$13.00	\$1,185,067.00	\$19.00	\$1,732,021.00
2030160	5,247.000	CUYD	DRAINAGE EXCAVATION	\$21.00	\$110,187.00	\$11.00	\$57,717.00	\$16.00	\$83,952.00	\$44.00	\$230,868.00
2030170	3,896.000	CUYD	CHANNEL EXCAVATION	\$16.00	\$62,336.00	\$8.00	\$31,168.00	\$15.00	\$58,440.00	\$25.50	\$99,348.00
2030230	838,828.000	CUYD	BORROW EMBANKMENT	\$14.00	\$11,743,592.00	\$11.00	\$9,227,108.00	\$12.00	\$10,065,936.00	\$12.30	\$10,317,584.40
2030260	73,992.000	CUYD	SELECTED BORROW EMBANKMENT	\$19.00	\$1,405,848.00	\$15.00	\$1,109,880.00	\$22.50	\$1,664,820.00	\$15.80	\$1,169,073.60
2060110	28,664.000	CUYD	STRUCTURE EXCAVATION	\$26.00	\$745,264.00	\$16.00	\$458,624.00	\$18.00	\$515,952.00	\$26.50	\$759,596.00
2070110	22,658.000	CUYD	GRANULAR BACKFILL	\$34.00	\$770,372.00	\$35.00	\$793,030.00	\$37.00	\$838,346.00	\$60.00	\$1,359,480.00
2090120	107.000	CUYD	TYPE 1 DRAIN BACKFILL	\$60.00	\$6,420.00	\$85.00	\$9,095.00	\$91.00	\$9,737.00	\$131.00	\$14,017.00
2110530	49,675.000	CUYD	ROCK MULCH	\$75.00	\$3,725,625.00	\$30.00	\$1,490,250.00	\$36.00	\$1,788,300.00	\$62.50	\$3,104,687.50
2120040	7,414.000	SQYD	AESTHETIC PATTERNING	\$65.00	\$481,910.00	\$150.00	\$1,112,100.00	\$18.20	\$134,934.80	\$16.00	\$118,624.00
2120045	36,517.000	SQYD	PAINTING	\$10.00	\$365,170.00	\$5.00	\$182,585.00	\$5.00	\$182,585.00	\$5.34	\$195,000.78
2120050	41,170.000	SQFT	DETAIL PAINTING	\$18.00	\$741,060.00	\$0.70	\$28,819.00	\$0.60	\$24,702.00	\$0.65	\$26,760.50
2120390	1.000	LS	PLANT ESTABLISHMENT WORK	\$3,200.00	\$3,200.00	\$75,000.00	\$75,000.00	\$25,000.00	\$25,000.00	\$83,000.00	\$83,000.00
2120570	32.000	EACH	TRANSPLANT FLORA	\$60.00	\$1,920.00	\$600.00	\$19,200.00	\$100.00	\$3,200.00	\$640.00	\$20,480.00
2120820	30.000	EACH	DECORATIVE BOULDER (TYPE A)	\$1,270.00	\$38,100.00	\$700.00	\$21,000.00	\$1,430.00	\$42,900.00	\$600.00	\$18,000.00
2120830	16.000	EACH	DECORATIVE BOULDER (TYPE B)	\$2,000.00	\$32,000.00	\$800.00	\$12,800.00	\$1,880.00	\$30,080.00	\$675.00	\$10,800.00
2120840	2.000	EACH	DECORATIVE BOULDER (TYPE C)	\$3,000.00	\$6,000.00	\$900.00	\$1,800.00	\$2,880.00	\$5,760.00	\$900.00	\$1,800.00
2120870	640.000	TON	DECORATIVE ROCK (TYPE A)	\$70.00	\$44,800.00	\$50.00	\$32,000.00	\$122.00	\$78,080.00	\$105.00	\$67,200.00
2120880	1,185.000	TON	DECORATIVE ROCK (TYPE B)	\$65.00	\$77,025.00	\$50.00	\$59,250.00	\$60.00	\$71,100.00	\$105.00	\$124,425.00
2120890	432.000	TON	DECORATIVE ROCK (TYPE C)	\$70.00	\$30,240.00	\$55.00	\$23,760.00	\$128.00	\$55,296.00	\$95.00	\$41,040.00
2120900	1,044.000	TON	DECORATIVE ROCK (TYPE D)	\$70.00	\$73,080.00	\$55.00	\$57,420.00	\$63.00	\$65,772.00	\$105.00	\$109,620.00
2120905	113.000	TON	DECORATIVE ROCK (TYPE E)	\$55.00	\$6,215.00	\$75.00	\$8,475.00	\$680.00	\$76,840.00	\$125.00	\$14,125.00
2120906	234.000	TON	DECORATIVE ROCK (TYPE F)	\$70.00	\$16,380.00	\$55.00	\$12,870.00	\$130.00	\$30,420.00	\$105.00	\$24,570.00
2120930	488,208.000	SQYD	ROCK COLORING	\$2.00	\$976,416.00	\$1.50	\$732,312.00	\$0.80	\$390,566.40	\$1.65	\$805,543.20
2120940	143.000	SQYD	IMAGE PANEL	\$800.00	\$114,400.00	\$2,000.00	\$286,000.00	\$3,005.00	\$429,715.00	\$2,200.00	\$314,600.00
2120942	58.000	EACH	DECORATIVE FIGURE (TYPE A)	\$2,500.00	\$145,000.00	\$10,000.00	\$580,000.00	\$7,785.00	\$451,530.00	\$11,200.00	\$649,600.00
2121950	30.000	EACH	DECORATIVE STRUCTURE	\$20,135.00	\$604,050.00	\$32,000.00	\$960,000.00	\$32,850.00	\$985,500.00	\$38,000.00	\$1,140,000.00
3020130	115,657.000	TON	TYPE 1 CLASS B AGGREGATE BASE	\$17.00	\$1,966,169.00	\$17.50	\$2,023,997.50	\$20.00	\$2,313,140.00	\$17.80	\$2,058,694.60
4020100	2,391.200	SQYD	PLANTMIXING MISCELLANEOUS AREAS	\$20.00	\$47,824.00	\$45.00	\$107,604.00	\$20.00	\$47,824.00	\$48.70	\$116,451.44
4020190	64,343.000	TON	PLANTMIX SURFACING (TYPE 2C) (WET)	\$80.00	\$5,147,440.00	\$85.00	\$5,469,155.00	\$79.00	\$5,083,097.00	\$98.00	\$6,305,614.00

Bid Tabulation
November 21, 2019

Item No.	Quantity	Unit	Description	Engineer's Estimate		Fisher Sand & Gravel Co		Las Vegas Paving Corporation		Security Paving Company, Inc.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
6270260	25.000	SQFT	PERMANENT SIGNS, RESET	\$40.00	\$1,000.00	\$75.00	\$1,875.00	\$80.00	\$2,000.00	\$77.00	\$1,925.00
6280120	1.000	LS	MOBILIZATION	\$6,065,646.99	\$6,065,646.99	\$9,600,069.41	\$9,600,069.41	\$7,065,319.62	\$7,065,319.62	\$5,406,520.57	\$5,406,520.57
6321090	2,298.000	LINFT	POLYUREA PAVEMENT STRIPING (8-INCH DOTTED WHITE)	\$1.00	\$2,298.00	\$0.40	\$919.20	\$1.00	\$2,298.00	\$0.42	\$965.16
6321160	24,923.000	LINFT	POLYUREA PAVEMENT STRIPING (SOLID WHITE)	\$1.00	\$24,923.00	\$0.60	\$14,953.80	\$0.55	\$13,707.65	\$0.65	\$16,199.95
6321190	63,176.000	LINFT	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	\$1.50	\$94,764.00	\$1.50	\$94,764.00	\$1.10	\$69,493.60	\$1.31	\$82,760.56
6321210	12,582.000	LINFT	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	\$4.00	\$50,328.00	\$2.00	\$25,164.00	\$1.65	\$20,760.30	\$1.96	\$24,660.72
6321250	54,474.000	LINFT	POLYUREA PAVEMENT STRIPING (SOLID YELLOW)	\$1.50	\$81,711.00	\$0.60	\$32,684.40	\$0.55	\$29,960.70	\$0.65	\$35,408.10
6330100	11,060.000	EACH	NON-REFLECTIVE PAVEMENT MARKERS	\$3.00	\$33,180.00	\$3.00	\$33,180.00	\$2.45	\$27,097.00	\$2.97	\$32,848.20
6330110	5,286.000	EACH	REFLECTIVE PAVEMENT MARKERS	\$4.00	\$21,144.00	\$3.00	\$15,858.00	\$2.45	\$12,950.70	\$2.97	\$15,699.42
6341060	5,464.000	SQFT	THERMOPLASTIC PAVEMENT MARKING (VARIES)	\$10.00	\$54,640.00	\$6.00	\$32,784.00	\$5.50	\$30,052.00	\$6.23	\$34,040.72
6360150	6,494.400	LINFT	TEMPORARY PAINTED STRIPING (8-INCH DOTTED WHITE)	\$0.50	\$3,247.20	\$0.30	\$1,948.32	\$0.15	\$974.16	\$0.24	\$1,558.66
6360170	12.600	MILE	TEMPORARY PAINTED STRIPING (BROKEN WHITE)	\$400.00	\$5,040.00	\$350.00	\$4,410.00	\$245.00	\$3,087.00	\$356.15	\$4,487.49
6360190	20.390	MILE	TEMPORARY PAINTED STRIPING (SOLID WHITE)	\$600.00	\$12,234.00	\$1,200.00	\$24,468.00	\$975.00	\$19,880.25	\$1,074.38	\$21,906.61
6360210	1.250	MILE	TEMPORARY PAINTED STRIPING (8-INCH SOLID WHITE)	\$700.00	\$875.00	\$2,000.00	\$2,500.00	\$1,950.00	\$2,437.50	\$2,148.76	\$2,685.95
6360220	887.000	LINFT	TEMPORARY PAINTED STRIPING (12-INCH SOLID WHITE)	\$2.00	\$1,774.00	\$1.00	\$887.00	\$0.60	\$532.20	\$0.89	\$789.43
6360260	15.470	MILE	TEMPORARY PAINTED STRIPING (SOLID YELLOW)	\$550.00	\$8,508.50	\$1,200.00	\$18,564.00	\$975.00	\$15,083.25	\$1,074.38	\$16,620.66
6360320	0.540	MILE	TEMPORARY PAINTED STRIPING (DOUBLE SOLID YELLOW)	\$800.00	\$432.00	\$2,000.00	\$1,080.00	\$1,950.00	\$1,053.00	\$2,148.76	\$1,160.33
6370110	1.000	LS	TEMPORARY POLLUTION CONTROL	\$750,000.00	\$750,000.00	\$200,000.00	\$200,000.00	\$80,000.00	\$80,000.00	\$122,000.00	\$122,000.00
6370190	1.000	LS	DUST CONTROL	\$93,819.80	\$93,819.80	\$750,000.00	\$750,000.00	\$550,000.00	\$550,000.00	\$550,000.00	\$550,000.00
6380380	1.000	EACH	10-INCH GATE VALVE	\$8,000.00	\$8,000.00	\$3,000.00	\$3,000.00	\$3,500.00	\$3,500.00	\$3,260.00	\$3,260.00
6410100	4.000	EACH	IMPACT ATTENUATOR	\$25,000.00	\$100,000.00	\$30,000.00	\$120,000.00	\$24,600.00	\$98,400.00	\$48,000.00	\$192,000.00
6420100	24,593.000	SQFT	CONCRETE PANEL WALL	\$42.00	\$1,032,906.00	\$45.00	\$1,106,685.00	\$31.30	\$769,760.90	\$46.00	\$1,131,278.00
6420110	19,462.000	CUYD	MECHANICALLY STABILIZED EARTH BACKFILL	\$76.00	\$1,479,112.00	\$30.00	\$583,860.00	\$41.00	\$797,942.00	\$50.00	\$973,100.00
6460110	18,831.000	SQYD	BRIDGE DECK PREPARATION	\$3.00	\$56,493.00	\$2.50	\$47,077.50	\$3.00	\$56,493.00	\$3.00	\$56,493.00
6460160	944.000	GAL	SURFACE SEALANT	\$140.00	\$132,160.00	\$110.00	\$103,840.00	\$51.00	\$48,144.00	\$76.00	\$71,744.00
6500160	4.000	EACH	WET TAP	\$101,000.00	\$404,000.00	\$35,000.00	\$140,000.00	\$62,000.00	\$248,000.00	\$35,000.00	\$140,000.00
6500450	7.000	EACH	VACUUM-AIR RELIEF VALVE ASSEMBLY	\$7,500.00	\$52,500.00	\$15,000.00	\$105,000.00	\$18,500.00	\$129,500.00	\$13,000.00	\$91,000.00
6500490	5.000	EACH	BLOW-OFF ASSEMBLY	\$7,500.00	\$37,500.00	\$15,000.00	\$75,000.00	\$22,500.00	\$112,500.00	\$11,800.00	\$59,000.00
6500530	2.000	EACH	FIRE HYDRANT ASSEMBLY	\$11,000.00	\$22,000.00	\$10,000.00	\$20,000.00	\$13,500.00	\$27,000.00	\$9,000.00	\$18,000.00
6500880	113.000	LINFT	6-INCH WATER PIPE	\$120.00	\$13,560.00	\$175.00	\$19,775.00	\$125.00	\$14,125.00	\$77.00	\$8,701.00
6500900	87.000	LINFT	10-INCH WATER PIPE	\$160.00	\$13,920.00	\$250.00	\$21,750.00	\$168.00	\$14,616.00	\$172.00	\$14,964.00
6500930	16.000	LINFT	16-INCH WATER PIPE	\$220.00	\$3,520.00	\$475.00	\$7,600.00	\$800.00	\$12,800.00	\$395.00	\$6,320.00
6500940	1,818.000	LINFT	18-INCH WATER PIPE	\$230.00	\$418,140.00	\$180.00	\$327,240.00	\$238.00	\$432,684.00	\$190.00	\$345,420.00
6500950	23.000	LINFT	20-INCH WATER PIPE	\$240.00	\$5,520.00	\$550.00	\$12,650.00	\$740.00	\$17,020.00	\$640.00	\$14,720.00
6500960	1,233.000	LINFT	24-INCH WATER PIPE	\$250.00	\$308,250.00	\$330.00	\$406,890.00	\$370.00	\$456,210.00	\$299.00	\$368,667.00
6500970	330.000	LINFT	30-INCH WATER PIPE	\$149.00	\$49,170.00	\$90.00	\$29,700.00	\$175.00	\$57,750.00	\$176.00	\$58,080.00
6501135	1.000	EACH	18-INCH BUTTERFLY VALVE ASSEMBLY	\$60,000.00	\$60,000.00	\$30,000.00	\$30,000.00	\$93,000.00	\$93,000.00	\$81,000.00	\$81,000.00
6501142	1.000	EACH	24-INCH BUTTERFLY VALVE ASSEMBLY	\$168,000.00	\$168,000.00	\$35,000.00	\$35,000.00	\$113,000.00	\$113,000.00	\$87,000.00	\$87,000.00
Totals:					\$107,261,583.07		\$98,989,898.98		\$100,000,000.00		\$108,664,000.00

**Price Sensitivity
November 21, 2019**

6270110	1.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES	LS	\$1,065,000.00	\$800,000.00	\$651,000.00	6.78	678%	75%	No	EE OK, Quantity OK
6270130	8.000	PERMANENT OVERHEAD SIGN SUPPORT STRUCTURES, REMOVE	EACH	\$8,175.00	\$5,000.00	\$7,700.00	-374.11	-4676%	61%	Yes	EE OK, Quantity OK
6270150	4,008.000	PERMANENT SIGN PANELS (OVERHEAD)	SQFT	\$42.00	\$26.00	\$28.00	-505,050.51	-12601%	62%	Yes	EE High, R 15-60. Ave 33. Quantity OK
6270190	1,662.000	PERMANENT SIGNS (GROUND MOUNTED) (METAL SUPPORTS)	SQFT	\$70.00	\$70.00	\$61.00	112,233.45	6753%	100%	No	EE OK, Quantity OK
6280120	1.000	MOBILIZATION	LS	\$6,065,646.99	\$9,600,069.41	\$7,065,319.62	N/A	N/A	158%	Yes	Standard percentage
6321190	63,176.000	POLYUREA PAVEMENT STRIPING (8-INCH SOLID WHITE)	LINFT	\$1.50	\$1.50	\$1.10	2,525,252.55	3997%	100%	No	EE OK, Quantity OK
6321210	12,582.000	POLYUREA PAVEMENT STRIPING (12-INCH SOLID WHITE)	LINFT	\$4.00	\$2.00	\$1.65	2,886,002.91	22938%	50%	Yes	EE High, R1-3.50. Ave 2. Quantity OK
6321250	54,474.000	POLYUREA PAVEMENT STRIPING (SOLID YELLOW)	LINFT	\$1.50	\$0.60	\$0.55	20,202,020.40	37086%	40%	Yes	EE OK, Quantity OK
6341060	5,464.000	THERMOPLASTIC PAVEMENT MARKING (VARIES)	SQFT	\$10.00	\$6.00	\$5.50	2,020,202.04	36973%	60%	Yes	EE OK, Quantity OK
6370110	1.000	TEMPORARY POLLUTION CONTROL	LS	\$750,000.00	\$200,000.00	\$80,000.00	8.42	842%	27%	Yes	See note below for Dust Control cost.
6370190	1.000	DUST CONTROL	LS	\$93,819.80	\$750,000.00	\$550,000.00	N/A	N/A	799%	Yes	Should have been rolled into Temp Pollution Control. Dust Control+ Temp Pollution Control is close to EE
6410100	4.000	IMPACT ATTENUATOR	EACH	\$25,000.00	\$30,000.00	\$24,600.00	187.06	4676%	120%	No	EE OK, Quantity OK
6420100	24,593.000	CONCRETE PANEL WALL	SQFT	\$42.00	\$45.00	\$31.30	73,730.00	300%	107%	No	EE OK, Quantity OK
6420110	19,462.000	MECHANICALLY STABILIZED EARTH BACKFILL	CUYD	\$76.00	\$30.00	\$41.00	-91,827.37	-472%	39%	Yes	EE High, R: 20-35, Ave 30. Quantity OK
6460110	18,831.000	BRIDGE DECK PREPARATION	SQYD	\$3.00	\$2.50	\$3.00	-2,020,202.04	-10728%	83%	No	EE OK, Quantity OK
6460160	944.000	SURFACE SEALANT	GAL	\$140.00	\$110.00	\$51.00	17,120.36	1814%	79%	No	EE OK, limited history for quantity. Quantity OK
6500160	4.000	WET TAP	EACH	\$101,000.00	\$35,000.00	\$62,000.00	-37.41	-935%	35%	Yes	EE High no history. Consultant price was \$80K. Quantity OK
6500450	7.000	VACUUM-AIR RELIEF VALVE ASSEMBLY	EACH	\$7,500.00	\$15,000.00	\$18,500.00	-288.60	-4123%	200%	Yes	No History. Atkins price
6500490	5.000	BLOW-OFF ASSEMBLY	EACH	\$7,500.00	\$15,000.00	\$22,500.00	-134.68	-2694%	200%	Yes	EE OK, limited history. Quantity OK
6500940	1,818.000	18-INCH WATER PIPE	LINFT	\$230.00	\$180.00	\$238.00	-17,415.53	-958%	78%	No	EE OK, Quantity OK
6500960	1,233.000	24-INCH WATER PIPE	LINFT	\$250.00	\$330.00	\$370.00	-25,252.53	-2048%	132%	No	EE OK, Quantity OK
6501135	1.000	18-INCH BUTTERFLY VALVE ASSEMBLY	EACH	\$60,000.00	\$30,000.00	\$93,000.00	-16.03	-1603%	50%	Yes	EE High, Consultant price \$40K. Quantity OK
6501142	1.000	24-INCH BUTTERFLY VALVE ASSEMBLY	EACH	\$168,000.00	\$35,000.00	\$113,000.00	-12.95	-1295%	21%	Yes	EE High, Consultant price \$50K. Quantity OK

Additional Comments: Aesthetic Patterning incorrect quantity, increased by 840 sqyd, not enough to change bidding order. Luminaire Retrieval System bid item unit of measure incorrect by linft, should have been by the EACH. Plans show by the EACH. Appears both contractors bid similarly for an EACH item. Confirmation letter sent to verify bidder's intent. Rent Truck Mounted Attenuator shows as EACH in the plans, but DAY in estimate. Contractor prices were not similar. Confirmation letter sent to verify bidder's intent. BRAT Committee Recommends Award.

INSTRUCTIONS FOR COMPLETING THE DISCLOSURE OF OWNERSHIP/PRINCIPALS FORM

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Nevada Department of Transportation (“NDOT”) to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the NDOT. Failure to submit the requested information may result in a refusal by NDOT to enter into an agreement/contract and/or release monetary funding to such non-disclosing business entity.

Detailed Instructions

All sections of the Disclosure of Ownership/Principals form must be completed. If not applicable, write N/A in the space provided.

Business Entity Type – Indicate if the entity is Sole Proprietor, Partnership, Limited Liability Company, Corporation, Trust, Non-Profit Organization, or Other. When selecting ‘Other’, provide a description of the legal entity.

Business Name (include d.b.a., if applicable) – Enter the legal name of the business entity and enter the “Doing Business As” (d.b.a.) name, if applicable.

Corporate/Business Address, Business Telephone, Business Fax, and Email – Enter the street address, telephone and fax numbers, and email of the named business entity.

Nevada Local Business Address, Local Business Telephone, Local Business Fax, and Email – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

Number of Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)

List of Owners/Officers – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

Signature and Print Name – Requires signature of an authorized representative and the date signed

Disclosure of Relationship Form – If any individual members, partners, owners or principals of the business entity is presently a NDOT employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a NDOT employee, public officer or official, this section must be completed in its entirety.

DISCLOSURE OF OWNERSHIP/PRINCIPALS

1. Business Entity Type (Please select one)

- Sole Proprietorship
 Partnership
 Limited Liability Company
 Corporation
 Trust
 Non-Profit Organization
 Other

2. Are you a publicly-traded corporation? Yes No

3. Number of Nevada Residents Employed (Do Not Leave Blank):

71

4. Corporate/Business Entity Name (Include d.b.a., if applicable):

Fisher Sand & Gravel Co.

5. Corporate/Business Entity Street Address:

Street Address: 1302 W. Drivers Way	Website: www.fisherind.com
City, State and Zip Code: Tempe, AZ 85284	Point of Contact Name: Emily Young
Telephone and Fax No. 4807301033	Email: emyoung@fisherind.com

6. Nevada Local Business Street Address (If different from above):

Street Address: 2950 Sunridge Heights Parkway	Website:
City, State and Zip Code: Henderson, NV 89052	Point of Contact Name: Robert Nelson
Local Telephone and Fax No. 4807301033	Email: rnelson@fisherind.com

6. List of Owners/Officers

All business entities*, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity.

Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors in lieu of disclosing the names of individuals with ownership or financial interest.

Full Name	Title	% Owned (Not required for Publicly-Traded Corporations/Non-profit Organizations)
Grant Lee Fisher Trust	Vice President	32.4515
Ryan Davis Fisher Trust	Vice President	32.4515
Tom Fisher	President	34.7836%
Thomas Fisher 2015 Trust	President	.3134%

*Business entities include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

DISCLOSURE OF RELATIONSHIP FORM

This section is not required for publicly-traded corporations

Purpose:

1. Disclose any individual members, partners, owners or principals involved in the business entity that is a NDOT full-time employee(s) or appointed/elected official(s).

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as otherwise provided in that statute.

2. Disclose any individual members, partners, owners or principals involved in the business entity with a first or second degree of consanguinity, or affinity relation to a NDOT full-time employee(s) or appointed/elected official(s) (reference the *Definition* section below).

Definitions:

Consanguinity is a relationship by blood.

Affinity is a relationship by marriage.

First and Second degree of consanguinity applies to the candidate's first and second degree of blood relatives as follows:

- First Degree: Spouse – Registered Domestic Partners – Children – Parents – In-laws
- Second Degree: Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws

Disclosure of Relationship:

If "YES" is selected for any of the following questions, the Disclosure of Relationship form must be completed (see Page 5).

1. Are any individual members, partners, owners or principals involved in the business entity a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

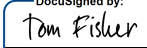
2. Are any individual members, partners, owners or principals have a first or second degree of consanguinity related to a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

List any disclosures below (mark N/A, if not applicable.):

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF NDOT EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO NDOT EMPLOYEE/OFFICIAL	NDOT EMPLOYEE'S/OFFICIAL'S DEPARTMENT/DIVISION
NA	NA	NA	NA

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that NDOT may not take action on contract and agreement approvals without the completed disclosure form.

DocuSigned by:

 1690DDFD575E494...
 Signature _____ Tom Fisher _____
 President _____ 12/24/2019 _____
 Title _____ Date _____

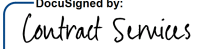
For NDOT Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

Yes No Is the NDOT employee(s) noted above involved in the contracting/selection process for this particular item?

Yes No Is the NDOT employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments:

DocuSigned by:

 13D733618D2342A...
 Signature _____

Contract Services

 Print Name
 Authorized NDOT Representative

State of Nevada Department of Transportation
Executed Agreements - Informational
November 13, 2019 through December 10, 2019

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
1	75419	00	VALLEY ELECTRIC ASSOCIATION, INC.	LINE EXTENSION	N	\$1,172.45	-	-	\$1,172.45	-	11/12/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-12-19: LINE EXTENSION AND INSTALLATION FOR ACCESS TO THE DISTRIBUTION SYSTEM AT 1150 SR 160, NYE COUNTY. NV B/L#: NVD19651000140
2	75619	00	VALLEY ELECTRIC ASSOCIATION, INC.	LINE EXTENSION	N	\$2,928.35	-	-	\$2,928.35	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: PROVISION OF ELECTRICITY FOR PEDESTRIAN SAFETY IMPROVEMENTS ON SR 160 AT MP 9.2, NYE COUNTY. NV B/L#: NVD19651000140
3	54019	00	CARSON CITY AIRPORT AUTHORITY	FEDERAL AVIATION GRANT	N	\$2,232.00	-	-	\$2,232.00	-	11/25/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	11-25-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0004-032-2018) FOR PAVEMENT REHABILITATION AT THE CARSON CITY AIRPORT, CARSON CITY. NV B/L#: EXEMPT
4	76719	00	CITY OF FALLON	FEDERAL AVIATION GRANT	N	\$3,379.00	-	-	\$3,379.00	-	12/03/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	12-03-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0008-019-2017) FOR PAVEMENT REHABILITATION AND REPAIRS AT THE FALLON MUNICIPAL AIRPORT, CHURHILL COUNTY. NV B/L#: EXEMPT
5	74319	00	DOUGLAS COUNTY	FEDERAL AVIATION GRANT	N	\$3,671.82	-	-	\$3,671.82	-	11/18/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	11-18-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0013-032-2018) FOR PAVEMENT REHABILITATION AND REPAIRS AT THE MINDEN-TAHOE AIRPORT, DOUGLAS COUNTY. NV B/L#: EXEMPT
6	28515	01	CITY OF MESQUITE	MESQUITE WELCOME CENTER MAINTENANCE	N	\$33,600.00	-	\$8,400.00	\$42,000.00	-	08/05/2015	10/31/2020	11/19/2019	Interlocal	District I	Tracy	Mario	AMD 1 11-19-19: EXTEND TERMINATION DATE FROM 10-31-19 TO 10-31-20 AND INCREASE AUTHORITY BY \$8,400.00 FROM \$33,600.00 TO \$42,000.00 DUE TO ONGOING LANDSCAPE SERVICES WHILE IN THE PROCESS OF REOPENING THE WELCOME CENTER IN MESQUITE TO THE PUBLIC. 08-05-15: LANDSCAPE MAINTENANCE SERVICES FOR THE MESQUITE WELCOME CENTER WHICH WILL BE PROVIDED BY CITY OF MESQUITE'S FORCES, CLARK COUNTY. NV B/L#: EXEMPT
7	77619	00	MOUNTAIN WEST CXP, LLC	HANGAR AND OFFICE LEASE	N	\$54,000.00	-	-	\$54,000.00	-	12/01/2019	12/31/2020	-	Lease	Flight Operations	Robert	Scott	12-01-19: LEASE OF HANGAR SPACE FOR DEPARTMENT-OWNED AIRCRAFT AND OFFICE SPACE USED FOR AVIATION SUPPORT, CARSON CITY. NV B/L#: NVD20151351299-S
8	15819	00	BIO-LOGICAL, LLC	BIOLOGICAL MONITORING SERVICES	N	\$293,571.05	-	-	\$293,571.05	-	12/03/2019	12/31/2022	-	Service Provider	Environmental	Cliff	Chris	12-03-19: MONITORING SERVICES ON THE I-15 NORTH I-215 INTERCHANGE PROJECT TO MINIMIZE CONSTRUCTION IMPACT ON MOJAVE DESERT TORTOISES AND OTHER PLANT AND WILDLIFE SPECIES, CLARK COUNTY. NV B/L#: NVD20151394045-R PROPOSERS: BIO-LOGICAL, LLC, SOUTHERN NEVADA ENVIRONMENTAL, INC., TETRA TECH
9	48319	00	EST COMPANIES, LLC	AUTOMATIC PAVING EQUIPMENT CLEANING SYSTEM MAINTENANCE AND REPAIR	N	\$240,000.00	-	-	\$240,000.00	-	11/18/2019	12/31/2021	-	Service Provider	Maintenance and Asset Management	Tracy	Anita	11-18-19: MAINTENANCE AND REPAIR SERVICES FOR THE DEPARTMENT'S ASPHALT PRODUCT DISTRIBUTOR AND STORAGE EQUIPMENT AUTOMATIC ASPHALT CLEANING WASH STATIONS, CHURCHILL AND NYE COUNTIES. NV B/L#: NVF20191640693-S
10	71519	00	LAS VEGAS PAVING CORPORATION	DEBRIS REMOVAL	N	\$135,000.00	-	-	\$135,000.00	-	11/15/2019	06/30/2020	-	Service Provider	District I	Tracy	Mario	11-15-19: PROVIDE DEBRIS REMOVAL IN MEADOW VALLEY WASH AT THE NORTH SIDE OF BRIDGE STRUCTURE B-219 UNDER US-93, LINCOLN COUNTY. NV B/L#: NVD19581000650-Q PROPOSERS: LAS VEGAS PAVING CORPORATION, PEARSON BROTHERS CONSTRUCTION COMPANY, ACHA CONSTRUCTION
11	48919	00	LEXICON CONSULTING	TITLE VI CONSULTING SERVICES	N	\$199,857.00	-	-	\$199,857.00	-	12/05/2019	06/30/2020	-	Service Provider	Contract Compliance	Tracy	Sonnie	12-05-19: PROVIDING GUIDANCE AND TECHNICAL ASSISTANCE FOR THE TITLE VI PROGRAM INCLUDING DEVELOPING INFORMATION FOR DISTRIBUTION TO THE GENERAL PUBLIC, MONITORING PUBLIC PARTICIPATION AND AWARENESS OF POLICIES AND PROCEDURES, CREATING TRAINING MATERIALS, AND CONDUCTING TRAINING FOR SUBRECIPIENTS, CONTRACTORS AND DEPARTMENT STAFF, STATEWIDE. NV B/L#: NVD20191494074-R PROPOSERS: LEXICON CONSULTING, KEEN INDEPENDENT RESEARCH
12	73519	00	OWEN EQUIPMENT	VECTOR UNIT ITEM REPLACEMENT	N	\$90,000.00	-	-	\$90,000.00	-	11/18/2019	04/15/2020	-	Service Provider	Equipment	Tracy	Wayne	11-18-19: REPLACE FAILED DEBRIS BODY AND RELATED ITEMS ON VECTOR UNIT #3202, USED FOR CLEANING DRAINAGE FACILITIES AND REDUCE SEDIMENT OUTFALL TO NEIGHBORING PROPERTIES AND WATERWAYS. THIS EQUIPMENT IS VITAL FOR OUR STORMWATER EFFORTS AND EPA COMPLIANCE, CARSON CITY. NV B/L#: EXEMPT-S

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
13	73719	00	ROCKY MOUNTAIN INDUSTRIAL TRAINING	CRANE OPERATOR CERTIFICATION TRAINING	N	\$16,295.00	-	-	\$16,295.00	-	11/21/2019	06/30/2020	-	Service Provider	Training	Cole	Barbara	11-21-19: PROVIDE CRANE OPERATOR CERTIFICATE TRAINING FOR THE DEPARTMENT'S ARTICULATING BOOM OPERATORS, WASHOE COUNTY. NV B/L#: EXEMPT-Q PROPOSER: ROCKY MOUNTAIN INDUSTRIAL TRAINING
14	73819	00	TITAN ELECTRICAL CONTRACTING	ON-CALL REPAIR AND MAINTENANCE	N	\$34,900.00	-	-	\$34,900.00	-	12/05/2019	12/31/2023	-	Service Provider	Maintenance and Asset Management	Tracy	Anita	12-05-19: PROVIDE ON-CALL REPAIRS/MAINTENANCE AND REPLACEMENT OF ALL NECESSARY EQUIPMENT FOR TRAFFIC COUNTING LOOPS AT VARIOUS NDOT MAINTAINED REST AREAS, STATEWIDE. NV B/L#: NVD20071408571-Q PROPOSERS: TITAN ELECTRICAL CONTRACTING, INC.

NO COST AGREEMENTS AND/OR AMENDMENTS

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
15	75719	00	MOTOR TREND GROUP, LLC	TEMPORARY USE AGREEMENT	N	-	-	-	-	-	11/12/2019	11/12/2019	-	Event	Right-of-Way	Cliff	Craig	11-12-19: NO COST AGREEMENT FOR ENTERTAINMENT PRODUCTION AND FILMING EQUIPMENT ON PARCEL NUMBER 018-521-9999, NYE COUNTY. NV B/L#: NVF20171724222
16	75819	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: NO COST AGREEMENT FOR UPGRADES TO THE I-15/CC215 NORTH BELTWAY SYSTEM TO SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NVD19831015840
17	75919	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	Y	-	-	-	-	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: NO COST AGREEMENT FOR DESIGN APPROVAL TO UPGRADE TO THE I-15 / CC215 NORTH BELTWAY SYSTEM TO SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NVD19831015840
18	76319	00	NV ENERGY	MANHOLE AND VALVE COVERS	N	-	-	-	-	-	11/21/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-21-19: NO COST AGREEMENT TO ADJUST 61 MANHOLE AND VALVE COVERS ON SOUTH MCCARRAN BOULEVARD FROM SOUTH VIRGINIA STREET TO WEST 4TH STREET, WASHOE COUNTY. NV B/L#: NVD19831015840
19	78319	00	ISAAC GLOECKNER	MAINTENANCE STATION HOUSE LEASE	N	\$2,900.00	-	-	-	\$2,900.00	12/01/2019	12/01/2023	-	Lease	District I	Tracy	Mario	12-01-19: NO COST AGREEMENT FOR THE LEASE OF HOUSE #4 LOCATED AT THE MONTGOMERY PASS MAINTENANCE STATION, MINERAL COUNTY. NV B/L#: EXEMPT
20	74819	00	TAYDAN TOGNINI	EMPLOYEE HOUSE LEASE	N	\$7,700.00	-	-	-	\$7,700.00	11/18/2019	10/31/2023	-	Lease	District III	Tracy	Boyd	11-18-19: NO COST AGREEMENT FOR THE LEASE OF HOUSE #272 LOCATED AT THE NORTH FORK MAINTENANCE STATION, ELKO COUNTY. NV B/L#: EXEMPT
21	76219	00	LA MONTE AND CYNTHIA ISOM TRUST	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/22/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-22-19: NO COST AGREEMENT TO RECONSTRUCT A SEGMENT OF NELLIS BOULEVARD FROM TROPICANA AVENUE TO CRAIG ROAD, CLARK COUNTY. NV B/L#: EXEMPT
22	75519	00	NELLIS LAKE MEAD AD-VENTURE, LLC	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/12/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-12-19: NO COST AGREEMENT TO RECONSTRUCT A SEGMENT OF NELLIS BOULEVARD FROM TROPICANA AVENUE TO CRAIG ROAD, CLARK COUNTY. NV B/L#: NVD19981020033
23	76119	00	ORR REVOCABLE TRUST 2000	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/22/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-22-19: NO COST AGREEMENT TO RECONSTRUCT THE HIGHWAY, CURB, GUTTERS, AND SIDEWALKS ON HIGHWAY 50, PARCEL NUMBER 002-066-03, WHITE PINE COUNTY. NV B/L#: EXEMPT
24	23818	01	ANNIE'S JANITORIAL	JANITORIAL SERVICES	N	\$204,999.84	-	-	\$204,999.84	-	05/30/2018	12/31/2020	12/03/2019	Service Provider	District II	Tracy	Mike	AMD1 12-03-19: NO COST AMENDMENT TO THE SCOPE OF SERVICES TO INCLUDE TWO (2) ADDITIONAL GUARD SHACKS FOR JANITORIAL SERVICE AT DISTRICT II AND THE EQUIPMENT OFFICES, WASHOE COUNTY. 05-30-18: PROVIDE JANITORIAL SERVICES AT DISTRICT II AND EQUIPMENT OFFICES LOCATED AT 310 GALLETTI WAY IN SPARKS NEVADA, WASHOE COUNTY. NV B/L#: NV20131145514-Q
25	41519	01	LEGACY EQUIPMENT COMPANY	WING PLOWS		\$50,000.00	-	-	\$50,000.00	-	08/08/2019	02/15/2020	11/25/2019	Service Provider	Equipment	Tracy	Wayne	AMD 1 11-25-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 11-30-19 TO 02-15-20 DUE TO BACKORDERED PARTS WHICH HAVE DELAYED INSTALLATIONS. 08-08-19: PURCHASE AND INSTALL OF WING PLOWS ON DEPARTMENT UNITS 0964.1333, AND 1334 TO ADD TO THE SNOW REMOVAL CAPABILITIES OF EACH OF THESE UNITS WHEN PLOWING SNOW ON NEVADA HIGHWAYS, ELKO COUNTY. NV B/L#: EXEMPT
26	29719	01	THOLL FENCE, INC.	FENCING INSTALLATION	N	\$248,762.78	-	-	\$248,762.78	-	10/24/2019	12/31/2020	11/26/2019	Service Provider	Maintenance and Asset Management	Tracy	Anita	AMD 1 11-26-19: NO COST AMENDMENT TO INCREASE THE NUMBER OF WORKING DAYS TO INSTALL THE FENCING FROM TEN (10) DAYS TO TWENTY-FIVE (25). 10-24-19: INSTALL CHAIN LINK FENCING FROM MILEPOST 15.54 TO 16.11, KIETZKE LANE TO ROCK BOULEVARD, WASHOE COUNTY. NV B/L#: NVD19591000420-Q
27	25817	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$160,732.00	\$61,000.00	-	\$221,732.00	\$80,369.00	06/13/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING. AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-19 AND INCREASE AUTHORITY BY \$61,000.00 FROM \$160,732.00 TO \$221,732.00 FOR FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING, WASHOE COUNTY. 06-13-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING (DOT#740-902W), WASHOE COUNTY. NV B/L#: NVF19691003146

NO COST AGREEMENTS AND/OR AMENDMENTS

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
28	25917	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$229,818.00	\$42,000.00	-	\$271,818.00	\$114,910.00	06/13/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	<p>AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-19 AND INCREASE AUTHORITY BY \$42,000.00 FROM \$229,818.00 TO \$271,818.00 FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>06-13-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING IN (DOT#740-899R), WASHOE COUNTY. NV B/L#: NVF19691003146</p>
29	18517	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$172,440.00	\$84,000.00	-	\$256,440.00	\$86,223.00	07/06/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	<p>AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-18-19 AND INCREASE AUTHORITY BY \$84,000.00 FROM \$172,440.00 TO \$256,440.00 FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>07-06-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING (DOT#762081F), WASHOE COUNTY. NV B/L#: NVF19691003146</p>



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

MEMORANDUM

January 3, 2020

TO: Department of Transportation Board of Directors
FROM: Kristina L. Swallow, Director
SUBJECT: January 13, 2020, Transportation Board of Directors Meeting
ITEM #8: Consideration for approval of Agreements over \$300,000 - for possible action

Summary:

The purpose of this item is to provide the Board a list of agreements over \$300,000 for discussion and approval following the process approved at the July 11, 2011 Transportation Board meeting. This list consists of any design build contracts and all agreements (and amendments) for non-construction matters, such as consultants, service providers, etc. that obligate total funds of over \$300,000, during the period from November 13, 2019, through December 10, 2019.

Background:

The Department contracts for services relating to the development, construction, operation and maintenance of the State's multi-modal transportation system. The attached consists of new agreements over \$300,000 and amendments which increase the total agreement amount above \$300,000 during the period from November 13, 2019, through December 10, 2019.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Agreements for Approval, November 13, 2019, through December 10, 2019.

Recommendation for Board Action:

Approval of all agreements listed on Attachment A

Prepared by: Administrative Services Division

Attachment

A

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Amendment Amount	Total Amount of Prior Amendments	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Dir. Office	Division Head	Notes
1	07917	01	CA GROUP, INC.	FINAL DESIGN SERVICES	N	2,200,000.00	487,700.00	-	2,687,700.00	-	12-Mar-2018	30-Jun-2022	13-Jan-2020	Service Provider	Roadway Design	Cliff	Scott	AMD 1 01-13-20: INCREASE AUTHORITY BY \$487,700.00 FROM \$2,200,000.00 TO \$2,687,700.00 DUE TO AN INCREASE IN THE AMOUNT OF ADA COMPLIANCE WORK. THIS INCLUDES EXTENSION OF PROJECT LIMITS, ADDITIONAL MAPPING AND REQUIRED SURVEY, ADDITIONAL ADA DESIGN, SIGNAL SAFETY IMPROVEMENTS AND THE INCREASE IN RIGHT-OF-WAY COORDINATION AND EXHIBITS. 03-12-18: DEVELOP FINAL DESIGN PLANS FOR THE NELLIS BOULEVARD IMPROVEMENTS PROJECT LOCATED ON NELLIS BOULEVARD BETWEEN TROPICANA AVENUE TO LAS VEGAS BOULEVARD, FOR SUBSURFACE UTILITIES EXPLORATIONS AND PERFORMING THE NECESSARY TASKS, DOCUMENTATION AND OUTREACH FOR PROJECT EXECUTION, CLARK COUNTY. NV B/L#: NVD20081407877-R
2	19217	01	CA GROUP, INC.	TROPICANA INTERCHANGE RECONSTRUCTION	N	7,751,064.00	1,958,269.18	-	9,709,333.18	-	12-Oct-2017	30-Jun-2021	13-Jan-2020	Service Provider	Project Management	Cliff	Nick	AMD 1 01-13-20: INCREASE AUTHORITY BY \$1,958,269.18 FROM \$7,751,064.00 TO \$9,709,333.18 TO ALLOW THE SERVICE PROVIDER TO ASSIST THE DEPARTMENT IN DESIGN-BUILD PROGRAM MANAGEMENT, PUBLIC OUTREACH AND DEVELOPING DESIGN-BUILD PROCUREMENT DOCUMENTS THROUGH THE SELECTION OF A DESIGN-BUILD CONTRACTOR. 10-12-17: ENVIRONMENTAL AND PRELIMINARY ENGINEERING SERVICES FOR THE I-15/TROPICANA INTERCHANGE, HARMON HIGH-OCCUPANCY VEHICLE (HOV) RAMPS, HACIENDA HOV RAMPS, AND FUTURE DESIGN SERVICES. THIS WORK MAY INCLUDE FINALIZING THE PLANS, SPECIFICATIONS AND ESTIMATES, INNOVATIVE DELIVERY PROCUREMENT SUPPORT AND ADMINISTRATION, AND INNOVATIVE DELIVERY CONSTRUCTION CONTRACT ADMINISTRATION, CLARK COUNTY. NV B/L#: NVD20081407877-R
3	54219	00	KIMLEY-HORN AND ASSOCIATES	STRATEGIC HIGHWAY SAFETY PLAN	Y	2,000,000.00	-	-	2,000,000.00	-	13-Jan-2020	30-Jun-2023	-	Service Provider	Traffic Safety	Sondra	Fred	01-13-20: A COMPREHENSIVE STATEWIDE SAFETY PLAN THAT IDENTIFIES THE GREATEST CAUSES OF SEVERE CRASHES ON NEVADA ROADWAYS. THE PLAN ESTABLISHES STATEWIDE GOALS, WITH AN EMPHASIS ON ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE/MANAGEMENT AND USER ADVOCATES. GOALS AND STRATEGIES WILL BE DEVELOPED IN CONSULTATION WITH LOCAL, FEDERAL AND TRIBAL STAKEHOLDERS, STATEWIDE. NV B/L#: NVF19911015458-R PROPOSERS: KIMLEY-HORN AND ASSOCIATES, HORROCKS ENGINEERS

Line Item 1

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

079-17-010AMD1
For Agreement Services Only

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request × Request for Amendment #: 1 Agreement #: P079-17-010

If Amendment, name of Company: CA Group

Project ID #(s): 74072

Type of Services: Engineering Services for Roadway and ADA Project Design

^{DS} JS Originated by: Jesse Smithson Division: Design Date Originated: 11/15/2019

^{DS} CH Division Head/District Engineer: Scott Hein

Budget Category #: 46606 Object #: 814D Organization #: 010

Type of Funding: State % of Fund: 100 State Fiscal Year(s): 2018,2019

Amendment Estimated Cost: 487700.00

Total Agreement Estimated Cost: 2687700.00

Funding Notes: Original fiscal years were 2018 and 2019.

