STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

QUARTERLY REPORT FOR MAJOR PROJECTS For Quarter Ending December 31, 2020





Steve Sisolak Governor

.....Kristina Swallow, PE Director

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2020

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2020, is to provide the Nevada Legislature, the Transportation Board of Directors, and the general public with the status of major projects undertaken by the Nevada Department of Transportation (NDOT) as required by Assembly Bill 595 that was passed in 2007. This quarterly report specifically addresses the reporting requirements of Section 55.5.

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

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

Section 3 of this report includes project status sheets for all major projects as required by AB 595. Major projects are identified as projects with preliminary costs in excess of \$100 million, and include all projects identified in the December 2006 Blue Ribbon Task Force Report: "Roads to the Future," as well as any qualifying projects that have been approved since that publication.

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

2.0 PROJECT STATUS SHEET EXPLANATION

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

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

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

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

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

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

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

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

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

3.0 MAJOR PROJECTS

I-15 Projects

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|--|----|
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| US-395 Carson City Freeway Phase 2B: S. Carson St. to Fairview Dr. | 22 |

| I 15 North - Phase 3 | | | |
|---|---|--|--|
| | | | |
| Speedway Boulevard to Garnet Interchange | | | |
| Project Sponsor: NDOT | | | |
| Project Manager: Dwayne Wilkir | ison, P.E. | | |
| (702) 671-8879 | | | |
| Project Description: | Schedule: | | |
| Last phase of improvements associated with the I-15 North Corridor Environmental Assessment. Original project limits were from Speedway Boulevard to Apex Interchange (May 2007 Environmental Assessment). Project limits were extended 6.1 miles to the north from the Apex Interchange to the Garnet Interchange (US 93) Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles Project also includes: weigh station, enforcement improvements, truck parking, and a new interchange between Speedway and Apex The first construction package will include roadway widening, bridge rehabilitation and widening, truck parking, enforcement elements (excluding the weigh station in the southbound direction), drainage improvements, a highway maintenance facility and landscape enhancements The second construction package will include a new weigh station in the southbound direction and addtional improvements to the truck parking lots A proposed new interchange between Speedway and Apex is currently not included in any construction package. The interchange is being included in the environmental process so it may be constructed in the future if desired | Planning: Complete Environmental Phase: 2019 -2021 Final Design: 2020- 2021 (First Construction Package) Construction: See Financial Fine Points Below | Wordspeedway U Motor Speedway U Motor Speedway C215 Aper Interchange U Aper Interchange U Speedway to Garnet Project | |
| | Project Cost Rang Engineering: \$5.6 - \$5.9 million Right-of-Way: | e: | |
| Project Benefits: | \$0.8 - \$0.9 million | | |
| Improve safety | Construction: | | |
| Improve travel time reliabilityImprove access to areas planned for | \$81.2 - \$85.2 million Total Project Cost: | | |
| development in North Las Vegas Improve operations | \$87.6 - \$92.0 million | | |
| | | Since Last Update? | |
| | Scope - No C Schedule - No | Change | |
| Project risks: | Financial Fine Poi | nts(Key Assumptions): | |
| Timely completion of environmental | Total funding expended for phase 3: \$ 1,355,000 (design and | | |
| Timely completion of designAvailability of construction funds | As per the Reg | xpended for original Environmental phase: \$214,000 jional Transportation Plan, this project will be funded for stween FY2021 and FY2025. | |
| Environmental 0 50 complete 0 50 Design Complete 0 | | December 2020 | |