Financial Management:

DocuSigned by:
Donna Spelts 11/21/2019
8A78D93AD71F444... _____
Signature Date

Requires Transportation Board Approval

× **Does not** require Transportation Board Approval

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Kathleen Meke 11/21/2019
9E9F10973C1B46E... _____
Signature Date

Director:

DocuSigned by:
Kristina L. Swallow 11/21/2019
C4B812FC2C1E4FB... _____
Signature Date

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

For Agreement Services Only
079-17-010AMD1

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:



Any additional information to attach: Yes



Purpose of, and Justification for, Budget Request:

Original Project was scoped at \$15M construction costs, but amount of ADA work increased project amount to \$32M. This amendment is to cover the additional design work necessary. This includes additional design scope-of-work items such as extension of project limits, additional mapping and survey required for extension, additional ADA design, signal safety improvements, and the increase in Right of Way coordination and exhibits.

Scope of Services:

See attached amended scope of services.

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

For Agreement Services Only
079-17-010AMD1

Financial Management Comments:

The increase of \$487,700 is to be paid in FY20 per Jesse Smithson. The State Fiscal Years of 2018,2019 were referencing the original agreement and should be State Fiscal Year 2020.

Project Accounting Comments:

N/A

Director Comments:




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

MEMORANDUM

November 25th, 2019

TO: Clifford Lawson, Deputy Director

FROM: Jesse Smithson, Project Manager 

SUBJECT: Negotiation Summary for Amendment to P079-17-010 Service Provider Agreement

A negotiation meeting was held at 2785 South Rainbow Blvd in Las Vegas on October 23rd, 2019, with The CA Group and Jesse Smithson of the Nevada Department of Transportation (DEPARTMENT) in attendance.

The DBE goal for this agreement has been established at ONE percent (1%).

The duration of this agreement will be for 4 years from original agreement date, ending on June 30, 2022.

The Scope of Services was reaffirmed by both parties in accordance with the Scope of Services Amendment (Attachment – B):

The following schedule was agreed to by both parties in accordance with the Scope of Services described on P079-17-010 (Attachment – A) and the Scope of Services Amendment (Attachment - B):

Key personnel dedicated to this project are as follows:

Name	Title	Estimated Number of Hours
Jack Sjostrom, PE	Project Manager	134
Sriram Bala, PE	Roadway Lead	391
Tim McCoy, PE	Signals/Lighting/ITS	98
Dean Mottram, PE	Traffic Control	96
Willie Felkins, PE	Utilities	42
Kathleen Taylor	Public Outreach and Information	50
	Total Hours:	811

Sub-consultant information regarding Project Descriptions on active Agreements:

Sub-Consultant	Project Description	Agreement No.
Aero Tech Mapping	Mapping	N/A
KCI Technology	Subsurface Utility Engineering	579-16-030
Wood Rogers	Quality Control	N/A
GCW Engineers	Signals, Lighting, and Utilities	N/A
Taylor Made Solutions	Public Outreach and Information	N/A
Innovate Contracting & Engineering	Cost Estimating	N/A

The DEPARTMENT's original estimate was Two Million and no/100 (\$2,000,000.00) including direct labor, overhead rate of 113.99%, fee, and direct expenses (including sub-consultant expenses).

The SERVICE PROVIDER's original estimate was Two Million Two Hundred Thousand and no/100 (\$2,200,000.00), including direct labor, overhead rate of 113.99%, fee, and direct expenses (including sub-consultant expenses).

The overhead rate of 113.99% was provided in the original agreement P079-17-010.

The negotiations yielded the following:

1. Based upon the direct labor costs and an overhead rate of 113.99%, the overhead amount will be \$159,155.
2. A fee of 10.00% was agreed to by both parties and will be \$29,878 for this Amendment based upon direct labor costs and an overhead rate of 113.99%.
3. The direct expenses agreed to total \$298,657 for sub-consultants, reproduction, communication, travel and per diem. There will be no direct compensation for computer time.
4. The total projected man-hours allocated for this Amendment is 2718.
5. The total negotiated cost for this Amendment is \$487,700.
6. The total combined cost of the original agreement P079-17-010 and this amendment to that agreement is \$2,687,700.

Reviewed and Approved:

DocuSigned by:

 609C7D7ABB4A443
 Clifford Lawson, Deputy Director

Nellis Blvd. 3R Amendment 1

ATTACHMENT – B

SCOPE OF SERVICES

Contents

- Project Description1**
- 1 Management2**
 - 1.1 Project Management 2
 - 1.2 Project Controls 2
 - 1.3 Quality..... 2
 - 1.4 Document Controls..... 2
- 2 N/A3**
- 3 Engineering.....4**
 - 3.1 Engineering Task Management 4
 - 3.3 Survey & Mapping..... 4
 - 3.3.1. Aerial Mapping..... 4
- 4 Final Design5**
 - 4.1 Intermediate Plan Submittal (60%)..... 5
 - 4.1.1 Roadway 5
 - 4.1.3 Traffic and ITS 5
 - 4.1.5 Traffic Control 5
 - 4.1.6 Estimates..... 5
 - 4.1.9 ROW / Permission to Construct (PTC) exhibits 5
 - 4.2 QA Design Plan Submittal (90%) 6
 - 4.2.1 Roadway 6
 - 4.2.3 Traffic and ITS 6
 - 4.2.5 Traffic Control 6
 - 4.2.6 Estimates..... 6
 - 4.2.7 Specifications 6
 - 4.2.8 Independent Cost Estimate 6
 - 4.2.9 Constructability Review and Plan Review Meetings..... 6
 - 4.3 PS&E Plan Submittal (100%) 7
 - 4.3.1 Roadway 7
 - 4.3.3 Traffic and ITS 7
 - 4.3.5 Traffic Control 7
 - 4.3.6 Estimates..... 7
 - 4.3.7 Specifications 7
 - 4.3.8 Constructability Review and PS&E Plan Review Meetings 7
- 5 Doc Date Plan Submittal (Final)8**
 - 5.1.1 Roadway 8
 - 5.1.3 Traffic and ITS 8
 - 5.1.5 Traffic Control 8
 - 5.1.6 Estimates..... 8
 - 5.1.7 Specifications 8

Project Description

The Nellis Blvd. Rehabilitation project is currently scheduled to have its QA submittal in October 2019. This additional scope for the project is provided based on recommendations of the PDFS report and coordination with the Regional Transportation Commission of Southern Nevada (RTCSNV), Clark County Public Works (CCPW), City of Las Vegas (CLV), Nellis Air Force Base (NAFB), and businesses and residents along the corridor. The following items summarize the requested additions/changes to the original project scope:

- Extend the project to improve Nellis Blvd. from Las Vegas Blvd. to Craig Rd. including aerial mapping and topographic survey (requested by CCPW)
- Add seven midblock signalized crosswalks with Rectangular Rapid Flashing Beacon (RRFB)(requested by NDOT)
- Include the Sahara Intersection (73725) project in this project's scope (requested by NDOT)
- Include cross street improvements to the limits of concrete at intersection of Nellis with Charleston Blvd and Bonanza Rd are included to the scope (requested by CCPW and CLV)
- Number of driveway improvements increased, totaling approximately 260, which is more than double the original scope of work's expectation (requested by NDOT)
- Number of curb ramps increased, totaling approximately 420, which is more double the original scope of work's expectation (requested by NDOT)
- Provide additional turn lanes at Sahara Ave (requested by RTCSNV), Charleston Blvd (requested by CLV), Stewart Ave (requested by RTCSNV), Bonanza Rd (requested by RTCSNV), Lake Mead Blvd (requested by NDOT), Cheyenne Ave (requested by NDOT), Las Vegas Blvd (requested by NAFB)
- Provide Signal Plans for intersections where turn lanes are added. Where mast arms are not long enough to place a signal head per lane, install flashing yellow signal heads (requested by CCPW and NDOT)
- Include Intelligent Transportation System (ITS) improvements from Russell to Flamingo (requested by RTCSNV FAST)
- Increase the Traffic Control effort to account for the other added scope items (addition of turn lanes at listed intersections, cross street concrete improvements on Sahara Ave, Charleston Blvd and Bonanza Rd) (requested by NDOT)
- Increase the level of effort to Prepare Permission to Construct (PTC) exhibits (increased from the original scope as the number of driveways and curb ramps increased) (requested by NDOT)

1 Management

1.1 Project Management

The SERVICE PROVIDER will provide additional project management for the extended project duration with the doc date postponed from December 2019 to March 2020, and any additional project time required to complete the additional scope, in accordance with the description and requirements of the original agreement and aligned with the specific scope of services outlined herein.

1.2 Project Controls

The original agreement will apply to Project Controls for this scope of services.

1.3 Quality

The SERVICE PROVIDER will conduct quality control processes on the new scope items in accordance with the requirements of the original agreement.

1.4 Document Controls

The original agreement will apply to document controls for this scope of services.

2 N/A

3 Engineering

3.1 Engineering Task Management

An Engineering Task Manager will coordinate with the Project Management team and other task leads as needed for the additional scope of work.

3.3 Survey & Mapping

3.3.1. Aerial Mapping

The SERVICE PROVIDER performed a task to obtain Aerial Mapping for the additional limits along Nellis Blvd from Las Vegas Blvd to Craig Rd project limits. Mapping will be located to the DEPARTMENT's state coordinate plane.

4 Final Design

4.1 Intermediate Plan Submittal (60%)

The SERVICE PROVIDER prepared an Intermediate Design and Plans for the PROJECT in conformance to the NDOT Plan Preparation Guide and submitted to NDOT in December 2018. This included a majority of the additional scope items listed in the project description and expanded below.

4.1.1 Roadway

The SERVICE PROVIDER performed additional roadway work to prepare sheets for the 60% roadway plans at 50:1 scale, whereas the original estimate assumed the roadway plans would be prepared at 100:1 scale. Site Preparation plans were not part of the original scope, but with the complexity of the project/scope evolution, 50:1 scale Site Preparation plans were included in the 60% submittal. The structure list sheets quadrupled from the original estimate with the additional scope expansion.

4.1.3 Traffic and ITS

Per the original scope, two RRFB locations were anticipated. Following coordination with NDOT safety and RTC transit, the number of RRFB locations increased to nine.

The SERVICE PROVIDER was tasked to include ITS design from Russell Road to Flamingo Road to make Nellis Blvd an ITS corridor. This was not in the original contract.

4.1.5 Traffic Control

The SERVICE PROVIDER's original scope of work did not include three concrete intersections at Sahara Ave, Charleston Blvd and Bonanza Rd. These concrete intersections are proposed to be replaced in kind, which increased the level of complexity for the traffic control sequencing plan, matrix, and special details.

4.1.6 Estimates

The SERVICE PROVIDER's level of effort increased to perform the quantity and cost estimates for the project's additional scope.

4.1.9 ROW / Permission to Construct (PTC) exhibits

The SERVICE PROVIDER's scope for preparation of PTC exhibits increased with the DEPARTMENT adhering to PROWAG standards. With the increased number of driveways and curb ramps to be reconstructed to PROWAG standards, the level of effort to prepare the PTC exhibits increased.

4.2 QA Design Plan Submittal (90%)

4.2.1 Roadway

The SERVICE PROVIDER will prepare QA (90%) roadway design and plans for the additional scope items identified in Project Description and section 4.1.1.

4.2.3 Traffic and ITS

The SERVICE PROVIDER will prepare QA plans for the additional seven RRFB locations.

The SERVICE PROVIDER will prepare QA plans for ITS design from Russell Road to Flamingo Road.

4.2.5 Traffic Control

The SERVICE PROVIDER will prepare the construction staging & sequencing plan for the QA submittal to include the additional scope, as listed in section 4.1.3.

4.2.6 Estimates

The SERVICE PROVIDER will prepare the project quantities and cost estimate at the QA level to include the additional scope, as listed in the Project Description and section 4.1.4.

4.2.7 Specifications

The SERVICE PROVIDER will coordinate with NDOT Specs for the additional scope items to continue to refine and develop the project specifications based upon the updated QA level cost estimates and pay items. The level of effort for the SERVICE PROVIDER increased with the additional scope.

4.2.8 Independent Cost Estimate

The SERVICE PROVIDER's level of effort for performing the Independent Cost Estimate increased with the additional scope.

4.2.9 Constructability Review and Plan Review Meetings

The SERVICE PROVIDER's level of effort in preparing for the constructability review meeting increased with the inclusion of the three concrete intersections to the scope of the project. With the number of plan sheets increasing by twice the original scope's estimates, the SERVICE PROVIDER's level of effort increased in preparing for the plan review meetings.

4.3 PS&E Plan Submittal (100%)

4.3.1 Roadway

The SERVICE PROVIDER will prepare PS&E (100%) roadway design and plans for the additional tasks identified in the Project Description and section 4.1.1.

4.3.3 Traffic and ITS

The SERVICE PROVIDER will prepare PS&E plans for the additional seven RRFB locations.

The SERVICE PROVIDER will prepare PS&E plans for ITS design from Russell Road to Flamingo Road.

4.3.5 Traffic Control

The SERVICE PROVIDER will prepare the construction staging & sequencing plan for the PS&E submittal to include the additional scope, as listed in the Project Description and section 4.1.3.

4.3.6 Estimates

The SERVICE PROVIDER's will prepare the project quantities and cost estimate at the PS&E level to include the additional scope, as listed in the Project Description and section 4.1.4.

4.3.7 Specifications

The SERVICE PROVIDER will coordinate with NDOT Specs for the additional scope items to continue to refine and develop the project specifications based upon the updated PS&E level cost estimates and pay items. The level of effort for the SERVICE PROVIDER has increased with the additional scope.

4.3.8 Constructability Review and PS&E Plan Review Meetings

The SERVICE PROVIDER's level of effort in preparing for the constructability review meeting increased with the inclusion of the three concrete intersections to the scope of the project. With the number of plan sheets increasing by twice the original scope's estimates, the SERVICE PROVIDER's level of effort increased in preparing for the plan review meetings

5 Doc Date Plan Submittal (Final)

5.1.1 Roadway

The SERVICE PROVIDER will prepare Final roadway design and plans for the additional tasks identified in the Project Description and section 4.1.1.

5.1.3 Traffic and ITS

The SERVICE PROVIDER will prepare Final plans for the additional seven RRFB locations.

The SERVICE PROVIDER will prepare Final plans for ITS design from Russell Road to Flamingo Road.

5.1.5 Traffic Control

The SERVICE PROVIDER will prepare a construction staging & sequencing plan for the Final submittal to include the additional scope, as listed in the Project Description and section 4.1.3.

5.1.6 Estimates

The SERVICE PROVIDER will prepare the project quantities and cost estimate at the Final level to include the additional scope, as listed in the Project Description and section 4.1.4.

5.1.7 Specifications

The SERVICE PROVIDER will coordinate with NDOT Specs for the additional scope items to continue to refine and develop the project specifications based upon the updated Final level cost estimates and pay items. The level of effort for the SERVICE PROVIDER has increased with the additional scope.

**INSTRUCTIONS FOR COMPLETING THE
DISCLOSURE OF OWNERSHIP/PRINCIPALS FORM**

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Nevada Department of Transportation (“NDOT”) to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the NDOT. Failure to submit the requested information may result in a refusal by NDOT to enter into an agreement/contract and/or release monetary funding to such non-disclosing business entity.

Detailed Instructions

All sections of the Disclosure of Ownership/Principals form must be completed. If not applicable, write N/A in the space provided.

Business Entity Type – Indicate if the entity is Sole Proprietor, Partnership, Limited Liability Company, Corporation, Trust, Non-Profit Organization, or Other. When selecting ‘Other’, provide a description of the legal entity.

Business Name (include d.b.a., if applicable) – Enter the legal name of the business entity and enter the “Doing Business As” (d.b.a.) name, if applicable.

Corporate/Business Address, Business Telephone, Business Fax, and Email – Enter the street address, telephone and fax numbers, and email of the named business entity.

Nevada Local Business Address, Local Business Telephone, Local Business Fax, and Email – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

Number of Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)

List of Owners/Officers – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

Signature and Print Name – Requires signature of an authorized representative and the date signed

Disclosure of Relationship Form – If any individual members, partners, owners or principals of the business entity is presently a NDOT employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a NDOT employee, public officer or official, this section must be completed in its entirety.

DISCLOSURE OF OWNERSHIP/PRINCIPALS

1. Business Entity Type (Please select one)

- Sole Proprietorship
- Partnership
- Limited Liability Company
- Corporation
- Trust
- Non-Profit Organization
- Other

2. Are you a publicly-traded corporation? Yes No

3. Number of Nevada Residents Employed (Do Not Leave Blank): 51

4. Corporate/Business Entity Name (Include d.b.a., if applicable):

CA Group, Inc.

5. Corporate/Business Entity Street Address:

Street Address: 2785 South Rainbow Boulevard	Website: www.c-agroup.com
City, State and Zip Code: Las Vegas, NV 89146	Point of Contact Name: James Caviola, PE, PTOE
Telephone and Fax No. 702.253.2356	Email: james.caviola@c-agroup.com

6. Nevada Local Business Street Address (If different from above):

Street Address: same	Website:
City, State and Zip Code:	Point of Contact Name:
Local Telephone and Fax No.	Email:

6. List of Owners/Officers

All business entities*, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity.

Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors in lieu of disclosing the names of individuals with ownership or financial interest.

Full Name	Title	% Owned (Not required for Publicly-Traded Corporations/Non-profit Organizations)
James Caviola, PE, PTOE	President	50%
Chad Anson, PE	Vice President	50%

*Business entities include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited liability partnerships, and professional corporations.

DISCLOSURE OF RELATIONSHIP FORM

This section is not required for publicly-traded corporations

Purpose:

1. Disclose any individual members, partners, owners or principals involved in the business entity that is a NDOT full-time employee(s) or appointed/elected official(s).

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as otherwise provided in that statute.

2. Disclose any individual members, partners, owners or principals involved in the business entity with a first or second degree of consanguinity, or affinity relation to a NDOT full-time employee(s) or appointed/elected official(s) (reference the *Definition* section below).

Definitions:

Consanguinity is a relationship by blood.

Affinity is a relationship by marriage.

First and Second degree of consanguinity applies to the candidate's first and second degree of blood relatives as follows:

- First Degree: Spouse – Registered Domestic Partners – Children – Parents – In-laws
- Second Degree: Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws

Disclosure of Relationship:

If "YES" is selected for any of the following questions, the Disclosure of Relationship form must be completed (see Page 5).

1. Are any individual members, partners, owners or principals involved in the business entity a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

2. Are any individual members, partners, owners or principals have a first or second degree of consanguinity related to a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

List any disclosures below (mark N/A, if not applicable.):

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF NDOT EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO NDOT EMPLOYEE/OFFICIAL	NDOT EMPLOYEE'S/OFFICIAL'S DEPARTMENT/DIVISION

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that NDOT may not take action on contract and agreement approvals without the completed disclosure form.

 **James Caviola, PE, PTOE**
 Signature Print Name

President Title
11/20/2019 Date

For NDOT Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

- Yes No Is the NDOT employee(s) noted above involved in the contracting/selection process for this particular item?
- Yes No Is the NDOT employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments:

Signature

Print Name
Authorized NDOT Representative

Line Item 2

192-17-015AMD1

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

Initial Budget Request Request for Amendment #: 1 Agreement #: P192-17-015

If Amendment, name of Company: CA Group

Project ID #(s): 74085

Type of Services: Amendment to Environmental work for design build procurement administration.

DS
NJ

Originated by: Jeff Lerud Division: Project Mgmt Date Originated: 9/11/2019

Division Head/District Engineer: Nick Johnson

DS
MI

Budget Category #: 466006 Object #: 814Z Organization #: C015

Estimated Cost: 3,000,000 Type of Funding: State % of Fund: 100

Funding Notes: State Fiscal Year(s): FY 2020-2021

FY 2020: \$2,000,000.00; FY 2021: \$1,000,000.00

Financial Management:

DocuSigned by:
Donna Spelts 9/17/2019
8A78D93AD71541940000000000000000
Signature Date

Requires Transportation Board Approval

Does not require Transportation Board Approval

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Kathleen McKee 9/17/2019
9E9F10973C1541940000000000000000
Signature Date

Director:

DocuSigned by:
Kristina L. Swallow 9/17/2019
C4B612FC2C1541940000000000000000
Signature Date

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:



Any additional information to attach:

Yes



Purpose of, and Justification for, Budget Request:

See attached purpose, justification and scope of work.

Scope of Services:

See attached purpose, justification and scope of work.

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

MEMORANDUM

December 16, 2019

TO: Cliff Lawson, Assistant Director _{DS}

FROM: Jeff Lerud, Project Manager 

SUBJECT: Negotiation Summary for Agreement P192-17-015 Amendment 1; I-15 Tropicana, Harmon HOV Drop Ramps Design-Build Procurement

Agreement Background:

Original Agreement and scope of work: \$7,751,064.00; To prepare an Environmental NEPA Document and Preliminary Design Services for the I-15 Tropicana Interchange, Harmon HOV Drop Ramp.

Amendment #1 and scope of work: \$2,848,269.18; This amendment is to amend the original Service Provider agreement to allow CA Group to assist the Department in developing Design-Build procurement documents through selecting a Design-Build contractor. The NEPA effort was completed under budget so there is \$890,000.00 of the original agreement budget remaining that will be applied towards amendment 1, reducing the overall amendment 1 to \$1,958,269.18. The termination date will also be extended to June 30, 2021.

Future Amendment #2 and scope of work: After the successful selection of a Design-Build contractor, amendment 2 will be pursued to amend the agreement to allow CA Group to assist the Department in administering the Design-Build contract. Cost to be negotiated at that time. The costs for these services depend on the size and complexity of the project and range from 2%-4% of the award price. The Department will prepare and request this amendment for approval at the time of award of the Design-Build Contract.

Summary of Negotiations:

Negotiations for this amended scope of work and fee were held between Jim Caviola and Jack Sjostrom from the CA Group (SERVICE PROVIDER), and Jeff Lerud, Nick Johnson, Pedro Rodriguez, Lynnette Russell, Jessica Biggin, and Craig Reynoldson from the Nevada Department of Transportation (DEPARTMENT). The scope of work, assumptions, and deliverables were discussed and agreed upon for the scope of work to complete the procurement administration for a Design-Build contract.

The scope of work for the original agreement will have a remaining budget leftover at the completion of the work. Based on the current remaining budget work that still needs to be completed, there will be \$890,000.00 of unused funds.

The final scope and fee were agreed upon on December 9, 2019.

The DBE goal for this agreement has been established at one and one-half percent (1.5%).