| I 15 North - Phase | 4 | | | |
|---|---|--|--------------------------------|--|
| I 15 / CC 215 Northern Beltway Interchange | | 22 | | |
| Project Sponsor: NDC | | | | |
| | | | and the | |
| Project Manager: Dwayne Wilk | inson, P. E. | | The second of the second | |
| (702)-671-8879 | | | | |
| Project Description: | s Schedule: | | PRELIMINARY | |
| This is one of four phases of improvement to the I-15 North Corridor between US 95 | Complete | LEGEND: | J DEBUTING WY | |
| and Apex Interchange (15 miles)Construct new direct connect ramps to | Environmental: | | 1 A TAL | |
| upgrade the I-15 and CC 215 (Las Vegas Beltway) Interchange | Complete | | | |
| Construct I-15 SB ramps and reconstruct I 15 NB ramps for the I-15 and Tropical | Final Design: | | Sale Company | |
| Parkway Interchange • Reconstruct local streets to match | Complete | AS IN | Contraction of the second | |
| interchange re-configurations | Construction: | | | |
| Provide landscape and aesthetic enhancements in accordance with the I-15 Landscape and Aesthetics Corridor Plan Improvements will be constructed within th existing I-15 and CC-215 rights-of-way to t extent possible. However, a total of approximately 3.8 acres has been acquired for these improvements | e he | | | |
| | Project Cost Ra | inge: | | |
| | Engineering: | 0 | | |
| | \$10.5 - \$10.9 million | | | |
| | Right-of-Way: | | | |
| Project Benefits: | \$1.7 - \$3.7 million | | | |
| Improve safety | Construction: | | | |
| Improve travel time reliability Improve access to areas planned for | \$112.9 - \$117.9 millio | on | | |
| development in North Las Vegas Improve operations with full freeway-to- | Total Project Cost: \$125.1 - \$132.5 millio | n | | |
| freeway connectivity | | | -1-2 | |
| | • Scope - N | d Since Last Upda | ate ? | |
| | | - No Change | | |
| Project risks: | Financial Fine F | Points(Key Assun | nptions): | |
| Timely completion of utility relocations | | ng expended for construc | | |
| Timely completion of UPRR construction reviews | | | tion engineering: \$ 1,915,000 | |
| | | Total funding expended for engineering: \$10,644,000 Total funding expended for right of way: \$1,775,000 | | |
| | Total fundir | ng expended for I-15 Nort | h environmental phase: | |
| | \$875,000 • NDOT Ave | rage Escalation Rates ap | plied | |
| | | • | & Gravel. Bid \$98,989,898.98 | |
| % Environmental 0 50 | 100 | | | |
| Complete | | | TEVADA | |
| % Design Complete | 100 | December | IDOT | |
| % Construction 0 50 | 100 | 2020 | | |

| I 15 Central Corric | lor | | | |
|--|--|------------------------|--|--|
| Project Sponsor: NDOT | | Flamingo | ntercharge | |
| Project Manager: Jenica K | Project Manager: Jenica Keller, PE | | Protect N | |
| (775) 888-7592 | | 1-15 Tropicana Project | Spring Mtn. Interchange Project Study Umits: L15 Sahara to Flamingo | |
| Project Description: • Feasibility study along I-15 from | Schedule: Feasibility Study: | | | |
| Flamingo Road to Sahara Avenue. Enhance access and mobility within the I-15 corridor. Define needs and examine potential improvements to the I-15 within the resort corridor area. Engage stakeholders in a feasibility study and alternative analysis that meets project goals. Create a phased implementation strategy and prioritization for future construction. | 2019 - 2021 Environmental: TBD Final Design: TBD Construction: TBD | BEON STUDY | WILLEY VENT | |
| | Project Cost Rang Engineering: | je: | | |
| | TBD Right-of-Way: | | | |
| | TBD | | | |
| Project Benefits: | Construction: | | | |
| Improve operations, safety, access and mobility. | TBD | | | |
| Support economic development. | Total Project Cost: | | | |
| Improve travel time reliability. | TBD | | | |
| | What's Changed S | Since Last Up | date? | |
| | - | - | udy) - Began February, | |
| | | elayed 9 months ets | ion Project Impacts to consider MLK Extensio | |
| Project risks: | Financial Fine Poi | nts(Key Assı | umptions): | |
| Consensus building among the stakeholders. | Total funding: 1 | | - | |
| Funding uncertainty. | | | | |
| Economic development along the corridor could require design changes affecting scope, schedule and budget. | | | | |
| lanning (Feasibility ⁰ 50 Study) | 100 | December 2020 | | |

| I 15 Tropicana Interchange Reconstruction Project Sponsor: NDOT | | | | |
|--|---|------------------|----------------------|--|
| Project Manager: Lynnette I | Project Manager: Lynnette Russell, PE | | | |
| (702) 671-6601 | | | | |
| Project Description: Demolish and reconstruct the Tropicana Avenue interchange at I- 15 Grade separate the intersection of Tropicana Avenue and Dean Martin Drive Construct HOV ramps at Harmon Avenue Extend the Active Traffic Management System South on I-15 Pavement preservation Warm Springs to Harmon | Schedule: Environmental: FONSI - February 6, 2020 RFQ : September 2020 RFP : January 2021 Design Build Contractor award : August/ September 2021 | | | |
| Project Benefits: • Improve operations, safety, and mobility • Provide for future expansion of I- | Construction: 2022 - 2025 Project Cost Ran Engineering: \$8,000,000.00 to \$12,0 Right of Way: \$26,000,000.00 Construction: \$171,000,000.00 to \$1 | 000,000.00 | PROJECT LIMTE | |
| 15 Improve travel time reliability. | What's Changed • FONSI - Feb • Scope - Cha • Schedule - S • Budget - ant | Since Last Upda | scription | |
| Project risks: Timing of funding Stakeholder buy-in Right of Way Utility conflicts and coordination | Financial Fine Po • N/A | oints(Key Assum | ptions): | |
| Environmental 0 50 (NEPA Phase) Design Build Procurement 0 50 January 2020 - | | December 2020 | VEVADA DOT | |

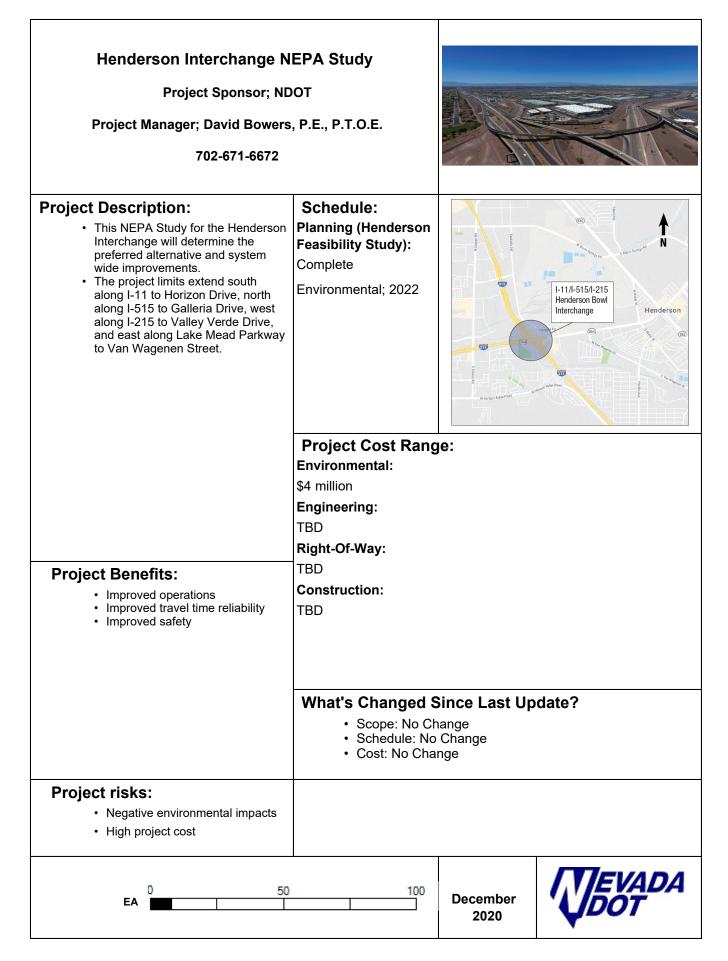
| l 15 South - Via Nobila In | terchange | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
|---|---|--|---------------------------------------|
| (formerly Bermuda R | (formerly Bermuda Road) | | X |
| Project Sponsor: City of H | Project Sponsor: City of Henderson | | |
| Project Manager: Jenica K | eller, P.E. | | |
| (775) 888-7592 | 1 | | and the second second |
| Project Description: The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. Construction of a new interchange at Via Nobila (formerly Bermuda Road) was one of the project elements identified in the original Environmental Assessment. Because of the length of time since the original Environmental Assessment was completed, the corridor is being re-evaluated to address any changes that may have occurred and determine how those changes impact the future of the | Schedule: Planning: Complete Environmental: Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021 Final Design: TBD Construction: TBD | Pebble F Cactus Avi Starr Avi Sloan Rd. | e. Henderson 664 |
| corridor. | Project Cost Rang (Estimates per January Engineering: \$11 million - \$15 million | | |
| Project Benefits: • Improves travel time reliability • Improves access • Improves safety | Right-of-Way: \$8 million - \$25 million Construction: \$73 million - \$106 million Total Project Cost: \$92 million - \$146 million | | |
| | What's Changed S • Scope - No ch • Schedule - No • Cost - No cha | nange o change | date? |
| Project risks: Unit price and property escalation may affect project cost Funding uncertainty | Financial Fine Points(Key Assumptions): Escalation due to project funding not being available until 20 per CRA Total funding expended for I-15 South Environmental Studie (all phases): \$3.5 million | | not being available until 2040 |
| % Environmental Complete % Design Complete | 100 100 100 | December 2020 | VEVADA DOT |