The scope of services to be provided by the SERVICE PROVIDER (attached) was reaffirmed by both parties at the outset. The major scope items are:

1. Preparation of the Request for Qualifications and a Request for Proposals and assisting the Department with the procurement of the Design-Build contract.
2. Preparation of the Instructions to Proposers, Technical Provisions and the Reference Information Documents.
3. Participate in project meetings.
4. Assist in the preparation of the final conformed contract.
5. If requested, management and administration support of the Design-Build contract during construction under a separate agreement amendment.

The following schedule was agreed on by both parties:

Issue Request for Proposal (RFQ): Spring, 2020

Issue Draft Request for Proposals (DRFP): Summer, 2020

Issue Final Request for Proposals (RFP): Fall, 2020

Design-Build contractor selection and contract award: Early, 2021

The following is a table of key sub-consultant information regarding project descriptions on active agreements:

Sub-consultant	Project	Prime/Sub
Civil FX	SR 28	Sub
	SBX	Sub
Nossaman	Garnett Interchange	Sub
Avenue	Garnett Interchange	Sub
Stantec	I-515 Charleston Blvd	Sub
VTN Nevada	I-15 North Phase 4	Sub
	I-515 Charleston	Sub
	Garnett Interchange	Sub
Innova	Garnett Interchange	Sub
OPC	SBX	Sub
GES	None	N/A

Since the level of effort for this scope of work is relative to the number of proposers and is difficult to estimate, the “cost plus multiplier” method of compensation will be used rather than “cost plus fixed fee”.

The proposal was reviewed by task. The DEPARTMENT's original estimate was \$2,269,000; approximately 7,966 man-hours. The SERVICE PROVIDER's original estimate was \$3,451,800.00 including 11,781 man-hours.

The negotiations yielded the following:

1. There will be 9,216 total man-hours allotted throughout the course of this agreement. (See the Man Hour summary table below.) This is a reduction in approximately 2500 hours.
2. The Parties agreed it is difficult to estimate the level of consultant effort for this phase of the work. As such, the method of compensation for the Design-Build Procurement will change from “Cost plus Fixed Fee” to “Cost plus multiplier.” With this method, the Department will not be responsible for payment of a “Fixed Fee” if the actual work performed by the consultant is less than anticipated.
3. The total cost for the Design-Build Procurement services by the Service Provider shall not exceed \$2,848,269.18 (\$1,958,269.18 added through amendment 1 + \$890,000.00 unused funds from original agreement)
4. The total of the overall agreement will now be \$9,709,333.18 (\$1,958,269.18 added through amendment 1 + \$7,751,064.00 from the original agreement)

5. The scope of service of this amendment is through Award of the Design-Build Contract. Once awarded, an amendment to this agreement will be required for Contract Administration of this Design-Build project.

Reviewed and Approved:

DocuSigned by:

Clifford M. Lawson, Deputy Director

Assistant Director

I-15 / Tropicana Interchange Design Build Administration

ATTACHMENT – A

SCOPE OF SERVICES

Contents

- Project Background.....1**
- 1 General.....2**
- 2 Design Build Program Management3**
 - 2.1 Project Management 3
 - 2.2 Project Controls 3
 - 2.2.1 Project Management Plan 3
 - 2.2.2 Schedule..... 4
 - 2.3 Quality..... 4
 - 2.3.1 Quality Assurance (QA) and Quality Control (QC) 4
 - 2.4 Document Control 4
 - 2.5 Project Baselines..... 5
 - 2.5.1 Construction Limitations..... 5
 - 2.5.2 Design Build Base Cost Estimate..... 5
 - 2.5.3 Cost Risk Assessment (CRA)..... 6
 - 2.5.4 Financial Plan 6
 - 2.5.5 Right of Way..... 6
- 3 Public Outreach7**
 - 3.1 Public Outreach Plan..... 7
 - 3.2 Public Meeting 7
 - 3.2.1 Media Outreach 8
 - 3.2.2 Internet Media 8
 - 3.3 Visual Simulations..... 8
 - 3.4 Industry Meeting 8
- 4 Design Build Procurement.....9**
 - 4.1 General..... 9
 - 4.2 Industry Review Plan 9
 - 4.3 Request for Qualifications (RFQ) 9
 - 4.4 Evaluation and Selection Plan..... 10
 - 4.5 Instructions to Proposers..... 10
 - 4.6 Technical Provisions (TPs)..... 10
 - 4.7 Contract 11
 - 4.8 Reference Information Documents (RIDs)..... 12
 - 4.9 Utility Coordination with Industry 12
 - 4.10 Draft Request for Proposal (RFP)..... 13
 - 4.11 Final Request for Proposal (RFP)..... 13
 - 4.12 Proposal Evaluation 14
 - 4.13 Department Agreement Support Services..... 14
 - 4.14 Legal Support 14
 - 4.14.1 Pre-Procurement Phase..... 14
 - 4.14.2 RFQ Phase 14
 - 4.14.3 Document Preparations and Industry Review Phase 14
 - 4.14.4 RFP Phase (Including evaluation/award) 15

4.14.5	Conformed Contract and Escrow Document Review	15
4.14.6	Legal Support Assumptions	15
4.15	Assemble Conformed Contract.....	16
4.16	Escrow Document Review	17
5	Procurement Phase Design Services	17
5.1	Project Improvements	17
5.1.1	I-15 Improvements	17
5.1.2	Tropicana Improvements.....	18
5.1.3	Harmon Improvements.....	18
5.1.4	Dean Martin Improvements	18
5.1.5	Tropicana Wash Channel Improvements.....	18
5.1.6	Harmon Channel Improvements	18
5.1.7	Bridges and Retaining Walls	19
5.2	Design Tasks.....	19
5.2.1	Location and Surveying.....	19
5.2.2	Geotechnical	19
5.2.3	Roadway	19
5.2.4	Drainage & Storm Water Quality.....	20
5.2.5	Landscape & Aesthetics	20
5.2.6	Traffic Analysis	20
5.2.7	Traffic Design	20
5.2.8	Structures.....	20
5.2.9	Right of Way Support.....	21
5.2.10	Utility Coordination	22
6	Procurement Phase Environmental Services	23

Project Background

The Tropicana interchange (PROJECT) on Interstate 15 (I-15) lies in the heart of the Resort Corridor in Clark County, Nevada. It was originally constructed in 1996 as the main interstate connection to the McCarran International Airport. Commuter and other corridor trips are expected to increase as development in the interchange vicinity continues, driven by construction of the Las Vegas Raiders stadium. The project limits are as follows:

- I-15 from Russell Road to Flamingo Avenue including the Tropicana Interchange and the Harmon Overpass at I-15
- Tropicana Avenue from Valley View to Las Vegas Boulevard

Currently, CA Group is finalizing the Environmental Assessment work, with a FONSI anticipated to be completed in November 2019. To meet the desired notice to proceed of a Design Build contract for the PROJECT in February of 2021, the following preliminary milestones are anticipated:

- Issue Request for Qualifications (RFQ): March 2020
- Issue Draft Request for Proposals (DRFP): August 2020
- Issue Final Request for Proposals (RFP): November 2020
- Design Build contractor selection and contract award: February 2021

It is anticipated that a majority of the work performed during the Environmental Assessment will be directly and immediately transferrable to the Design Build procurement phase of the PROJECT, including relevant technical documents using Bentley ProjectWise as the document management platform.

Information immediately available includes:

- Alternative Report and CAD files for the preferred alternative (preliminary plans)
- Traffic information, including summary memorandums, future forecasts and crash analysis
- Environmental Assessment and all related technical studies
- Preliminary Geotechnical Report and data
- Utility redlines and as-builts, including a summary of all correspondence with utility companies during the NEPA phase
- Stakeholder and public outreach summary, including meeting minutes from all stakeholder one-on-one meetings
- Past Studies, as-builts, topography and aerial photographs

1 General

The SERVICE PROVIDER will assist the DEPARTMENT in managing the delivery of the PROJECT by the Design Build method. The SERVICE PROVIDER will prepare project-specific Design Build procurement and contract documents based on documents provided by the DEPARTMENT. The DEPARTMENT will provide the SERVICE PROVIDER with all relevant electronic documents to facilitate maximum efficiency in developing program documents for the PROJECT. Such documents include, but are not limited to: draft contract, Instructions to Proposers; Request for Qualifications; Request for Proposals; Performance Specifications, and the DEPARTMENT's current Design Build construction specifications, including all attachments and appendices. The SERVICE PROVIDER will record and address review comments from the DEPARTMENT and the construction industry on the program documents, and will assist the DEPARTMENT in managing the procurement process for the PROJECT.

The SERVICE PROVIDER will provide the required staff, resources, and expertise to effectively execute the services required under this scope of services. The specific tasks and scope of work for the program management services (Scope of Services) are described in the following sections. The program management tasks and activities include, but are not limited to:

- Review all materials collected for the previous environmental work, including pertinent Record Drawings, project reports, data and other information, and prepare them for electronic delivery to industry
- Preparation of a Request for Qualifications (RFQ) and a Request for Proposals (RFP) and assisting DEPARTMENT with the procurement of the Design Build contract
- Providing cost, schedule, and document control
- Providing progress reports and participating in PROJECT meetings
- Preparation and implementation of a Design Quality Management Plan

The SERVICE PROVIDER will obtain, review, and make use of available data and information including, but not limited to plans, cost estimates, environmental documents, technical studies, advance planning studies, agreements, and other information provided by the DEPARTMENT and/or in the possession of the SERVICE PROVIDER. The SERVICE PROVIDER will also obtain, review, and comply with all existing laws, policies, procedures, standards, and requirements of the DEPARTMENT, and local and regulatory agencies that are applicable and govern the procurement, design, and construction of the PROJECT.

PROJECT designs and deliverables for inclusion into the Design Build contract documents will be in English units and conform to DEPARTMENT policies, procedures, and standards approved at the time of design. All plans will be developed in MicroStation's V8i, and will not be converted from another format. All plans, reports, and other deliverables prepared by the SERVICE PROVIDER will be sealed by a Professional Engineer as licensed by the Nevada State Board of Registered Professional Engineers and Land Surveyors (Board).

The DEPARTMENT will coordinate efforts with adjacent on-going or proposed projects in the PROJECT area.

2 Design Build Program Management

The SERVICE PROVIDER will assist the DEPARTMENT in the delivery of the Design Build documents to industry. The management of the PROJECT will include, but not be limited to, facilitating PROJECT meetings, drafting PROJECT correspondence, maintaining comprehensive PROJECT files, coordinating with PROJECT stakeholders, developing and managing the work to the procurement schedule, and providing assistance as required by the DEPARTMENT's Project Manager.

2.1 Project Management

The SERVICE PROVIDER will provide a Project Manager to support the DEPARTMENT Project Manager, coordinate SERVICE PROVIDER activities, staff the PROJECT, assist with communications, participate in meetings, oversee SERVICE PROVIDER tasks, and advise the DEPARTMENT's management. The SERVICE PROVIDER's Project Manager will coordinate staff planning and resources required to meet PROJECT schedule commitments, including highway, structural, drainage, utilities, traffic, geotechnical engineers, and support staff. The SERVICE PROVIDER's Project Manager will be responsible to coordinate these resources to perform oversight and independent quality assurance reviews. These resources will be available to respond to DEPARTMENT and Proposer questions related to technical aspects of the procurement documents.

The SERVICE PROVIDER will provide a Procurement Manager dedicated to ensuring the successful completion and delivery of all procurement documents to industry. The Procurement Manager will work directly with the SERVICE PROVIDER's Project Manager to ensure all resources are available when needed.

The SERVICE PROVIDER will provide a Project Administrator to provide various administrative duties, including but not limited to organizing meetings, distributing meeting notes, executing errands, and other duties as directed by the DEPARTMENT's Project Manager.

The SERVICE PROVIDER will provide a Document Control Administrator to provide document control for all PROJECT deliverables.

The SERVICE PROVIDER will be responsible for organizing, scheduling, and preparing PROJECT meeting agendas and other information to complete the tasks set forth herein for the SERVICE PROVIDER. This will include weekly conference calls with the DEPARTMENT Project Manager and Monthly Coordination meetings attended by the SERVICE PROVIDER'S Project Manager, Project Administrator, Procurement Manager, and up to four (4) members of the SERVICE PROVIDER's technical team.

2.2 Project Controls

2.2.1 Project Management Plan

The SERVICE PROVIDER will prepare a Project Management Plan (PMP) based on the DEPARTMENT's Project Management Guidelines (Second Edition, 2010) for the PROJECT with input from the DEPARTMENT. The PMP from the previous NEPA phase will be used and modified to include this new procurement phase work and associated details.

The PMP for administering the PROJECT will provide the guidance for planning, executing, monitoring, controlling, and closing the PROJECT's procurement phase. The plan will incorporate the master

schedule to define the activities and processes that the project team will follow to meet the PROJECT goals.

The PMP will be updated, as needed, to incorporate changes affecting the PROJECT delivery and/or management.

2.2.2 Schedule

The SERVICE PROVIDER will create, monitor, and update a master schedule detailing the expected tasks and durations required for completion of the Scope of Services in a format acceptable to the DEPARTMENT's Project Manager. The master schedule will be reviewed as part of the Monthly Progress Report process. It will be updated as needed if acceptable changes occur or are directed by the DEPARTMENT.

The master schedule will focus on the delivery of the Design Build procurement documents, and include a higher level schedule outline for administration and construction phases. Other schedules and estimates that rely on undetermined tasks and durations controlled by others (DEPARTMENT, Design Builder, others) are not included in this task. See other tasks for other schedule expectations (construction schedule, right of way schedule, etc.).

2.3 Quality

2.3.1 Quality Assurance (QA) and Quality Control (QC)

The SERVICE PROVIDER will develop a Quality Assurance (QA) and Quality Control (QC) plan (QMP) per the requirements of and as documented in the PMP.

2.4 Document Control

The SERVICE PROVIDER will establish a PROJECT document control system for review and approval by the DEPARTMENT using SharePoint or ProjectWise for the procurement phase of the PROJECT. Designated DEPARTMENT personnel will have full read and write access to the document control system. The document control system will address:

- Procurement documents
- Proposer questions and responses
- Supplemental notices
- Amendments/Addenda to procurement documents
- Meeting notices (procurement meetings)
- Meeting agendas, minutes and distribution

Upon implementing the document control system, the SERVICE PROVIDER will provide a memorandum detailing the document control system and procedures to be followed. Document control, storage, and retrieval methods will include the use of both hard copies and electronic records. The document control system will include methods to handle documents being developed (in progress), finalized documents (complete), revised documents (revision control), drawings, correspondence, comments, responses, and other PROJECT data. An electronic document management system with version control and file tracking

system will allow PROJECT personnel and users ready access to all documents stored in the PROJECT document control system. When the procurement phase of the PROJECT is complete, the SERVICE PROVIDER will transfer the appropriate documents to the appropriate parties in a format that is compatible with existing filing systems.

The SERVICE PROVIDER will furnish to the DEPARTMENT, within three (3) business days of receipt, copies of all written correspondence between SERVICE PROVIDER and any party pertaining specifically to the PROJECT. Drafts of any letters requiring DEPARTMENT review will be submitted to the DEPARTMENT at least three (3) business days prior to their planned mailing date.

The SERVICE PROVIDER will be responsible for organizing, scheduling, and preparing PROJECT meeting agendas and other information to complete the tasks set forth herein for the SERVICE PROVIDER. Agendas for PROJECT meetings will be provided to the DEPARTMENT's Project Manager three (3) days in advance of the respective meetings for review and approval. The SERVICE PROVIDER will also record minutes and distribute to the DEPARTMENT and all participants within three (3) business days after meeting.

The SERVICE PROVIDER will periodically update the DEPARTMENT's PROJECT web site with PROJECT information as requested by the DEPARTMENT.

2.5 Project Baselines

The SERVICE PROVIDER will execute specific tasks to establish expectations for the procurement of the Design Build proposals. These baselines will be used to modify the DEPARTMENT's base Technical Provisions to address PROJECT specific characteristics, constraints, and expectations. The following tasks are expected to establish the PROJECT baseline:

2.5.1 Construction Limitations

The SERVICE PROVIDER will establish the limitations to construction which could affect the construction schedule. Limitations may include, but not be limited to:

- Minimum number of freeway lanes
- Ramp closures
- Street/Arterial closures
- Night time closures
- Property access closures
- Accessibility
- Special events
- Weather conditions

2.5.2 Design Build Base Cost Estimate

The construction estimate performed during previous work will be used as the starting point for the base cost estimate. The previous estimate will be reviewed and updated as needed based on input from industry during the procurement process. Maintenance of traffic costs and costs associated with the

conceptual phasing plan will be incorporated into the estimate, replacing previous placeholder values. The base cost estimate will be used to gauge the anticipated construction cost for the PROJECT.

An up-to-date summary of quantities will be maintained by the SERVICE PROVIDER.

2.5.3 Cost Risk Assessment (CRA)

A Cost Risk Assessment was performed during the previous phase of work. The results of the CRA will be reviewed as part of updating of the base cost estimate to determine whether the updated items posed concerns during the CRA. If items updated exceed their CRA expected cost range, the SERVICE PROVIDER will notify the DEPARTMENT's Project Manager, explain the expected change, and determine whether special language is required in the PROJECT procurement documents to mitigate any perceived risk.

2.5.4 Financial Plan

The SERVICE PROVIDER will prepare and provide an initial Financial Plan for the PROJECT. Such Plan will be prepared based upon the guidelines established by the Federal Highway Administration (FHWA) for projects between \$100 and \$500 million, as modified by the DEPARTMENT based on the specific needs of the PROJECT.

The Financial Plan will describe the PROJECT and summarize the schedule and cost along with funding availability and financing assumptions. Results from the CRA will be utilized to provide the cost and schedule estimates (based on the 70th percentile year-of-expenditure (YOE) cost and 70th percentile completion date projections). Risk mitigation strategies developed and documented through the CRA will also be described in the Financial Plan.

Annual updates to the Financial Plan are not included in this scope of services.

2.5.5 Right of Way

The SERVICE PROVIDER will provide right of way engineering support services to establish the project's right of way baseline for all acquisition properties identified in the reference design and provide updated exhibits to the DEPARTMENT's Right of Way Division.

3 Public Outreach

3.1 Public Outreach Plan

The SERVICE PROVIDER will update the overall outreach plan completed previously for the PROJECT. This update will include updating the intended outreach modes, meetings, and approach to maintaining the PROJECT's required public involvement and information aspects for the Design Build Administration. The revised plan will be submitted to the DEPARTMENT's Public Hearings Officer, Public Information Office (PIO), and Project Manager for review and acceptance. Upon acceptance, the SERVICE PROVIDER will maintain and update the plan as applicable throughout the PROJECT duration.

The SERVICE PROVIDER will maintain documentation of all public outreach activities, including all planned meeting materials, stakeholder meeting notes, address lists, mailers, attendance records, public comment, and have a complete and up to date record at all times available on the PROJECT document control system.

3.2 Public Meeting

One (1) public meeting may be required during the course of the procurement at the DEPARTMENT's discretion. The SERVICE PROVIDER will plan, advertise, notice, secure the venue, provide support staff, prepare the meeting presentation, and write a post-meeting report for the PROJECT public meeting.

Planning for the meeting will include on-going updates, as well as the pre-public meeting organizational meeting, intended to review progress on the meeting materials, venue, mail notifications, advertisements, and logistics. The planning process for the public meeting will begin approximately 8 weeks prior to the meeting.

The SERVICE PROVIDER, in support of the public meeting, will design and prepare mailers to be sent out at a minimum ¼ mile radius from planned PROJECT improvements to addresses within the proposed PROJECT areas. The mailers are to be mailed no later than 15 days prior to any public hearing or public information meeting. The mailers will be sent to both the property owner and the tenant at the property within the proposed PROJECT areas. In addition, neighborhood flyers or door hangers will be distributed one week prior to the meeting.

The SERVICE PROVIDER will be responsible for designing, scheduling, and paying for all required newspaper publications and media advertising for the PROJECT public meeting, as well as assisting the DEPARTMENT's Public Hearings Officer and the PIO to disseminate meeting and PROJECT information to the media and the public. The SERVICE PROVIDER will also place meeting notices in area businesses, and will disseminate meeting information to stakeholder groups as approved by the DEPARTMENT.

The SERVICE PROVIDER will prepare the meeting venue, secure the necessary presentation equipment (screen, projector, audio system, etc.), seating for attendees, display mounts, and light refreshments (coffee, water, cookies).

The SERVICE PROVIDER will provide four qualified professional support staff including a stenographer, translator, sign-in table attendant, and refreshments table attendant who will also be responsible for set up and break down of the meeting room.

ASSUMPTIONS

- DEPARTMENT will provide division experts for consultation at the public meetings.

3.2.1 Media Outreach

The SERVICE PROVIDER will support the DEPARTMENT Public Information Office on the PROJECT by supplying supporting narrative, fact checking, graphics, miscellaneous materials, schedules, and photos for media use.

3.2.2 Internet Media

The SERVICE PROVIDER will utilize and update the existing public PROJECT website.

The SERVICE PROVIDER will support the DEPARTMENT's social media outreach by supplying supporting narrative, fact checking, graphics, and schedules throughout the NEPA process.

3.3 Visual Simulations

The SERVICE PROVIDER will update the previously provided visual model in support of the public outreach program. The work will include preparation of additional exhibits or rendered images needed for the procurement phase.

3.4 Industry Meeting

The SERVICE PROVIDER will develop, for DEPARTMENT approval, an industry review plan described under Section 4.2, explaining the process for interacting with industry during the procurement period and will facilitate a meeting between the DEPARTMENT and interested construction and engineering firms during the procurement process. This meeting will be held approximately two weeks prior to issuing the RFQ for the DEPARTMENT and the SERVICE PROVIDER to explain the PROJECT and the Design Build procurement process and contract implementation. The SERVICE PROVIDER will assist the DEPARTMENT in developing the agenda, making meeting arrangements, preparing and making presentations, and documenting the meeting.

The SERVICE PROVIDER will facilitate a meeting coinciding with the industry meeting between the DEPARTMENT and interested Disadvantaged Business Enterprises (DBE) construction and engineering firms during the procurement process. This meeting will be held approximately two weeks prior to issuing the RFQ for the DEPARTMENT and the SERVICE PROVIDER to explain the PROJECT and the Design Build procurement process and contract implementation. The SERVICE PROVIDER will assist the DEPARTMENT in developing the agenda, making meeting arrangements, preparing and making presentations, and documenting the meeting.

4 Design Build Procurement

4.1 General

The SERVICE PROVIDER will assist the DEPARTMENT and work with the Project Management Team to:

- Establish the procurement process;
- Develop procurement documents;
- Develop the contract and reference documents that will comprise the RFP;
- Conduct pre-qualification process and pre-proposal meeting;
- Coordinate industry review of the contract documents and requirements;
- Prepare addenda; and
- Evaluate proposals and award Design Build contract.

The SERVICE PROVIDER will review and confirm compliance with pertinent DEPARTMENT policies, procedures, and legal requirements.

The SERVICE PROVIDER'S Design Build Procurement Manager will lead the development of the scope activities described in this section and assist the DEPARTMENT in the overall facilitation of the RFQ and RFP to Industry. See Section 2.1.