| Project Sponsor: Clark (Project Manager: Jenica K (775) 888-7592 | - | | |
|---|---|--|--|
| Project Description: The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. Construction of an overpass at Pebble Road and I-15 was one of the project elements identified in the original Environmental Assessment. Because of the length of time since the original Environmental Assessment was completed, the corridor is being re-evaluated to address any changes that may have occurred and determine how those changes impact the future of the corridor. | Schedule: Planning: Complete Environmental: Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021 Final Design: TBD Construction: TBD | Bermuda R Sioan Rd | Ve. d. |
| Project Benefits: Improves access to local community No connections to I-15, so interstate traffic will not be negatively impacted | Project Cost Rang (Estimates per January Engineering: \$5 million - \$6 million Right-of-Way: \$0 Construction: \$33 million - \$43 million Total Project Cost: \$38 million - \$49 million What's Changed S • Scope - No ch • Schedule - No • Cost - No cha | 2019 CRA) Since Last Up | date? |
| Project risks: Unit price and property escalation may affect project cost. Lack of funding may push this project well into the future | (all phases): \$3 | ailable xpended for I-15 S 8.5 million | umptions): outh Environmental Studies :): Clark County Fuel Revenu |
| % Environmental Complete | 100 | December 2020 | |

| [| I 15 South - Phase 2 | | | ۵ |
|---|--|--|--|--|
| | Sloan Road to Blue Diamond (SR-160) | | | MANDA |
| | Project Sponsor: NDOT | | | |
| | Project Manager: Jenica Ko | eller, P.E. | | |
| | (775) 888-7592 | | | |
| | Project Description: | Schedule: | | |
| | The I-15 South Corridor Environmental Assessment from Sloan to Tropicana was completed in 2008 and broke the corridor into nine (9) project elements to address funding and constructability opportunities. This is one project element identified in the original Environmental Assessment. Because of the length of time since the original Environmental Assessment was completed, the corridor is being re-evaluated to address any changes that may have occurred and determine how those changes impact the future of the corridor. The original project identified widening on I-15 between Sloan Road and Blue Diamond Road from 6 to 10 lanes for a total length of 8.2 miles. | Planning: Complete Environmental: Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021 Final Design: TBD Construction: TBD | Pebble Cactus Av Bernuda Ro Sloan F | Rd Las 85 Blvd 513 Cast Las Vegas e. Henderson 564 |
| | | Project Cost Rang (Estimates per January 2 Engineering: \$22 - \$25 million | | |
| ŀ | Project Benefits: | Right-of-Way: \$0 | | |
| | Increase capacity Improve safety Improve access Improves origin-destination travel time | Construction: \$138 million - \$284 millio Total Project Cost: \$160 million - \$309 millio | | |
| | | What's Changed S | Since Last Up | date? |
| | | Scope - No ch Schedule - No Cost - No cha | o change | |
| | Project risks: • Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public. | Financial Fine Point • Funding not ava • Total funding ex (all phases): \$3 | ailable until 2045 kpended for I-15 So | umptions): |
| | Environmental 0 50 Complete | 100 | December | |
| | Design Complete | 100 | 2020 | |