It is anticipated the shortlist following RFQ will be no more than 5 Proposers.

Insurance issues will be addressed by the DEPARTMENT or a third-party insurance advisor, not the SERVICE PROVIDER.

4.2 Industry Review Plan

The SERVICE PROVIDER will prepare an Industry Review Plan for the procurement process that outlines the anticipated steps and responsibilities to deliver the procurement documents to Industry. The plan will include the steps needed to deliver the RFQ, Draft RFP, Final RFP, and Addendums, and define how the selection process and selection of the preferred proposer will be administered.

4.3 Request for Qualifications (RFQ)

The SERVICE PROVIDER will utilize the DEPARTMENT'S RFQ template in preparing the document. The SERVICE PROVIDER will assist in the preparation of the RFQ, in consultation with the DEPARTMENT, to solicit Statements of Qualifications (SOQ) from interested Design Build teams (Proposers). The RFQ will focus on determining the Proposer's experience, qualifications, and past performance, not its PROJECT approach.

The SERVICE PROVIDER will facilitate weekly telephone conference calls with the DEPARTMENT to aid in the development of the RFQ.

Upon issuance of the RFQ, the SERVICE PROVIDER will assist the DEPARTMENT in receiving and responding to requests for clarification from prospective Proposers and in preparing and issuing addenda to the RFQ, as required.

The SERVICE PROVIDER will not have any role in the RFQ/SOQ evaluation process.

The SERVICE PROVIDER will assist the DEPARTMENT in responding to any protests to the RFQ/SOQ selection results.

4.4 Evaluation and Selection Plan

The SERVICE PROVIDER will prepare, for approval by the DEPARTMENT, written Evaluation and Selection Plan (E&S Plan) for the RFQ and RFP phases of PROJECT procurement. The E&S Plan will describe each step of the evaluation and selection process and will identify the roles and responsibilities of the personnel assigned to evaluate SOQ's during the RFQ phase as well as Proposals received during the RFP phase.

Prior to commencement of the RFQ and the RFP evaluation and selection process, the SERVICE PROVIDER will distribute:

- The approved E&S Plan and the corresponding RFQ or RFP to the evaluation teams and selection committee(s) as designated by the DEPARTMENT
- The schedule for the evaluation and selection
- The confidentiality, non-disclosure, and conflict of interest statements
- Any other information needed by the evaluation and selection personnel

4.5 Instructions to Proposers

The SERVICE PROVIDER will prepare Instructions to Proposers (ITP) using the DEPARTMENT's latest template. The SERVICE PROVIDER will prepare and assemble the exhibits and forms to be included in the ITP. The ITP will be published at the same time as the Draft RFP. The SERVICE PROVIDER will assist the DEPARTMENT in developing the goals, PROJECT elements, environmental status, schedules, and similar items, which are specific to the PROJECT.

The SERVICE PROVIDER will attend two meetings with the DEPARTMENT during the development of the ITP. The first meeting will be to outline and define the ITP specific sections. The second meeting will be to review the draft ITP prepared by the SERVICE PROVIDER. The SERVICE PROVIDER will facilitate weekly telephone conference calls with the DEPARTMENT to aid in the development of the RFQ.

4.6 Technical Provisions (TPs)

The SERVICE PROVIDER will prepare Technical Provisions (TPs) for review and approval by the DEPARTMENT except those TPs that are the DEPARTMENT's responsibility to prepare as listed in this Section. The SERVICE PROVIDER will prepare the TPs using the DEPARTMENT's latest templates, organization, and structure for Design Build projects. These templates provide general specification descriptions. The SERVICE PROVIDER will develop the detailed specifics of the TPs and prescriptive requirements when applicable.

The SERVICE PROVIDER will facilitate two meetings with the DEPARTMENT's technical team during the development of the TPs. The first meeting will be a briefing of the PROJECT scope, to outline and define the specific sections. The second meeting will be to review and resolve comments received from the DEPARTMENT. The SERVICE PROVIDER's procurement lead will attend the second meeting in person and the technical team will attend via Skype/Conference call. The SERVICE PROVIDER will facilitate specific individual discipline meetings with the DEPARTMENT. The SERVICE PROVIDER will facilitate regular telephone conference calls with the DEPARTMENT to aid in the development of the TPs.

The DEPARTMENT will perform over-the-shoulder reviews during the development of individual sections of the TPs by the SERVICE PROVIDER. The SERVICE PROVIDER will submit one draft of the TPs to the DEPARTMENT for review and comment prior to issuing the draft RFP.

The TPs will include the following sections with attachments included for the appropriate Sections:

Section Title	Section Title
Section 1 General Scope of Work	Section 13 Geotechnical
Section 2 Quality Management Systems	Section 14 Structures
Section 3 Design Quality Management	Section 15 Signals and Lighting
Section 4 Construction Quality Control, Oversight, Acceptance	Section 16 Signs and Pavement Markings
Section 5 Landscape and Aesthetics (The Technical Provision preparation is included as part of Section 5.6 of this scope of services.)	Section 17 Not Used
Section 6 Public Involvement	Section 18 Utilities
Section 7 Environmental	Section 19 Intelligent Transportation Systems
Section 8 Drainage	Section 20 Maintenance Requirements
Section 9 Roadway	Section 21 ROW Acquisition
Section 10* Pavement	Section 22 Storm Water
Section 11 Traffic	Section 25 Submittals
Section 12 Maintenance of Traffic	Section 26 Standards and References

- * Section 10 Pavement: The DEPARTMENT will develop the prescribed pavement sections for the PROJECT. The SERVICE PROVIDER will prescribe the limits of pavement work either by station limits or by an exhibit that will be included as an attachment to the TPs.

4.7 Contract

The SERVICE PROVIDER will prepare the Contract based on the DEPARTMENT's latest contract template. The SERVICE PROVIDER will assist the DEPARTMENT in developing the following Contract items:

- Payment Schedules
- Estimation of Liquidated Damages for Substantial Completion and Final Acceptance
- Estimation of Liquidated Damages for Failure to open lanes
- Estimation of Milestone Incentives and Disincentives

The estimation of liquidated damages, incentives, and disincentives will be based on qualitative values. Detailed quantitative calculations will not be prepared as part of the scope of work.

4.8 Reference Information Documents (RIDs)

The SERVICE PROVIDER will prepare a list of Reference Information Documents (RIDs) it proposes to provide as part of the Design Build procurement, for the DEPARTMENT's review. The SERVICE PROVIDER will assemble the RIDs and post them to the PROJECT's agreed-upon document delivery system for the short-listed proposer's access. The SERVICE PROVIDER will issue the initial RIDs at the release of the Draft RFP. It is assumed the RIDs will be supplemented or amended along with delivery of the Final RFP and related addenda to the RFP during the procurement. The following is a list of anticipated RIDs:

Reference Information Document List	
As-builts	Any revised CAD Files (MicroStation)
Initial Geotechnical Report	Geometric Approval Memo
Bridge Condition Reports	Change in control of Access Report
Design Criteria	Design Exceptions Memo
Environmental/Haz Mat reports	Drainage Plans
Existing Asset Inventory	Alternative Memo
Existing Conditions Report	Fencing Details
Roadway Plans, Profiles and Typical Sections	ITS
Horizontal Alignment Control Plans	Landscape and Aesthetics
Mapping	Lighting
Existing ROW master file	Staging/Phasing plans
All CAD files (MicroStation)	Right of Way Plan
Preliminary Bridge Layouts	ROW Legal Descriptions and Exhibits
Preliminary Retaining Wall Layouts	Transportation System Impact Report
Pothole data report	Utility Conflict Matrix
Public Outreach Summary	Utility Relocation Plans
EA Document	Preliminary Signal Plan
Clark County Standards	Preliminary Signing Plan
RTC Standards	Preliminary Striping Plan
Preliminary Drainage Report	
Standard Plans	
Standard Specifications	
Survey Location Control	
Traffic Data	
Traffic Models (Aimsun)	

4.9 Utility Coordination with Industry

The SERVICE PROVIDER will facilitate utility coordination between the Proposers and the utility provider companies in the PROJECT vicinity. This coordination will consist of one-on-one style meetings taking

place at a single venue over the course of a single day, with each of up to five (5) Proposers located in an individual room accommodating approximately 20 people. The SERVICE PROVIDER will coordinate with the NDOT Utility Division and each utility owner's representative(s) to determine the date and venue for the meeting. The SERVICE PROVIDER will secure the venue and provide refreshments for the meetings. The SERVICE PROVIDER will provide staff as required to facilitate the industry utility coordination meeting, including monitoring staff, engineering staff, and support staff.

4.10 Draft Request for Proposal (RFP)

The SERVICE PROVIDER will assemble and distribute a draft RFP to the DEPARTMENT, DEPARTMENT-designated stakeholders, and short-listed Proposers for review and comment, following the approved industry review plan, Section 4.2. The SERVICE PROVIDER will meet with the DEPARTMENT to resolve comments and incorporate resolutions in the final RFP. Prior to issuance of the final RFP, the SERVICE PROVIDER will provide the DEPARTMENT with the final draft RFP for review and approval. The SERVICE PROVIDER will:

- Attend and assist the DEPARTMENT in "one-on-one" meetings with up to five (5) Proposers following the release of the draft RFP
 - Prepare summary meeting notes of the meetings
 - Participate in follow-up briefing meetings with the DEPARTMENT
- The one-on-one meetings will be attended by the SERVICE PROVIDER's Project Manager, Procurement Manager, Project Administrator, and applicable subconsultants

4.11 Final Request for Proposal (RFP)

The SERVICE PROVIDER will prepare and reproduce the final RFP in electronic format as agreed with the DEPARTMENT for distribution to the short-listed Proposers, designated DEPARTMENT staff and DEPARTMENT-designated stakeholders.

The SERVICE PROVIDER will perform the following activities:

- Review and prepare responses to Proposers' questions and requests for clarifications
- Attend and assist the DEPARTMENT in three (3) one-on-one meetings with up to five (5) Proposers
 - Prepare summary meeting notes of the meetings. Participate in follow-up briefing meetings with DEPARTMENT
- The three (3) sets of one-on-one meetings will be attended by the SERVICE PROVIDER's Project Manager, Procurement Manager, Project Administrator, and two (2) members of the SERVICE PROVIDER's technical team. The one-on-one meetings will be held at a single venue over the course of two, three-day periods.
- Prepare up to six (6) addenda to the Final RFP, three (3) of which would be comprised of substantive revisions, and three (3) of which would be minor. Review and provide recommendations for up to forty (40) Alternative Technical Concepts (ATCs) submitted by Proposers (5 Proposers, 8 ATCs per Proposer).
- Assist the DEPARTMENT in the preparation of response letters to Proposers' ATCs.

4.12 Proposal Evaluation

Upon receipt of the short-listed Proposers' response to the RFP (Proposals), the SERVICE PROVIDER will assist the DEPARTMENT with the evaluation process. The SERVICE PROVIDER's assistance during a two-week proposal evaluation process will include evaluating Proposals for compliance with the Contract on each technical evaluation criteria. Subject matter experts will travel to Reno or Carson City for multiple days as required to assist during the proposal evaluation process.

The SERVICE PROVIDER will provide the venue for and attend two, two-day evaluation and consensus meetings with the DEPARTMENT. The two-day meetings will be attended by the SERVICE PROVIDER's Project Manager and Procurement Manager. Discipline reviewers will be on-call to answer questions that may arise during these meetings.

The venue will be located in Las Vegas and/or Reno or Carson City and will consist of a conference or convention style format, with one room capable of holding 35 individuals.

The SERVICE PROVIDER will assist the DEPARTMENT in preparing responses to any protests.

4.13 Department Agreement Support Services

The SERVICE PROVIDER will provide support as requested by the DEPARTMENT with the development, preparation, and review of up to five (5) DEPARTMENT agreements with agencies and other PROJECT stakeholders. Such support may include the preparation of drawings, exhibits, cost estimates, and legal descriptions.

4.14 Legal Support

The SERVICE PROVIDER will provide a legal subconsultant to assist the DEPARTMENT in legal reviews. The legal subconsultant will coordinate with the SERVICE PROVIDER on all aspects of the work related to its performance of the services described below:

4.14.1 Pre-Procurement Phase

- Provide input to the DEPARTMENT on the PROJECT procurement schedule and workplan
- Perform risk allocation analysis related to the Design-Build Contract
- Other PROJECT-related tasks as requested and directed by the DEPARTMENT to implement the procurement and PROJECT

4.14.2 RFQ Phase

- Perform a high-level review and comment on the draft RFQ document
- Provide input on discrete SOQ evaluation questions and items as required
- Other PROJECT-related tasks as requested and directed by the DEPARTMENT to implement the procurement and PROJECT.

4.14.3 Document Preparations and Industry Review Phase

- Provide independent review and comment on one draft of the RFP before Industry review

- Provide limited independent review and comment on one draft of RFP during Industry review and before final issuance
- Provide limited independent review and comment on high-level issues in the first draft of the TPs
- Prepare an initial draft of the Design Build Contract
- Participate in document drafting meetings
- Participate in one set of one-on-one meetings
- Assist in drafting Industry review protocol
- Other PROJECT-related tasks as requested and directed by the DEPARTMENT to implement the procurement and PROJECT.

4.14.4 RFP Phase (Including evaluation/award)

- Revise drafts of the Design Build Contract for issuance and assist with addenda relating to the Design Build Contract
- Assist in the answering of no more than 200 Design Build Contract questions combined between Industry review and post-issuance of the Draft RFP.
- Review ATC response letters drafted by the DEPARTMENT and/or the SERVICE PROVIDER
- Participate in document drafting meetings
- Participate in one set of one-on-one meetings
- Provide input on discrete evaluation questions and items as required
- Assist the DEPARTMENT during negotiations with the preferred Proposer, with a focus on the legal aspects of the award process
- Perform other PROJECT-related tasks as requested and directed by the DEPARTMENT to implement the procurement and PROJECT

4.14.5 Conformed Contract and Escrow Document Review

- Provide legal assistance in support of contract sections 4.14 and 4.15, which will include preparation of the required documentation in section 4.14 and conducting the Escrow Document assessment and report preparation as required in section 4.15.

4.14.6 Legal Support Assumptions

The following assumptions were made to establish the SERVICE PROVIDER's legal subconsultant's scope of work and level of effort. Effort desired or expected above and beyond these base assumptions will require an amendment to the SERVICE PROVIDER's agreement:

- The RFP will be based on the DEPARTMENT's latest Design Build documents template
- The legal support subconsultant will perform limited review and comment on high-level issues in the first draft of the technical provisions drafted for the PROJECT. The DEPARTMENT and/or the SERVICE PROVIDER will be responsible for confirming that TPs are integrated with Design Build

Contract (including use of nomenclature, risk allocations, etc.) and that there are no conflicts, gaps, or inconsistencies between documents

- The legal support subconsultant will perform limited review and comment on one draft of the RFP prepared by the DEPARTMENT or the SERVICE PROVIDER before Industry review, and on one revised draft of the RFP prepared by the DEPARTMENT and/or the SERVICE PROVIDER during Industry review before issuance of the Final RFP. The DEPARTMENT and/or the SERVICE PROVIDER will be responsible for confirming that the RFP is integrated with the Design Build Contract and TPs
- The legal support subconsultant will not have any role in RFQ/SOQ evaluation process and will perform a limited role to aid the DEPARTMENT regarding discrete issues during the RFP/Proposal evaluation processes
- Regardless of the number of qualified proposals received, there will be no more than five (5) respondents shortlisted following the RFQ
- The legal support subconsultant will attend a maximum of ten (10) one-on-one meetings, one per qualified proposer during Industry review and one per qualified proposer after the Draft RFP is issued
- The legal support subconsultant will review; two (2) drafts of the Design Build Contract for Industry review (initial draft and then issue draft); one (1) draft of the Design Build Contract after Industry review for issuance with the RFP; and six (6) addenda, for a total of five (5) contract reviews
- The legal support subconsultant will aid the DEPARTMENT in responding to a maximum of two hundred (200) Design Build Contract questions, combined, between the RFP Industry review and after the issuance of the RFP. The legal support subconsultant will not participate in reviews of questions and answers related to the RFP and TPs
- Travel to Carson City and/or Reno, Nevada will be limited. Email and conference calls will be optimized
- The legal subconsultant will not participate in the following DEPARTMENT or SERVICE PROVIDER activities:
 - Assisting the DEPARTMENT in responding to RFQ/SOQ or Proposal protests or other procurement challenges
 - Best and Final Offer (BAFO) review
 - Developing programmatic documents or streamlining documents
- All Nevada legal issues will be handled and supported by the Nevada Attorney General's Office; Local counsel will not be secured by the SERVICE PROVIDER or its legal subconsultant
- Insurance issues will be addressed by the DEPARTMENT or a third-party insurance advisor

4.15 Project Labor Agreement

The SERVICE PROVIDER will assist the DEPARTMENT to develop a draft Project Labor Agreement (PLA) to include in the DB contract. This draft PLA will follow the example provided on the FHWA's website at <https://www.fhwa.dot.gov/construction/cqit/pla.pdf>, with revisions made specific to the NRS and State laws as applicable.

The SERVICE PROVIDER will assist the DEPARTMENT to identify, contact, and negotiate the PLA terms, with Union Locals. A full list of local unions and their contact information will be prepared for the DEPARTMENT's review.

The SERVICE PROVIDER will include provisions in the DB contract requiring the understanding and execution of the PLA by the selected Proposer.

The SERVICE PROVIDER will assist the DEPARTMENT in preparing documentation for the FHWA's review and approval of the PLA.

The PLA will be finalized upon selection of the successful Proposer.

4.16 Assemble Conformed Contract

The SERVICE PROVIDER will assist the DEPARTMENT in assembling the conformed contract for signature and distribution (in hardcopy and electronic format), which will consist of the Contract Documents included in the RFP, revised to reflect any addenda, changes during discussions and/or negotiations, and those components of the successful Proposal designated in the RFP for inclusion in the conformed contract.

Following award of the Design Build contract, the SERVICE PROVIDER will assemble and provide all original procurement documents to the DEPARTMENT.

4.17 Escrow Document Review

The SERVICE PROVIDER will conduct an assessment to the completeness of the escrow documents of the selected Proposer. Following this assessment, the SERVICE PROVIDER will prepare a report to the DEPARTMENT regarding the findings of the assessment, including identification of any deficiencies that could potentially impact successful completion of the Design Build contract.

5 Procurement Phase Design Services

The SERVICE PROVIDER will supplement the preliminary design work performed for the Environmental Assessment (EA) to a level necessary to include as preliminary design plans and design reference documents for the Design Build solicitation. The SERVICE PROVIDER will coordinate with DEPARTMENT staff to determine the level of completion each functional area will require for incorporation into the RFP and will provide design assistance as requested by the DEPARTMENT to meet the procurement schedule.

5.1 Project Improvements

The following is a detailed description of the PROJECT for the purposes of this Scope of Services:

5.1.1 I-15 Improvements

- Adjust/shift the I-15 mainline lanes outward to allow construction and operation of the Harmon HOV access ramps in the median of I-15
- Provide a two-lane entrance from the existing north bound collector distributor (CD) road onto north bound I-15

- Widen I-15 from the entrance of the north bound CD to the entrance of the north bound Tropicana Avenue entrance ramp to provide additional merge-weave distance

5.1.2 Tropicana Improvements

- Reconstruct the entirety of the interchange, including all ramps
- Construct a replacement south to east bound flyover direct connection
- Widen and reprofile Tropicana Avenue to accommodate the new interchange width and vertical clearance requirements
- Provide an expanded number of lanes for the interchange turning movements
- Provide an additional lane in each direction on Tropicana Avenue between the I-15 ramp terminal intersections, extending east to the NY NY/Excalibur driveway intersections, and west to Polaris
- Provide 10-foot sidewalks on the north and south sides of Tropicana, connecting to existing sidewalks on both the east and west

5.1.3 Harmon Improvements

- Construct a partial HOV interchange at Harmon, connecting the existing overpass bridge to the southerly HOV lanes in the median of I-15.
- Restripe approximately 1500 feet of Harmon and construct a high-tee intersection with signal at the HOV interchange ramp terminal.

5.1.4 Dean Martin Improvements

- Realign the north-south Dean Martin through movements to parallel I-15 under Tropicana Avenue, with two lanes in each direction and turn pockets/accel/decel lane in the center for north bound left turns.
- Reconfigure the existing Dean Martin to accommodate directional access to and from businesses in accordance with the Tropicana improvements.

5.1.5 Tropicana Wash Channel Improvements

- Reconstruct the impacted limits of the Tropicana Wash Channel (US Army Corps of Engineers jurisdiction and Clark County Regional Flood jurisdiction legs) as a new, four-cell, reinforced concrete box culvert (RCB) connecting to the existing RCB passing under I-15.
- Provide an access opening on the east side of I-15 to replace the access removed by the project improvements.

5.1.6 Harmon Channel Improvements

- Reconstruct the entirety of the Harmon Channel (NDOT jurisdiction) within the project limits to be a RCB structure, located in the existing channel position, allowing for the adjustment/shift of the south bound I-15 lanes.

5.1.7 Bridges and Retaining Walls

Seven (7) bridges are anticipated as part of the PROJECT:

- I-15 SB exit over Dean Martin
- I-15 SB exit over I-15 (flyover)
- I-15 SB entrance over Dean Martin
- I-15 NB entrance over Frank Sinatra
- Tropicana Avenue over Frank Sinatra
- Tropicana Avenue over I-15
- Harmon HOV structure connection to existing bridge

Retaining Walls

- Retaining walls are anticipated approaching all bridge abutments and in areas of tight right of way along Tropicana, Frank Sinatra, and Dean Martin.
- Retaining walls are anticipated along the Harmon HOV ramps.

5.2 Design Tasks

In support of Section 4.9 and as needed for Procurement Phase revisions to the PROJECT design, the following task elements are included in this program management scope of services:

5.2.1 Location and Surveying

The SERVICE PROVIDER will perform additional surveying and location/control work as needed, including cadastral control and property corner surveys, field verification surveys of existing ground elevations, drainage inverts, roadway and channel cross sections, and utility manhole/pull box locations. This work is not expected to exceed one week of field crew time and 2 days of office review.

5.2.2 Geotechnical

The SERVICE PROVIDER will provide additional Geotechnical Analysis and in support of proposer questions pertaining to the previously prepared and provided Draft Geotechnical Data Report to be used in the request for proposals reference information documents.

The SERVICE PROVIDER will provide additional Geotechnical Data collection services, adding a total of 26 borings to the total collected during previous PROJECT phases.

5.2.3 Roadway

The SERVICE PROVIDER will provide additional roadway design in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Design Criteria based on proposer questions and prepare addenda to design criteria if applicable.

5.2.4 Drainage & Storm Water Quality

The SERVICE PROVIDER will provide additional drainage design and Storm Water Quality reviews and evaluation in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Drainage Design Criteria based on proposer questions and prepare addenda to design criteria if applicable.

The SERVICE PROVIDER will review the proposer's responses for adherence to Storm Water Quality Best Management Practices (BMP)s, Storm Water Pollution Prevention Plan requirements, and Low Impact Development (LID) requirements. The SERVICE PROVIDER will provide input to the DEPARTMENT's evaluation based on this review.

5.2.5 Landscape & Aesthetics

The SERVICE PROVIDER will provide additional Landscape and Aesthetics (L&A) work in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining appropriateness and subjective adherence to the L&A Technical Provisions based on proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT L&A stipulations based on proposer questions and prepare addenda to the Technical Provisions if applicable.

5.2.6 Traffic Analysis

The SERVICE PROVIDER will provide additional Traffic Analysis and modeling support to assist the DEPARTMENT's traffic team in answering proposer questions and perform ATC reviews to determine ATC appropriateness and subjective adherence to the PROJECT Technical Provisions based on proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Traffic Analysis requirements based on proposer questions and prepare addenda to the Technical Provisions if applicable.

5.2.7 Traffic Design

The SERVICE PROVIDER will provide additional Traffic design in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Technical Provisions based on proposer questions and prepare addenda to design criteria if applicable.

5.2.8 Structures

The SERVICE PROVIDER will provide additional Structural design in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Technical Provisions based on proposer questions and prepare addenda to structural requirements if applicable.

5.2.9 Right of Way Support

The SERVICE PROVIDER will provide additional Right of Way review and engineering in support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Technical Provisions and right of way exhibits based on proposer questions and prepare addenda to PROJECT documents if applicable.

5.2.9.1 Right of Way Acquisition support

The SERVICE PROVIDER will aid the DEPARTMENT on an as-needed basis in support of the DEPARTMENT's effort to perform all right of way acquisitions, the SERVICE PROVIDER will:

- Abide by all applicable laws, regulations, codes, and polices related to right-of-way services, including but not limited to 42 USC § 4601, et seq. and implemented through 49 CFR Part 24 (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), 23 CFR parts 645, 646 and 710, NAC and NRS, the Nevada Department of Transportation Right-of-Way Manual as applicable.
- Ensure continuity of personnel assigned and provide complete information transfer from any reassigned personnel.
- Assign personnel that have sufficient working knowledge of applicable CFR, NAC, NRS and industry standard practice related to right-of-way services.
- Support DEPARTMENT Right-of-Way Division staff by providing right-of-way survey services, land surveying, title research, appraisal, appraisal review, acquisition support, and other services as may be required to support the DEPARTMENT's Right-of-Way Division needs on an as-needed basis.
- Demonstrate a working knowledge of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 sufficient to effectively augment the DEPARTMENT's real property acquisition, relocation and real property management efforts.
- Maintain individual diaries for all work performed.
- Maintain and provide a professional and positive working relationship with internal and external customers.
- Provide reports of right-of-way survey services, appraisal, appraisal review, acquisition, and condemnation coordination including schedule and budget data as applicable.
- Attend and/or conduct Meetings/Workshops as Required for Discussion of Right-of-Way Processes and Issues for the following:
 - Appraisal
 - Appraisal Review
 - Fee acquisitions
 - Permanent easements
 - Temporary easements
 - Tenant-owned improvements
 - Permissions to construct
 - Control of access

- Service point requirements
 - R/W Settings
- Coordinate Right-of-Way Setting Meetings and assist the design team by providing input and recommendations on right-of-way needs (i.e. location, limits, duration and purpose), and the types of rights to be acquired. The type and purpose of the rights to be acquired may include fee title, permanent easement, temporary/construction easement, replacement utility easements, permissions to construct and control of access. In addition, the Consultant right-of-way staff will assist with any right-of-way issues, including but not limited to locked gates, service point locations, and analyses of alternatives to avoid right-of-way (i.e. purchasing real property versus building retaining walls).
 - Right-of-way meetings will be scheduled by the DEPARTMENT and will include: A right-of-way needs assessment meeting; a pre-right-of-way setting, a final right-of-way setting, and amended right-of-way setting meeting, as required. It is assumed that all these meetings will be held at DEPARTMENT Headquarters in Carson City. The DEPARTMENT will determine appropriate attendance by DEPARTMENT and FHWA staff.
 - Respond to property owners and to general public inquiries regarding right-of-way acquisition and relocation procedures under the Uniform and the DEPARTMENT's Right-of-Way Manual.

5.2.9.2 Billboard Relocation

- Deliver to Displacee Notices of Relocation Eligibility, Ninety (90) Day Notice, and Relocation Brochures, and conduct an initial interview in which moving options are explained. Prepare and obtain relocatee's signature on an Inventory of Personal Property. Offer support in locating a replacement site and in obtaining required permits to relocate the billboard. Monitor the billboard removal and conduct a final inspection of the vacated and replacement sites. Prepare payment packages for the removal and re-construction of the billboard which will include all eligible associated expenses.
- When possible, relocate a billboard to remainder sites or comparable replacement sites as close to the existing billboard location as feasible.

5.2.10 Utility Coordination

The SERVICE PROVIDER will provide additional Utility Coordination during the procurement, including weekly follow-ups with NDOT utilities and affected utility companies. The work will also include one additional face to face meeting with each utility company impacted by the PROJECT.

The SERVICE PROVIDER will coordinate one utility meeting with the qualified proposers and each affected utility company, in "team" format, with scheduled timeframes for each utility to meet with each proposer separately, with full meeting confidentiality. The SERVICE PROVIDER's Procurement Manager will ensure the meeting is scheduled to allow adequate time to make any necessary additions to the RIDs.

The SERVICE PROVIDER will provide support of proposer questions and ATC reviews to assist the DEPARTMENT in responding to questions and determining engineering adequacy of and possible utility impacts to proposer ATCs.

The SERVICE PROVIDER will evaluate the PROJECT Technical Provisions based on utility coordination and proposer questions and prepare addenda to the RID's and Technical Provisions, if applicable.

6 Procurement Phase Environmental Services

The SERVICE PROVIDER will participate in the RFQ Development, confirming the RFQ reflects the DEPARTMENT's commitments in the environmental document. The work will include attending one RFP meeting, preparing and/or reviewing environmental specifications, and answering environmental questions from the Proposers.

The SERVICE PROVIDER will complete up to 10 reviews of design submittals, proposals, and ATCs to confirm the proposed design is consistent with environmental commitments identified in the RFP.

The SERVICE PROVIDER will facilitate up to five (5) meetings to specifically address environmental commitments (three (3) meetings will be held via GoToMeeting, two (2) will be in-person meetings). Up to five (5) design submittals will be reviewed by the SERVICE PROVIDER's environmental lead and support team to confirm consistency with impacts disclosed in the EA and environmental commitments.

This work assumes:

- Contributions to the RFQ and two (2) rounds of reviews and edits.
- Development of environmental specifications and two (2) rounds of edits.
- Developing answers to up to 30 environmental questions from Proposers.
- Up to ten (10) reviews of design submittals proposals and ATC's by SERVICE PROVIDER's staff, and five (5) reviews by SERVICE PROVIDER's environmental lead and support team.
- Up to five (5) environmental meetings; three (3) via GoToMeetings and two (2) in-person

INSTRUCTIONS FOR COMPLETING THE DISCLOSURE OF OWNERSHIP/PRINCIPALS FORM

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Nevada Department of Transportation (“NDOT”) to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the NDOT. Failure to submit the requested information may result in a refusal by NDOT to enter into an agreement/contract and/or release monetary funding to such non-disclosing business entity.

Detailed Instructions

All sections of the Disclosure of Ownership/Principals form must be completed. If not applicable, write N/A in the space provided.

Business Entity Type – Indicate if the entity is Sole Proprietor, Partnership, Limited Liability Company, Corporation, Trust, Non-Profit Organization, or Other. When selecting ‘Other’, provide a description of the legal entity.

Business Name (include d.b.a., if applicable) – Enter the legal name of the business entity and enter the “Doing Business As” (d.b.a.) name, if applicable.

Corporate/Business Address, Business Telephone, Business Fax, and Email – Enter the street address, telephone and fax numbers, and email of the named business entity.

Nevada Local Business Address, Local Business Telephone, Local Business Fax, and Email – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

Number of Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)

List of Owners/Officers – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

Signature and Print Name – Requires signature of an authorized representative and the date signed

Disclosure of Relationship Form – If any individual members, partners, owners or principals of the business entity is presently a NDOT employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a NDOT employee, public officer or official, this section must be completed in its entirety.

DISCLOSURE OF OWNERSHIP/PRINCIPALS

1. Business Entity Type (Please select one)

- Sole Proprietorship
- Partnership
- Limited Liability Company
- Corporation
- Trust
- Non-Profit Organization
- Other

2. Are you a publicly-traded corporation? Yes No

3. Number of Nevada Residents Employed (Do Not Leave Blank):

4. Corporate/Business Entity Name (Include d.b.a., if applicable):

5. Corporate/Business Entity Street Address:

Street Address:	Website:
City, State and Zip Code:	Point of Contact Name:
Telephone and Fax No.	Email:

6. Nevada Local Business Street Address (If different from above):

Street Address:	Website:
City, State and Zip Code:	Point of Contact Name:
Local Telephone and Fax No.	Email:

6. List of Owners/Officers

All business entities*, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity.

Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors in lieu of disclosing the names of individuals with ownership or financial interest.

Full Name	Title	% Owned (Not required for Publicly-Traded Corporations/Non-profit Organizations)

*Business entities include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

DISCLOSURE OF RELATIONSHIP FORM

This section is not required for publicly-traded corporations

Purpose:

1. Disclose any individual members, partners, owners or principals involved in the business entity that is a NDOT full-time employee(s) or appointed/elected official(s).

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as otherwise provided in that statute.

2. Disclose any individual members, partners, owners or principals involved in the business entity with a first or second degree of consanguinity, or affinity relation to a NDOT full-time employee(s) or appointed/elected official(s) (reference the *Definition* section below).

Definitions:

Consanguinity is a relationship by blood.

Affinity is a relationship by marriage.

First and Second degree of consanguinity applies to the candidate's first and second degree of blood relatives as follows:

- First Degree: Spouse – Registered Domestic Partners – Children – Parents – In-laws
- Second Degree: Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws

Disclosure of Relationship:

If “YES” is selected for any of the following questions, the Disclosure of Relationship form must be completed (see Page 5).

1. Are any individual members, partners, owners or principals involved in the business entity a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

2. Are any individual members, partners, owners or principals have a first or second degree of consanguinity related to a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

List any disclosures below (mark N/A, if not applicable.):

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF NDOT EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO NDOT EMPLOYEE/OFFICIAL	NDOT EMPLOYEE'S/OFFICIAL'S DEPARTMENT/DIVISION
N/A			

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that NDOT may not take action on contract and agreement approvals without the completed disclosure form.


 Signature
Sr. Project Manager
 Title

Jack Sjoström
 Print Name
12/18/19
 Date

For NDOT Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

- Yes No Is the NDOT employee(s) noted above involved in the contracting/selection process for this particular item?
- Yes No Is the NDOT employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments:

Signature

Print Name
Authorized NDOT Representative

Line Item 3

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION

542-19-816
For Agreement Services Only

Request to Solicit Services and Budget Approval (2A)
Amendments for time extensions (time only) do not require a form 2a

x Initial Budget Request Request for Amendment #: Agreement #:

If Amendment, name of Company:

Project ID #(s): None

Type of Services: Engineering

OS
FS

Originated by: Jaime Tuddao Division: Safety Eng Date Originated: 8/22/2019

Division Head/District Engineer: Fred Shakal

OS
SR

Budget Category #: 06 Object #: 814P Organization #: C816

Estimated Cost: \$2,000,000.00 Type of Funding: Federal % of Fund: 95

Funding Notes: State Fiscal Year(s): 20-23

\$2,000,000.00 (95% Federal Aid = \$1,900,000.00; 5% State funding = \$100,000.00)

Please see cost breakdown of budget by year in the justification portion below

Financial Management:

DocuSigned by:
Donna Spelts 9/4/2019
8ABCF398562 Signature Date

x Requires Transportation Board Approval

Does not require Transportation Board Approval

Approval of this form by the Financial Management Division, Budget Section, provides funding authority for the services described. Actual availability of funds and the monitoring of actual expenditures must be determined by the Division Head.

Project Accounting:

DocuSigned by:
Kathleen McKee 9/4/2019
8E9F10973C1 Signature Date

Director:

DocuSigned by:
Kristina L. Swallow 9/4/2019
C4B612FC2G Signature Date

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

542-19-816
For Agreement Services Only

Attachments:

Budget by Organization Report (Report No. NBDM30) attached here:



If Amendment, attach original Agreement here:

Any additional information to attach:

Yes



Purpose of, and Justification for, Budget Request:

This request is in preparation for the Request For Proposal (for FFY 20-23) to hire a consultant for the continued implementation of the Nevada Strategic Highway Safety Plan (SHSP) as a requirement for the Highway Safety Improvement Program (HSIP); and eligible for Federal Funding by FAST-Act.

FFY 20 = \$500,000.00 (95% Federal Aid = \$475,000.00; 5% State = 25,000.00)

FFY 21 = \$500,000.00 (95% Federal Aid = \$475,000.00; 5% State = 25,000.00)

FFY 22 = \$500,000.00 (95% Federal Aid = \$475,000.00; 5% State = 25,000.00)

FFY 23 = \$500,000.00 (95% Federal Aid = \$475,000.00; 5% State = 25,000.00)

Scope of Services:

Please see ATTACHMENT A



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

MEMORANDUM

December 2, 2019

TO: Sondra Rosenberg, Assistant Director Planning
FROM: Fred Shakal, Acting Chief Traffic Safety Engineer
SUBJECT: Negotiation Summary for Master Agreement P542-19-816, Strategic Highway Safety Plan with Kimley-Horn and Associates

A negotiation meeting by conference call was held at NDOT conference room in Carson City on November 25, 2019 with Kimley-Horn and Associates staff (SERVICE PROVIDER), and NDOT Traffic Safety Engineering staff (DEPARTMENT) in attendance. The SERVICE PROVIDER chosen was one of the most qualified through the Request for Proposal (RFP).

1. The DBE goal for this agreement has been established at two percent (2%).
2. The duration of this agreement will be for four (4) years, ending on June 30, 2023.
3. The Scope of Services was reaffirmed by both parties at the outset (Please see attached).
4. Agreed Fixed Fee is 12.50% (please see attached Fixed Fee calculation).
5. Project manhours and indirect costs will be determined for each assigned task order, as they are issued.
6. The total amount of Task Orders issued to all SERVICE PROVIDERs related to the Scope of Services under RFP 542-19-816 shall not exceed the sum of \$2,000,000.00.
7. Key personnel who will be dedicated to this project are as follows:

Title	Name
Project Manager	Mike Colety, P.E., PTOE
Deputy PM and CEA Facilitator	Lindsay Saner, P.E., PTOE
Project Principal/QA/QC	Ken Ackeret, P.E., Ph.D., PTOE
Senior Panel and CEA Facilitator	Karen Sprattler
CEA Facilitator	Molly O'Brien, P.E., PTOE
Communications Liaison	Kathleen Taylor (Taylor Made Solutions)
TRCC Facilitator	David Giacomini

Subconsultant

Taylor Made Solutions
1648 Wheatgrass Dr.
Reno, NV 89509
Kathleen Taylor, Owner
775-813-8977
kmtaylor343@gmail.com

Reviewed and Approved:

DocuSigned by:
Sandra Rosenberg
Assistant Director

**ATTACHMENT A
SCOPE OF SERVICES
NEVADA STRATEGIC HIGHWAY SAFETY PLAN**

Nevada's Strategic Highway Safety Plan (SHSP) is a comprehensive statewide safety plan that identifies the greatest causes of severity crashes on Nevada roadways, and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 5 E's of traffic safety: Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management and Everyone (User Advocates). Goals and strategies have been developed in consultation with federal, tribal, state, local, and private-sector safety stakeholders.

The purpose of the SHSP is to eliminate traffic related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted state, local, tribal, and federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

The SERVICE PROVIDER will maintain the overall SHSP safety partners' involvement process working with the Nevada Executive Committee on Traffic Safety (NECTS), the Critical Emphasis Area (CEA) teams, Traffic Records Coordinating Committee (TRCC) to facilitate effective implementation of the Strategic Plan. Traffic safety issue identification based on crash data forms the foundation for action steps to address behavioral considerations. In addition to working within the SHSP structure, the SERVICE PROVIDER will provide data analysis, document development, and coordination with the Highway Safety Program through Department of Public Safety - Office of Traffic Safety (DPS-OTS). These tasks include but not limited to the following:

TASK 1: SHSP OVERSIGHT AND PROMOTION

A. Implementation Facilitation

The SERVICE PROVIDER will:

- a. Provide facilitation and guidance on implementation strategies:
 - i) Identify and document SHSP strategies funded under other related safety plans and funding programs.
 - ii) Evaluate the effectiveness of current strategies and determine if strategies can be enhanced by restructuring or leveraging additional support.
 - iii) Utilize input from NECTS to improve activities.
 - iv) Assist with evaluation tools or mechanisms to measure potential SHSP program impacts.
- b. Coordinate the SHSP strategies with behavioral programs.
- c. Prepare for and host a monthly management progress meeting, and coordinate with DEPARTMENT and DPS - OTS key staff:
 - i) Include CEA team leaders as required.

Deliverables:

- Meeting Minutes
- Monthly summary of project tasks accomplishment as part of a monthly Progress Report.

B. Integration of SHSP with Other Transportation Plans

The SERVICE PROVIDER will coordinate with the DEPARTMENT and other agencies on SHSP integration with other Transportation Plans and:

- a. Coordinate with towns, cities, counties, metropolitan planning organizations, and tribal communities on improving planning processes and documents to incorporate SHSP strategies.
- b. Provide guidance on incorporating the SHSP strategies into planning documents for towns, cities, counties, metropolitan planning organizations and tribal communities.
- c. Assist with the development of projects and funding for safety initiative that support the Nevada SHSP.

Deliverables:

Summary of coordination, guidance and project development

C. SHSP Promotion

The SERVICE PROVIDER will:

- a. Promote the SHSP at related conferences/meetings and events.
- b. Provide content updates for on Nevada's SHSP for the Zero Fatalities website:
 - i) Review and provide updates to website host.
 - ii) Coordinate with DEPARTMENT Public Information Officer (PIO) on updates.
- c. Prepare and distribute a quarterly electronic newsletter.
- d. Update/produce fact sheets based on data provided by the DEPARTMENT.
- e. Continued outreach statewide to promote involvement in SHSP implementation.

Deliverables:

- Meeting Minutes of outreach meeting and activities
- Zero Fatalities Website content updates
- Quarterly electronic newsletters
- Fact Sheets

D. Review and Summarize Regional and National Best Practices

The SERVICE PROVIDER will:

- a. Coordinate with other states and national agencies on implementation strategy best practices.
- b. Complete a literature review of best practices from regional and national guidance and strategic highway safety plan implementation in other states. Prepare a draft and final document summarizing best practices to be incorporated in Nevada.
- c. Evaluate the feasibility of a regional SHSP Peer Exchange with Utah, Idaho, Arizona, and New Mexico. Pursue FHWA or NHTSA funding for such peer exchange.

Deliverables:

- Meeting Minutes
- Draft Literature Review including internal Quality Control comments by the SERVICE PROVIDER team, including sub-consultants
- Final Literature Review with comment resolution matrix
- Draft Regional Peer Exchange Feasibility Summary including internal Quality Control comments by the SERVICE PROVIDER team, including sub consultants
- Final Peer Exchange Feasibility Summary

E. Prepare Annual Report for SHSP

The SERVICE PROVIDER will:

- a. Prepare an annual report (SHSP) summarizing the progress of the year's activities and targets and the priorities for future implementation. Prepare a draft and final document summarizing the previous year's activities and priorities for future implementation.
- b. Prepare an annual SHSP Supplement to reflect performance, targets, updated annual strategies and any other reviews. Prepare a draft and final document.

Deliverables:

- Draft SHSP Annual Report including internal Quality Control comments from the SERVICE PROVIDER team, including performance against targets and input from sub-consultants
- Final Annual Report with comment resolution matrix
- Draft SHSP Supplement
- Final SHSP Supplement with comment resolution matrix

F. Prepare 2021 to 2025 SHSP Projection

The current 2015 to 2020 SHSP needs to be evaluated and updated to create the 2021 to 2025 SHSP to strategically direct the actions of the SHSP and associated plans including but not limited to the Highway Safety Improvement Plan. The SERVICE PROVIDER will:

- a. Review and follow the FHWA Process Approval Checklist for SHSP updates
- b. Review the effectiveness of actions within the existing SHSP and document accomplishments
- c. Review crash data trends to guide the strategies and actions within the plan
- d. Update the plan to include the seventh Emphasis Area for Young Drivers
- e. Develop and distribute an online survey and host an online outreach opportunity for SHSP Implementation
- f. Update the Nevada SHSP to document the progress and guide future implementation for the 2021 to 2025 period. Prepare a draft and final document summarizing best practices to be incorporated in Nevada. Combine it with Annual Report.

Deliverables:

- Draft 2021 to 2025 Nevada SHSP Projection
- Final 2021 to 2025 Nevada SHSP Projection

G. Develop and Maintain Content for Online Implementation Support

The SERVICE PROVIDER will:

- a. Develop webpages that support the main components of SHSP Implementation including the NECTS, CEAs and the TRCC.
- b. Maintain the webpages that support the main components of SHSP Implementation including the NECTS, CEAs and the TRCC.

Deliverables:

- Draft and Final SHSP Implementation Website Content

TASK 2: CRITICAL EMPHASIS AREA (CEA) AND TRAFFIC RECORDS COORDINATION COMMITTEE (TRCC) FACILITATION

The SERVICE PROVIDER will maintain the overall SHSP safety partners' involvement process facilitating the CEAs and the TRCC to effectively implement the strategies and actions within Nevada's SHSP and the directives of the Nevada Executive Committee on Traffic Safety (NECTS) and the goal of Zero Fatalities in Nevada. It is critical that SHSP strategies are data driven and that the effectiveness of strategies is monitored.

The SERVICE PROVIDER will facilitate the seven (7) CEA task teams within the SHSP as well as the TRCC:

1. Impaired Driving
2. Intersections
3. Lane Departures
4. Motorcycles
5. Occupant Protection
6. Pedestrians
7. Young Drivers

The Intersections and Pedestrians CEA team meetings will be held jointly.

A. Facilitate CEA Task Forces

The SERVICE PROVIDER will provide facilitation and engineering technical expertise to CEA teams and:

- a. Obtain input from CEA Task Force team leaders on agendas, and prepare meeting agenda for quarterly meetings
- b. Facilitate meetings and prepare minutes for quarterly meetings
- c. Identify key action items for each CEA Task Force team and provide engineering analysis as required to assist the CEA team Task Force for appropriate safety strategies.
- d. Hold interim meeting with CEA Task Force leaders and action step leaders and review additional members to invite quarterly
- e. Coordinate with related meetings
- f. champion development of new strategies
- g. Facilitate development of legislative advisory opinions from each CEA
- h. Ensure performance measures (output and outcome measures) for each CEA and its corresponding strategies are in place and tracked.
- i. Prepare quarterly reports on progress and document challenges and opportunities
- j. Provide/update list of known and adapted strategies that were developed by each CEA Task Force team applicable on Nevada roadways.

Deliverables:

- Meeting Minutes
- Support documents for SHSP strategy execution
- Quarterly CEA Team Tracking Sheet updates and Progress Reports including updated list of active and non-active CEA members
- List of known and adapted strategies applicable on Nevada roadways.

B. Facilitate TRCC

The National Highway Traffic Safety Association (NHTSA) requires states to have a TRCC. The TRCC is responsible for improving the quality of the safety data components to be more effective in implementing SHSP strategies through the CEAs and NECTS initiatives. The following are the six primary data components and primary data quality attributes:

Six Primary Data Components

1. Crash
2. Driver
3. Vehicle
4. Roadway
5. Citation/Adjudication
6. EMS/Injury Surveillance

Six Primary Data Quality Attributes

1. Timeliness
2. Accuracy
3. Completeness
4. Uniformity
5. Integration
6. Accessibility

The SERVICE PROVIDER will facilitate the TRCC activities and safety data needs for data analysis to improve the effectiveness of CEA strategies:

- a. Obtain input from TRCC members on agendas, and prepare meeting agenda for quarterly meetings
- b. Facilitate meetings and prepare minutes for quarterly meetings
- c. Review of strategies and performance measures
- d. Review and coordinate safety data
- e. Coordinate with DEPARTMENT on safety analysis.
- f. Provide analysis to NECTS.
- g. Coordinate and support safety analysis applying the Highway Safety Manual.
- h. Assist with data analysis provided by Universities to improve effectiveness and practical application of research in support of traffic safety initiatives.
- i. Assist Task Forces with defining crash issues with coordination and engineering technical expertise to analyze the complexities of specific crash causing issues and the appropriate solutions for Nevada in support of implementation of strategies.
 - Analyze crash data to determine crash causing issues using safety data analysis tools to determine and clearly display the specific crash causing issues and appropriate solutions.
 - Provide additional coordination and research in support of assisting with data analysis.
 - Prepare quarterly reports on progress and document challenges and opportunities.
- j. Assist task forces with strategies with coordination and engineering technical expertise regarding the challenging task of determining the appropriate solutions for Nevada in support of implementation of strategies:
 - Research National best practices, standards and guidance documents such as the AASHTO Highway Safety Manual and related research, AASHTO Green Book, NHTSA Countermeasures that Work, NCHRP Human Factors Guidelines for Road Systems, and NACTO guides
 - Provide additional coordination, research and analysis in support of implementing strategies
 - Prepare quarterly reports on progress and document challenges and opportunities

Deliverables:

- Meeting minutes
- Quarterly TRCC Performance Measures and Progress Report
- Summaries of National Best Practices and Guidance Documents
- Summaries of Data Analysis Results

TASK 3: NEVADA EXECUTIVE COMMITTEE ON TRAFFIC SAFETY (NECTS) SUPPORT

The NECTS is the executive body for Nevada that establishes SHSP policies and procedures, reviews progress, provides advice and guidance, addresses challenges, and removes barriers for meeting the goal of reaching Zero Fatalities in Nevada. The NECTS provides guidance on specific SHSP strategies and ensures their agency plans are consistent with the SHSP.

The SERVICE PROVIDER will provide support to the NECTS so the members can review relevant data and information and provide the direction for effective implementation of SHSP strategies. This effort includes but not limited to the following tasks:

A. NECTS Meetings

The SERVICE PROVIDER will facilitate NECTS in accordance with Nevada's Open Meeting Law and provide the following services:

- a. Review information from previous NECTS meetings.
- b. Schedule quarterly meetings and send invitations.
- c. Update NECTS Meeting Binder.
 - i) Prepare agenda/coordinate agenda items with Committee Chair.
 - ii) Include any updates from CEA/TRCC, concerns, etc.
 - iii) Distribute Meeting Binder materials to all committee members one (1) week in advance of the meeting.
- d. Assist with meeting facilitation (NECTS Chairman facilitates meeting).
- e. Prepare Meeting Minutes/Summary and distribute (electronic) copy to all NECTS members.

Deliverables:

- Agenda, binder materials and minutes for quarterly NECTS meetings

B. Support of NECTS Initiatives

The SERVICE PROVIDER will:

- a. Consolidate legislative advisory opinions from CEAs and TRCC.
- b. Identify and coordinate with legislative safety champions.
- c. Conduct research and provide information on proposed legislative suggestions from the CEA teams and TWG.
- d. Summarize challenges/barriers encountered by CEA teams for presentation and or consultation with NECTS.

Deliverables:

- Legislative Advisory Opinion Summary Document
- Legislative support documents
- CEA team challenges/barriers summary

C. SHSP Implementation through NECTS

The SERVICE PROVIDER will:

- a. Coordinate with NECTS member agencies.
- b. Work with NECTS member agencies to integrate SHSP safety strategies in their transportation planning process as appropriate.
- c. Update the NECTS by-laws as directed by the NECTS

Deliverables:

- Quarterly support summary
- By-law updates as needed

TASK 4: SAFETY SUMMIT AND ANNUAL AWARDS

The Nevada Traffic Safety Summit is held annually at the direction of the NECTS to foster collaboration amongst implementers and provide dedicated time focused on sharing best practices and improving the effectiveness of SHSP Implementation. The SERVICE PROVIDER will support the planning, coordination and execution of the 2020 through 2023 Safety Summits.

A. Traffic Safety Summit

The SERVICE PROVIDER will:

- a. Organize a committee consisting of contributing staff from the DEPARTMENT and DPS - OTS, consultant staff, and staff from supporting agencies for planning, coordination and execution of the Traffic Safety Summits and attend the Committee Meetings:
 - i) Monthly basis, 9-6 months before Summit (six (3) meetings).
 - ii) Every other week, 6-0 months before Summit (twelve (12) meetings).
 - iii) Post-Summit Meeting to discuss feedback (one (1) meeting).
- b. Work with the Committee to select the date and time for the Safety Summit(s) and research appropriate meeting space, assist with site selection, contracts, requirements, room blocks, etc.
- c. Coordinate with the NECTS, CEAs, and TRCC members about the upcoming safety summit and that their roster is up to date.
- d. Develop a theme for the Safety Summit, as well as topics and desired outcomes based on input from SHSP partners.
- e. Provide event logistics support:
 - i) Pre-Summit support:
 - (1) Create advertising and promotional materials, including website development and save the date flier.
 - (2) Develop and distribute invitations.
 - (3) Develop and maintain online registration tool
 - (4) Create and publish name tags
 - (5) Develop program structure and content and collect presentations (PowerPoints).
 - (6) Publish printed materials, program, notes, etc.
 - (7) Work with the Committee to develop SHSP Awards.
 - (8) Coordinate speaker schedules, travel, lodging, etc.
 - (9) Develop sponsorship categories and benefits and obtain sponsors.
 - (10) Coordinate vendors, giveaways, and prizes
 - ii) On-site support:
 - (1) Manage on-site registration and check-in.
 - (2) Collect evaluations and feedback for each session.
 - (3) Document activities on-site (photos, etc.).
 - (4) Coordinate with speakers and moderators.
 - (5) Conduct daily briefing meetings with the Committee.
 - (6) Schedule prep time with moderators/facilitators.
 - (7) Provide on-site support to speakers and moderator.
 - iii) Post-Summit support:
 - (1) Collect post-summit feedback via surveys.
 - (2) Conduct post-summit de-brief meeting.
 - (3) Summit wrap-up.
 - (4) Prepare summary report to include in the Annual SHSP Report.
 - (5) Perform presentations to the NECTS about the outcome of the completed safety summit.

The summits are anticipated to be hosted in convention space at a hotel alternately in southern Nevada and northern Nevada.

Deliverables:

- Event program, website, registration list, copy of the speakers' presentations, summary of Safety Summits, and summary of evaluations/report
- Receipts and documentation for all expenses

TASK 5: COMMUNICATIONS COORDINATION

Nevada's Strategic Highway Safety Plan (SHSP) is a comprehensive statewide safety plan that identifies the greatest causes of fatalities and serious injuries on Nevada roadways, and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. Many strategies identified in the SHSP include communications components. In addition, communications are often generated by different agencies throughout the state. The purpose of this task is to facilitate the coordination, tracking and sharing of communications including public campaigns, marketing initiatives and outreach activities. These tasks include, but not limited to, the following:

A. Communications Coordination

The SERVICE PROVIDER will facilitate coordination with the DEPARTMENT and DPS - OTS, and share communications with other SHSP partners and perform the following tasks:

- a. Assist in the community outreach, special events, and media activities and related needs with SHSP Partners, coordinate with supporting agencies and their consultants on events as required.
- b. Share public marketing strategic initiatives including advertising buys, social media, and web presence as it relates to SHSP strategies with SHSP partners.
- c. Assist in the reporting of traffic safety and communications efforts to various stakeholder groups.
- d. Assist with the coordination between the SHSP strategies and the development of supporting communications initiatives.

Deliverables:

- Meeting Minutes
- Monthly summary of tasks accomplishment as part of a monthly Progress Report.

INSTRUCTIONS FOR COMPLETING THE DISCLOSURE OF OWNERSHIP/PRINCIPALS FORM

The purpose of the Disclosure of Ownership/Principals Form is to gather ownership information pertaining to the business entity for use by the Nevada Department of Transportation (“NDOT”) to determine compliance with Nevada Revised Statute 281A.430, contracts in which a public officer or employee has interest is prohibited.

Completion and submission of this Form is a condition of approval or renewal of a contract or lease and/or release of monetary funding between the disclosing entity and the NDOT. Failure to submit the requested information may result in a refusal by NDOT to enter into an agreement/contract and/or release monetary funding to such non-disclosing business entity.

Detailed Instructions

All sections of the Disclosure of Ownership/Principals form must be completed. If not applicable, write N/A in the space provided.

Business Entity Type – Indicate if the entity is Sole Proprietor, Partnership, Limited Liability Company, Corporation, Trust, Non-Profit Organization, or Other. When selecting ‘Other’, provide a description of the legal entity.

Business Name (include d.b.a., if applicable) – Enter the legal name of the business entity and enter the “Doing Business As” (d.b.a.) name, if applicable.

Corporate/Business Address, Business Telephone, Business Fax, and Email – Enter the street address, telephone and fax numbers, and email of the named business entity.

Nevada Local Business Address, Local Business Telephone, Local Business Fax, and Email – If business entity is out-of-state, but operates the business from a location in Nevada, enter the Nevada street address, telephone and fax numbers, point of contact and email of the local office. Please note that the local address must be an address from which the business is operating from that location. Please do not include a P.O. Box number, unless required by the U.S. Postal Service, or a business license hanging address.

Number of Nevada Residents employed by this firm. (Do not leave blank. If none or zero, put the number 0 in the space provided.)

List of Owners/Officers – Include the full name, title and percentage of ownership of each person who has ownership or financial interest in the business entity. If the business is a publicly-traded corporation or non-profit organization, list all Corporate Officers and Directors only.

Signature and Print Name – Requires signature of an authorized representative and the date signed

Disclosure of Relationship Form – If any individual members, partners, owners or principals of the business entity is presently a NDOT employee, public officer or official, or has a second degree of consanguinity or affinity relationship to a NDOT employee, public officer or official, this section must be completed in its entirety.

DISCLOSURE OF OWNERSHIP/PRINCIPALS

1. Business Entity Type (Please select one)

- Sole Proprietorship
- Partnership
- Limited Liability Company
- Corporation
- Trust
- Non-Profit Organization
- Other

2. Are you a publicly-traded corporation? Yes No

3. Number of Nevada Residents Employed (Do Not Leave Blank): 77

4. Corporate/Business Entity Name (Include d.b.a., if applicable):

Kimley-Horn and Associates, Inc.

5. Corporate/Business Entity Street Address:

Street Address: 6671 Las Vegas Boulevard South, Suite 320	Website: www.kimley-horn.com
City, State and Zip Code: Las Vegas, NV 89117	Point of Contact Name: Michael Colety, P.E., PTOE
Telephone and Fax No. 702-862-3600/no fax	Email: mike.colety@kimley-horn.com

6. Nevada Local Business Street Address (If different from above):

Street Address:	Website:
City, State and Zip Code:	Point of Contact Name:
Local Telephone and Fax No.	Email:

6. List of Owners/Officers

All business entities*, with the exception of publicly-traded and non-profit organizations, must list the names of individuals holding more than five percent (5%) ownership or financial interest in the business entity.

Publicly-traded entities and non-profit organizations shall list all Corporate Officers and Directors in lieu of disclosing the names of individuals with ownership or financial interest.

Full Name	Title	% Owned (Not required for Publicly-Traded Corporations/Non-profit Organizations)
Kimley-Horn is a privately-owned corporation. We have over 450 current owners. No one individual owns more than 5% financial interest in Kimley-Horn.		

*Business entities include all business associations organized under or governed by Title 7 of the Nevada Revised Statutes, including but not limited to private corporations, close corporations, foreign corporations, limited liability companies, partnerships, limited partnerships, and professional corporations.

DISCLOSURE OF RELATIONSHIP FORM

This section is not required for publicly-traded corporations

Purpose:

1. Disclose any individual members, partners, owners or principals involved in the business entity that is a NDOT full-time employee(s) or appointed/elected official(s).

In accordance with NRS 281A.430.1, a public officer or employee shall not bid on or enter into a contract between a government agency and any private business in which he has a significant financial interest, except as otherwise provided in that statute.

2. Disclose any individual members, partners, owners or principals involved in the business entity with a first or second degree of consanguinity, or affinity relation to a NDOT full-time employee(s) or appointed/elected official(s) (reference the *Definition* section below).

Definitions:

Consanguinity is a relationship by blood.

Affinity is a relationship by marriage.

First and Second degree of consanguinity applies to the candidate's first and second degree of blood relatives as follows:

- First Degree: Spouse – Registered Domestic Partners – Children – Parents – In-laws
- Second Degree: Brothers/Sisters – Half-Brothers/Half-Sisters – Grandchildren – Grandparents – In-laws

Disclosure of Relationship:

If "YES" is selected for any of the following questions, the Disclosure of Relationship form must be completed (see Page 5).

1. Are any individual members, partners, owners or principals involved in the business entity a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

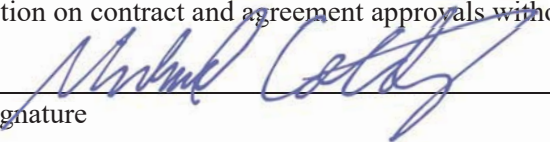
2. Are any individual members, partners, owners or principals have a first or second degree of consanguinity related to a NDOT full-time employee(s) or appointed/elected official(s)?

Yes No

List any disclosures below (mark N/A, if not applicable.):

NAME OF BUSINESS OWNER/PRINCIPAL	NAME OF NDOT EMPLOYEE/OFFICIAL AND JOB TITLE	RELATIONSHIP TO NDOT EMPLOYEE/OFFICIAL	NDOT EMPLOYEE'S/OFFICIAL'S DEPARTMENT/DIVISION

I certify under penalty of perjury, that all of the information provided herein is current, complete, and accurate. I also understand that NDOT may not take action on contract and agreement approvals without the completed disclosure form.


 Signature
 Senior Vice President

Michael Colety
 Print Name
 11/25/19
 Date

Title

For NDOT Use Only:

If any Disclosure of Relationship is noted above, please complete the following:

Yes No Is the NDOT employee(s) noted above involved in the contracting/selection process for this particular item?

Yes No Is the NDOT employee(s) noted above involved in any way with the business in performance of the contract?

Notes/Comments:

Signature

Print Name
 Authorized NDOT Representative



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

MEMORANDUM

January 3, 2020

TO: Department of Transportation Board of Directors
FROM: Kristina L. Swallow, Director
SUBJECT: January 13, 2020, Transportation Board of Directors Meeting
ITEM #9: Contracts, Agreements, and Settlements – Informational Item Only

Summary:

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

- Construction contracts under \$5,000,000 awarded November 13, 2019, through December 10, 2019.
- Agreements under \$300,000 executed November 13, 2019, through December 10, 2019.
- Settlements entered into by the Department which were presented for approval to the Board of Examiners November 13, 2019, through December 10, 2019.

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

Background:

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

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

The attached construction contracts constitute all that were awarded for construction from November 13, 2019, through December 10, 2019 and agreements executed by the Department from November 13, 2019, through December 10, 2019. There are no settlements during the reporting period.

Analysis:

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

List of Attachments:

- A) State of Nevada Department of Transportation Contracts Awarded – Under \$5,000,000, November 13, 2019, through December 10, 2019.
- B) State of Nevada Department of Transportation Executed Agreements – Informational, November 13, 2019, through December 10, 2019.

Recommendation for Board Action: Informational item only

Prepared by: Administrative Services Division

Attachment

A

**STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
 CONTRACTS AWARDED - INFORMATIONAL
 November 13, 2019, through December 10, 2019**

1. October 24, 2019 at 1:30 PM the following bids were opened for Contract **3798**, Project No. SP-000M(059), on Minister Road Bridge over East Walker River, in Lyon County, to replace Structure B-1615.

MKD Construction, Inc.	\$2,097,326.35
A & K Earth Movers, Inc.	\$2,350,000.00
Granite Construction Company	\$2,476,476.00
Q & D Construction LLC.....	\$2,658,000.00

Engineer's Estimate\$1,992,955.25

The Director awarded the contract on December 3, 2019, to MKD Construction, Inc. in the amount of \$2,097,326.35.

2. October 31, 2019 at 1:30 PM the following bids were opened for Contract **3799**, Project No. SI-0170(119), on Eastern Avenue / Civic Center Drive, Cheyenne to US 95, in Clark County, for intersection improvements.

CMMCM LLC DBA Muller Construction	\$1,448,539.49
Las Vegas Paving Corporation.....	\$1,495,160.00

Engineer's Estimate\$1,355,786.32

The Director awarded the contract on November 19, 2019, to CMMCM LLC DBA Muller Construction in the amount of \$1,448,539.49.

Attachment B

State of Nevada Department of Transportation
Executed Agreements - Informational
November 13, 2019 through December 10, 2019

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
1	75419	00	VALLEY ELECTRIC ASSOCIATION, INC.	LINE EXTENSION	N	\$1,172.45	-	-	\$1,172.45	-	11/12/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-12-19: LINE EXTENSION AND INSTALLATION FOR ACCESS TO THE DISTRIBUTION SYSTEM AT 1150 SR 160, NYE COUNTY. NV B/L#: NVD19651000140
2	75619	00	VALLEY ELECTRIC ASSOCIATION, INC.	LINE EXTENSION	N	\$2,928.35	-	-	\$2,928.35	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: PROVISION OF ELECTRICITY FOR PEDESTRIAN SAFETY IMPROVEMENTS ON SR 160 AT MP 9.2, NYE COUNTY. NV B/L#: NVD19651000140
3	54019	00	CARSON CITY AIRPORT AUTHORITY	FEDERAL AVIATION GRANT	N	\$2,232.00	-	-	\$2,232.00	-	11/25/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	11-25-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0004-032-2018) FOR PAVEMENT REHABILITATION AT THE CARSON CITY AIRPORT, CARSON CITY. NV B/L#: EXEMPT
4	76719	00	CITY OF FALLON	FEDERAL AVIATION GRANT	N	\$3,379.00	-	-	\$3,379.00	-	12/03/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	12-03-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0008-019-2017) FOR PAVEMENT REHABILITATION AND REPAIRS AT THE FALLON MUNICIPAL AIRPORT, CHURHILL COUNTY. NV B/L#: EXEMPT
5	74319	00	DOUGLAS COUNTY	FEDERAL AVIATION GRANT	N	\$3,671.82	-	-	\$3,671.82	-	11/18/2019	12/31/2019	-	Grantee	Planning	Sondra	Mark	11-18-19: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROJECT (AIP) GRANT (3-32-0013-032-2018) FOR PAVEMENT REHABILITATION AND REPAIRS AT THE MINDEN-TAHOE AIRPORT, DOUGLAS COUNTY. NV B/L#: EXEMPT
6	28515	01	CITY OF MESQUITE	MESQUITE WELCOME CENTER MAINTENANCE	N	\$33,600.00	-	\$8,400.00	\$42,000.00	-	08/05/2015	10/31/2020	11/19/2019	Interlocal	District I	Tracy	Mario	AMD 1 11-19-19: EXTEND TERMINATION DATE FROM 10-31-19 TO 10-31-20 AND INCREASE AUTHORITY BY \$8,400.00 FROM \$33,600.00 TO \$42,000.00 DUE TO ONGOING LANDSCAPE SERVICES WHILE IN THE PROCESS OF REOPENING THE WELCOME CENTER IN MESQUITE TO THE PUBLIC. 08-05-15: LANDSCAPE MAINTENANCE SERVICES FOR THE MESQUITE WELCOME CENTER WHICH WILL BE PROVIDED BY CITY OF MESQUITE'S FORCES, CLARK COUNTY. NV B/L#: EXEMPT
7	77619	00	MOUNTAIN WEST CXP, LLC	HANGAR AND OFFICE LEASE	N	\$54,000.00	-	-	\$54,000.00	-	12/01/2019	12/31/2020	-	Lease	Flight Operations	Robert	Scott	12-01-19: LEASE OF HANGAR SPACE FOR DEPARTMENT-OWNED AIRCRAFT AND OFFICE SPACE USED FOR AVIATION SUPPORT, CARSON CITY. NV B/L#: NVD20151351299-S
8	15819	00	BIO-LOGICAL, LLC	BIOLOGICAL MONITORING SERVICES	N	\$293,571.05	-	-	\$293,571.05	-	12/03/2019	12/31/2022	-	Service Provider	Environmental	Cliff	Chris	12-03-19: MONITORING SERVICES ON THE I-15 NORTH I-215 INTERCHANGE PROJECT TO MINIMIZE CONSTRUCTION IMPACT ON MOJAVE DESERT TORTOISES AND OTHER PLANT AND WILDLIFE SPECIES, CLARK COUNTY. NV B/L#: NVD20151394045-R PROPOSERS: BIO-LOGICAL, LLC, SOUTHERN NEVADA ENVIRONMENTAL, INC., TETRA TECH
9	48319	00	EST COMPANIES, LLC	AUTOMATIC PAVING EQUIPMENT CLEANING SYSTEM MAINTENANCE AND REPAIR	N	\$240,000.00	-	-	\$240,000.00	-	11/18/2019	12/31/2021	-	Service Provider	Maintenance and Asset Management	Tracy	Anita	11-18-19: MAINTENANCE AND REPAIR SERVICES FOR THE DEPARTMENT'S ASPHALT PRODUCT DISTRIBUTOR AND STORAGE EQUIPMENT AUTOMATIC ASPHALT CLEANING WASH STATIONS, CHURCHILL AND NYE COUNTIES. NV B/L#: NVF20191640693-S
10	71519	00	LAS VEGAS PAVING CORPORATION	DEBRIS REMOVAL	N	\$135,000.00	-	-	\$135,000.00	-	11/15/2019	06/30/2020	-	Service Provider	District I	Tracy	Mario	11-15-19: PROVIDE DEBRIS REMOVAL IN MEADOW VALLEY WASH AT THE NORTH SIDE OF BRIDGE STRUCTURE B-219 UNDER US-93, LINCOLN COUNTY. NV B/L#: NVD19581000650-Q PROPOSERS: LAS VEGAS PAVING CORPORATION, PEARSON BROTHERS CONSTRUCTION COMPANY, ACHA CONSTRUCTION
11	48919	00	LEXICON CONSULTING	TITLE VI CONSULTING SERVICES	N	\$199,857.00	-	-	\$199,857.00	-	12/05/2019	06/30/2020	-	Service Provider	Contract Compliance	Tracy	Sonnie	12-05-19: PROVIDING GUIDANCE AND TECHNICAL ASSISTANCE FOR THE TITLE VI PROGRAM INCLUDING DEVELOPING INFORMATION FOR DISTRIBUTION TO THE GENERAL PUBLIC, MONITORING PUBLIC PARTICIPATION AND AWARENESS OF POLICIES AND PROCEDURES, CREATING TRAINING MATERIALS, AND CONDUCTING TRAINING FOR SUBRECIPIENTS, CONTRACTORS AND DEPARTMENT STAFF, STATEWIDE. NV B/L#: NVD20191494074-R PROPOSERS: LEXICON CONSULTING, KEEN INDEPENDENT RESEARCH
12	73519	00	OWEN EQUIPMENT	VACTOR UNIT ITEM REPLACEMENT	N	\$90,000.00	-	-	\$90,000.00	-	11/18/2019	04/15/2020	-	Service Provider	Equipment	Tracy	Wayne	11-18-19: REPLACE FAILED DEBRIS BODY AND RELATED ITEMS ON VACTOR UNIT #3202, USED FOR CLEANING DRAINAGE FACILITIES AND REDUCE SEDIMENT OUTFALL TO NEIGHBORING PROPERTIES AND WATERWAYS. THIS EQUIPMENT IS VITAL FOR OUR STORMWATER EFFORTS AND EPA COMPLIANCE, CARSON CITY. NV B/L#: EXEMPT-S

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
13	73719	00	ROCKY MOUNTAIN INDUSTRIAL TRAINING	CRANE OPERATOR CERTIFICATION TRAINING	N	\$16,295.00	-	-	\$16,295.00	-	11/21/2019	06/30/2020	-	Service Provider	Training	Cole	Barbara	11-21-19: PROVIDE CRANE OPERATOR CERTIFICATE TRAINING FOR THE DEPARTMENT'S ARTICULATING BOOM OPERATORS, WASHOE COUNTY. NV B/L#: EXEMPT-Q PROPOSER: ROCKY MOUNTAIN INDUSTRIAL TRAINING
14	73819	00	TITAN ELECTRICAL CONTRACTING	ON-CALL REPAIR AND MAINTENANCE	N	\$34,900.00	-	-	\$34,900.00	-	12/05/2019	12/31/2023	-	Service Provider	Maintenance and Asset Management	Tracy	Anita	12-05-19: PROVIDE ON-CALL REPAIRS/MAINTENANCE AND REPLACEMENT OF ALL NECESSARY EQUIPMENT FOR TRAFFIC COUNTING LOOPS AT VARIOUS NDOT MAINTAINED REST AREAS, STATEWIDE. NV B/L#: NVD20071408571-Q PROPOSERS: TITAN ELECTRICAL CONTRACTING, INC.

NO COST AGREEMENTS AND/OR AMENDMENTS

Line No.	Agreement No.	Amend No.	Contractor	Purpose	Fed	Original Agreement Amount	Total of Prior Amendments	Amendment Amount	Payable Amount	Receivable Amount	Start Date	End Date	Amend Date	Agree Type	Division	Director's Office	Division Head	Notes
15	75719	00	MOTOR TREND GROUP, LLC	TEMPORARY USE AGREEMENT	N	-	-	-	-	-	11/12/2019	11/12/2019	-	Event	Right-of-Way	Cliff	Craig	11-12-19: NO COST AGREEMENT FOR ENTERTAINMENT PRODUCTION AND FILMING EQUIPMENT ON PARCEL NUMBER 018-521-9999, NYE COUNTY. NV B/L#: NVF20171724222
16	75819	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	N	-	-	-	-	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: NO COST AGREEMENT FOR UPGRADES TO THE I-15/CC215 NORTH BELTWAY SYSTEM TO SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NVD19831015840
17	75919	00	NV ENERGY	DESIGN APPROVAL AGREEMENT	Y	-	-	-	-	-	11/18/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-18-19: NO COST AGREEMENT FOR DESIGN APPROVAL TO UPGRADE TO THE I-15 / CC215 NORTH BELTWAY SYSTEM TO SYSTEM INTERCHANGE, CLARK COUNTY. NV B/L#: NVD19831015840
18	76319	00	NV ENERGY	MANHOLE AND VALVE COVERS	N	-	-	-	-	-	11/21/2019	11/30/2024	-	Facility	Right-of-Way	Cliff	Craig	11-21-19: NO COST AGREEMENT TO ADJUST 61 MANHOLE AND VALVE COVERS ON SOUTH MCCARRAN BOULEVARD FROM SOUTH VIRGINIA STREET TO WEST 4TH STREET, WASHOE COUNTY. NV B/L#: NVD19831015840
19	78319	00	ISAAC GLOECKNER	MAINTENANCE STATION HOUSE LEASE	N	\$2,900.00	-	-	-	\$2,900.00	12/01/2019	12/01/2023	-	Lease	District I	Tracy	Mario	12-01-19: NO COST AGREEMENT FOR THE LEASE OF HOUSE #4 LOCATED AT THE MONTGOMERY PASS MAINTENANCE STATION, MINERAL COUNTY. NV B/L#: EXEMPT
20	74819	00	TAYDAN TOGNINI	EMPLOYEE HOUSE LEASE	N	\$7,700.00	-	-	-	\$7,700.00	11/18/2019	10/31/2023	-	Lease	District III	Tracy	Boyd	11-18-19: NO COST AGREEMENT FOR THE LEASE OF HOUSE #272 LOCATED AT THE NORTH FORK MAINTENANCE STATION, ELKO COUNTY. NV B/L#: EXEMPT
21	76219	00	LA MONTE AND CYNTHIA ISOM TRUST	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/22/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-22-19: NO COST AGREEMENT TO RECONSTRUCT A SEGMENT OF NELLIS BOULEVARD FROM TROPICANA AVENUE TO CRAIG ROAD, CLARK COUNTY. NV B/L#: EXEMPT
22	75519	00	NELLIS LAKE MEAD AD-VENTURE, LLC	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/12/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-12-19: NO COST AGREEMENT TO RECONSTRUCT A SEGMENT OF NELLIS BOULEVARD FROM TROPICANA AVENUE TO CRAIG ROAD, CLARK COUNTY. NV B/L#: NVD19981020033
23	76119	00	ORR REVOCABLE TRUST 2000	CONSTRUCTION OUTSIDE RIGHT-OF-WAY	N	-	-	-	-	-	11/22/2019	11/30/2024	-	Right-of-Way Access	Right-of-Way	Cliff	Craig	11-22-19: NO COST AGREEMENT TO RECONSTRUCT THE HIGHWAY, CURB, GUTTERS, AND SIDEWALKS ON HIGHWAY 50, PARCEL NUMBER 002-066-03, WHITE PINE COUNTY. NV B/L#: EXEMPT
24	23818	01	ANNIE'S JANITORIAL	JANITORIAL SERVICES	N	\$204,999.84	-	-	\$204,999.84	-	05/30/2018	12/31/2020	12/03/2019	Service Provider	District II	Tracy	Mike	AMD1 12-03-19: NO COST AMENDMENT TO THE SCOPE OF SERVICES TO INCLUDE TWO (2) ADDITIONAL GUARD SHACKS FOR JANITORIAL SERVICE AT DISTRICT II AND THE EQUIPMENT OFFICES, WASHOE COUNTY. 05-30-18: PROVIDE JANITORIAL SERVICES AT DISTRICT II AND EQUIPMENT OFFICES LOCATED AT 310 GALLETTI WAY IN SPARKS NEVADA, WASHOE COUNTY. NV B/L#: NV20131145514-Q
25	41519	01	LEGACY EQUIPMENT COMPANY	WING PLOWS		\$50,000.00	-	-	\$50,000.00	-	08/08/2019	02/15/2020	11/25/2019	Service Provider	Equipment	Tracy	Wayne	AMD 1 11-25-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 11-30-19 TO 02-15-20 DUE TO BACKORDERED PARTS WHICH HAVE DELAYED INSTALLATIONS. 08-08-19: PURCHASE AND INSTALL OF WING PLOWS ON DEPARTMENT UNITS 0964, 1333, AND 1334 TO ADD TO THE SNOW REMOVAL CAPABILITIES OF EACH OF THESE UNITS WHEN PLOWING SNOW ON NEVADA HIGHWAYS, ELKO COUNTY. NV B/L#: EXEMPT
26	29719	01	THOLL FENCE, INC.	FENCING INSTALLATION	N	\$248,762.78	-	-	\$248,762.78	-	10/24/2019	12/31/2020	11/26/2019	Service Provider	Maintenance and Asset Management	Tracy	Anita	AMD 1 11-26-19: NO COST AMENDMENT TO INCREASE THE NUMBER OF WORKING DAYS TO INSTALL THE FENCING FROM TEN (10) DAYS TO TWENTY-FIVE (25). 10-24-19: INSTALL CHAIN LINK FENCING FROM MILEPOST 15.54 TO 16.11, KIETZKE LANE TO ROCK BOULEVARD, WASHOE COUNTY. NV B/L#: NVD19591000420-Q
27	25817	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$160,732.00	\$61,000.00	-	\$221,732.00	\$80,369.00	06/13/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING. AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-19 AND INCREASE AUTHORITY BY \$61,000.00 FROM \$160,732.00 TO \$221,732.00 FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING, WASHOE COUNTY. 06-13-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING (DOT#740-902W), WASHOE COUNTY. NV B/L#: NVF19691003146

NO COST AGREEMENTS AND/OR AMENDMENTS

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28	25917	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$229,818.00	\$42,000.00	-	\$271,818.00	\$114,910.00	06/13/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	<p>AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION DATE FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-31-19 AND INCREASE AUTHORITY BY \$42,000.00 FROM \$229,818.00 TO \$271,818.00 FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>06-13-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING IN (DOT#740-899R), WASHOE COUNTY. NV B/L#: NVF19691003146</p>
29	18517	02	UNION PACIFIC RAILROAD	CROSSING SURFACE	Y	\$172,440.00	\$84,000.00	-	\$256,440.00	\$86,223.00	07/06/2017	12/31/2020	12/09/2019	Service Provider	Traffic Safety	Sondra	Fred	<p>AMD 2 12-09-19: NO COST AMENDMENT TO EXTEND TERMINATION FROM 12-31-19 TO 12-31-20 TO ALLOW ADDITIONAL TIME REQUESTED BY UPRR TO COMPLETE THE REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>AMD 1 06-17-19: EXTEND TERMINATION DATE FROM 12-31-18 TO 12-18-19 AND INCREASE AUTHORITY BY \$84,000.00 FROM \$172,440.00 TO \$256,440.00 FOR REPAIR AND EXTENSION OF ASPHALT APPROACHES TO MATCH NEW CROSSING SURFACE AT GREG STREET CROSSING.</p> <p>07-06-17: PROJECT TO REMOVE AND REPLACE CROSSING SURFACE AT GREG STREET CROSSING (DOT#762081F), WASHOE COUNTY. NV B/L#: NVF19691003146</p>



1263 South Stewart Street
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MEMORANDUM

December 13, 2019

TO: Department of Transportation Board of Directors

FROM: Kristina L. Swallow, P.E., Director

SUBJECT: January 13, 2020 Transportation Board of Directors Meeting

ITEM #10: Consideration of Approval of Design-Build Procurement for the Tropicana Interchange Project. This item is to request the Board of Directors approval to begin the solicitation of a design-build project to reconstruct the Tropicana Avenue interchange and construct a new HOV access at the Harmon Avenue bridge on I-15 in Las Vegas.— *For possible action*

Summary:

NDOT has evaluated the three main delivery methods for the reconstruction of the Tropicana Interchange and construction of the HOV ramps at I-15/Harmon overpass for a project of this size and complexity. The Department is recommending the Design-Build delivery method.

This item is to request Board of Directors' approval to begin the solicitation of a Design-Build project for improvements to the I-15/Tropicana Interchange and HOV ramps at the I-15/Harmon overpass in Clark County.

Background:

The Department is currently pursuing environmental clearance for the completion of the reconstruction of the Tropicana Interchange and construction of HOV ramps at the I-15/Harmon overpass. The project is needed to resolve operational deficiencies on Tropicana Avenue as well as provide additional space under Tropicana at I-15 to allow for future I-15 expansion and to improve HOV access and circulation. The environmental clearance is expected to be complete in January, 2020.

The Department is securing engineering services from the environmental-phase consultant to assist the Department with the development of procurement documents for the Design-Build project and to act as a program manager for the duration of the Design-Build project.

Analysis:

Per NRS 408.3881, a Board determination is required for using Design-Build contracting.

Per NRS 408.388, the Department may contract with a design-build team if the project cost exceeds \$10,000,000 and the Department determines that: a.) the cost of the design and construction will be significantly lower than if traditional methods are used; b.) there is opportunity to design and construct the project faster than traditional methods; or c.) the project is unique, highly technical and complex in nature.

The estimated construction cost of the project is \$150 – \$180 million dollars. Using the Design-Build method would start the construction of the improvements eight months to one year sooner than if the project was delivered using traditional methods.

The Department also recommends paying each of the unsuccessful proposers a stipend of \$350,000, which amount was established pursuant to the Department's Pioneer Program guidelines (Attachment B).

List of Attachments:

- A. Project Delivery Selection Approach (PDSA)
- B. Stipend Memo

Recommendation for Board Action:

Approval for the Department to begin the solicitation of a Design-Build project for the reconstruction of the I-15/Tropicana Interchange and construction of HOV ramps at the I-15/Harmon Avenue overpass in Clark County.

PREPARED BY:

Cliff Lawson, Deputy Director, Project Delivery



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MEMORANDUM

August 1, 2017, 2017

TO: John Terry, Assistant Director, Engineering
FROM: Cole Mortensen, Chief Project Management
SUBJECT: I-15 at Tropicana, Harmon, Hacienda; Construct new Tropicana Interchange;
Construct new HOV direct access ramps at Harmon (to/from North);
Construct new HOV direct access ramps at Hacienda (to/from South)

Delivery Method Recommendation

The Project Manager and other NDOT personnel convened on July 31, 2017, to discuss the delivery method for the I-15 at Tropicana, Harmon, and Hacienda project. The Project is located along I-15 from Harmon Avenue to Hacienda Avenue. The attendees of this meeting followed the Project Delivery Selection Approach and considered the five criteria approved by the Department and FHWA. The recommended delivery method reached by consensus of the group is **DB**. Attached is the Project Delivery Method Recommendation Form, reflecting key issues and justifications for each criteria, and a preliminary schedule of all three delivery methods.

Your approval to deliver this project via **DB** is requested.

Recommend Approval:

DocuSigned by:
Cole Mortensen 8/2/2017
5E9ACE81C54947A
Chief Project Management

Approved Rejected (Check One)

DocuSigned by:
John M. Terry 8/3/2017
E8668DD9AEB7415
Assistant Director, Engineering

COMMENTS:

Attachments: Project Delivery Method Recommendation Form, PDSA Attendee List, Delivery Method Schedules

cc: Lynnette Russell, Assistant Chief Project Management (NDOT)

**I-15 Tropicana, Harmon, Hacienda
Project Delivery Selection Meeting – July 31, 2017
NDOT HQ ROW Conference Room; D1 – Project Management
Conference Room: 11:00 AM – 12:30 PM**

Attendees

Name	Representing	Email
Cole Mortensen	Project Management	<u>cmortensen@dot.nv.gov</u>
Steve Cooke	Environmental	<u>scooke@dot.nv.gov</u>
Scott Hein	Roadway Design	<u>shein@dot.nv.gov</u>
Jessen Mortensen	Structures	<u>jmortensen@dot.nv.gov</u>
Charlie Wolf	Hydraulics	<u>cwolf@dot.nv.gov</u>
Jeff Cobb	Construction	<u>cobb@dot.nv.gov</u>
Rick Splawinski	Project Management	<u>rsplawinski@dot.nv.gov</u>
Mario Gomez	District I Construction	<u>mgomez@dot.nv.gov</u>
Lynnette Russell	Project Management	<u>lrussell@dot.nv.gov</u>
Mike Yates	Project Management	<u>myates@dot.nv.gov</u>
Jeff Lerud	Project Management	<u>jlerud@dot.nv.gov</u>



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MEMORANDUM

TO: Kristina Swallow, P.E., Director

FROM: Nick Johnson, P.E., Project Management Chief DS
NJ

SUBJECT: Tropicana Interchange Reconstruction Design-Build Stipend Amount

I am requesting confirmation of your approval of the recommended stipend amount which will be published in the RFP for this project.

Currently, the Department anticipates a Contract amount of approximately \$150 million to \$180 million, which includes an anticipated design cost between \$7 million and \$11 million and an anticipated construction cost between \$143 million and \$169 million. Using this value and the guidance from the Pioneer Program Manual, the base recommended stipend for a project of this cost and nature is between 0.10% and 0.12% of the estimated construction cost of the project. Additional factors were considered when determining this stipend amount such as encouraging competition, technical complexity, maintenance of traffic along I-15 and in and around the resort corridor, and information required of the proposers. These factors are outlined in the attached Table 2-2 "Factors that Influence Stipend Amounts". This range was \$250,000 and \$400,000.

On previous design-build projects, the Department approved the following stipend amounts:

Project	Construction Cost	Stipend Amount
Garnet Interchange	\$58 M	\$170,000
USA Parkway	\$76 M	\$100,000
Project Neon	\$559 M	\$1,500,000
SBX	\$150M	\$225,000

We recommended a stipend amount in the upper end of the range, since the RFP will require innovations to maintain traffic during construction and limit disruption to stakeholders and the difficulties associated with construction in the congested I-15 corridor.

In consideration of these factors as well as the size of the project, I am recommending a stipend amount of \$350,000 for this project.

Please let me know if you have any questions or concerns.

Approved: DocuSigned by:

Kristina L. Swallow

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 Kristina Swallow, Director

Attachment: Tables from Pioneer Program Manual

Table 2-1: Stipend Ranges

Contract Value	Complex Urban & Rehabilitation*	New Construction*	Compensation Range*
< \$5M	0.0050 * Estimate	0.0040 * Estimate	\$15K - \$25K
\$5M - \$20M	0.0030 * Estimate	0.0025 * Estimate	\$15K - \$60K
\$20M - \$50M	0.0020 * Estimate	0.0018 * Estimate	\$36K - \$100K
\$50M - \$100M	0.0015 * Estimate	0.0012 * Estimate	\$60K - \$150K
> \$100M	0.0012 * Estimate	0.0010 * Estimate	\$100K+

EXAMPLE 1*: A \$4M rehabilitation project would have a recommended compensation of \$20,000 (0.0050 x \$4,000,000 = \$20,000)

EXAMPLE 2*: A \$30M complex urban project would have a recommended compensation of \$60,000 (0.0020 x \$30,000,000 = \$60,000)

EXAMPLE 3*: A \$175M new bridge project would have a recommended compensation of \$175,000 (0.0010 x \$175,000,000 = \$175,000)

***Note, the values in this table do not account for additional factors that should be considered when determining a stipend amount. See Table 3-2 for additional information.**

Table 3-1: Stipend Guidelines

Table 2-2: Factors that Influence Stipend Amounts

Variable	Discussion	Impact
Project Size	The cost of preparing a proposal is somewhat a function of the size of a project. However, there are considerable fixed costs that are not related to project size.	There is an inverse relationship between stipend amount and project size. The smaller the project, the larger the stipend is relative to the overall project size (i.e., small projects tend to have a larger percentage of project cost stipend versus a large project.)
Technical Complexity	Projects that require technically complex solutions will require more work on the part of the proposer which increases the cost of preparing the proposal.	RFPS requiring the Proposer to address complex technical issues will lead to a higher percentage stipend.

Variable	Discussion	Impact
Financial Complexity	Projects that require financially complex solutions will require more work on the part of the Proposer which increases the cost of preparing the Proposal. This is generally not a factor for DB projects.	RFPs requiring the Proposer to address complex financial issues will lead to a higher percentage stipend.
Risks Transferred	The more project risk which a Proposer is asked to assume will lead to greater proposal costs since the Proposer will need to develop approaches to mitigate these risks. These mitigation techniques may or may not be disclosed to the Department.	The more risk that is transferred to a Proposer will lead to a higher percentage stipend.
Information Required of the Proposer	This is simply related to extent of information being required in a proposal, including the number of volumes, etc. As a result, the Department need to be careful that information it is requesting will be of value in making a selection or is required by the applicable statute.	The more extensive the requirements of proposal, the higher the stipend should be as a percentage of project costs.
Competition	<p>If the stipend is considered insufficient by proposers relative to the variety of elements required to submit a proposal, some proposers may drop out of the competition, or may not even submit qualifications. In making a decision to submit a proposal a proposer has to weigh a number of factors including:</p> <ul style="list-style-type: none"> ▪ Type of project ▪ Probability of being awarded the project ▪ Cost of preparing a submittal(s) ▪ Size and type of project ▪ Specific project requirements ▪ Stipend amount ▪ Current and projected workloads 	Larger stipends tend to encourage more proposers, leading to greater competition. Greater competition benefits the project both in terms of better pricing, more innovative technical solutions, and greater public confidence in the process.
Market	In tough construction markets, when there is not a lot of work available, proposers will be more aggressive in project pursuits. This includes the willingness to accept lower stipends. Conversely, in good markets with lots of work, proposers can afford to be choosier about the projects they pursue or don't pursue.	In slower construction markets, the Department can offer lower stipends, in a robust construction market, the Department will need to offer higher stipends to foster adequate competition.
Quality of Proposals	All things being equal, larger stipends tend to generate better proposals. In essence, stipends are sometimes	Higher stipends tend to lead to higher quality and more fully developed proposals.

Variable	Discussion	Impact
	viewed as supplemental funds which allow more resources to be expended on a proposal.	