| | (formerly Sloan Roa | ad) | | |
|----------------------------|--|-----------------------------------|-----------------------|--|
| Pro | Project Sponsor: City of Henderson | | | |
| Pro | oject Manager: Jenica K | eller, P.E. | | |
| | (775) 888-7592 | | | |
| Project Descr | . , | Schedule: | | |
| - | South Corridor | Planning: | | |
| | ental Assessment from Tropicana was completed | Complete | <u>}</u> | |
| | nd broke the corridor into | Environmental: | 100 A | 93 Nellis AFB |
| | roject elements to address nd constructability | Re-evaluation of 2008 | | as Vegas North Las |
| opportuni | ties. | EA to be complete 2nd | TH | Vegas Frenchman Mountain |
| | tion of a new interchange pirada (formerly Sload | Quarter SY 2021 | | Las Vegas (95) Blvd |
| Road) wa | is one of the project | Final Design: | Pebble | East Las Vegas |
| | identified in the original ental Assessment. | TBD | Cactus Av Starr Av | /e |
| Because | of the length of time since | Construction: | Bermuda F | |
| | al Environmental ent was completed, the | TBD | Lee | INTERCHANGE I-15 South/ Sloan Road |
| corridor is | s being re-evaluated to | | | Sloan Road |
| | any changes that may have and determine how those | | | -13 Martin |
| changes | impact the future of the | | | |
| corridor. | | | | |
| | | Project Cost Rang | je: | |
| | | (Estimates per January | 2019 CRA) | |
| | | Engineering: | | |
| | | \$10 million - \$12 million | | |
| | | Right-of-Way: | | |
| Project Ben | efits: | \$13 million - \$22 million | | |
| - | es access to local | Construction: | | |
| commu | inity | \$54 million to \$73 millior | า | |
| • Improv time | es origin-destination travel | Total Project Cost: | | |
| Improv | es safety | \$77 million - \$107 million | n | |
| | | What's Changed S | Since Last Un | date? |
| | | Scope - No ch | - | |
| | | Schedule - No | o change | |
| | | Cost - No cha | nge | |
| Project risks | | Financial Fine Poi | nts/Kov Acci | imptions): |
| - | ce and property escalation | | | er current Financial Plan |
| | fect project cost. | • | • | outh Environmental Studies |
| | nterchange to be | (all phases): \$3 | | |
| | icted prior to widening to modate additional lanes | | | |
| | | | | · · · · · · · · · · · · · · · · · · · |
| Environmental | 0 50 | 100 | | TEVADA |
| Complete | 0 50 | 100 | December | 1 DOT |
| | | 100 | 2020 | |

| | A | -4 | | |
|---|--|--|-----------------------|---|
| D | owntown Access Proje | CT | | Las Wegas Bird |
| I-515/US-95 fi | I-515/US-95 from Rancho Blvd Interchange to 28th Street | | 15 City Parkway | Maryland Parkney Caston Center Bird |
| _ | Project Sponsor: NDOT | | I-15 Project Limit | 500 ISI ISI |
| Pro | ject Manager: Ryan Wheeler | , P.E. | | |
| | (702) 278-3391 | | | |
| by adding more braiding ramps (project will also downtown with t Parkway and Mi • This current sco implement the n and outreach to develop up to fif for each of three • The construction include replacin, similar structure trench below grav • Each construction proposed improv 1.6 mile viaduct spacing by addii 1-515; add HOV HOV interchang Parkway • *** This project v alternatives dew from the Wyomi interchange. Th had 5 separate i environmental w projects and pur Orders 1-4 have | poses to improve freeway capacity lanes and fixing ramp spacing by connecting I-15 and I-515. The add additional access to wo new HOV interchanges at City aryland Parkway. pe of work on the project is to ecessary studies, documentation, meet NEPA requirements; and to teen percent (15%) level designs alternatives under consideration a alternatives being considered g the existing viaduct with a OR recessing the highway into a | Schedule: The project is currently estimated to be 10-13 years in total: Environmental (3-4 years): In progress Final Design (3-4 years): TBD Right-of-way (concurrent with final design, 3-4 years): TBD Construction (4-5 years): TBD | | |
| through the I Remedy agin removing the Improve oper and braiding Extend HOV 515/US-95 fr | ety, operations, and air quality 515/US-95 corridor g infrastructure by replacing or 1.6 mile viaduct ations by adding freeway capacity ramps to/from I-15 and I-515 network to downtown along I- seway, including new HOV at Maryland Parkway and City | Project Cost Range Environmental: \$6.0 million Engineering: TBD Right-of-Way: TBD Construction: TBD Total Project Costs: TBD What's Changed Sin | | te? |
| | dscaping and aesthetics | This project pa Access Project | age has been modi | te f fied to represent the Downtown oped and pursued from the I-515 |
| into design a Utility relocat acquisitions, maintenance phase | lability to move project forward nd construction ion, groundwater, right-of-way crossing the UPRR, and of traffic through the construction eam will manage risks through opment. | Financial Fine Point • \$9.9 million prog the previous task | rammed for planning/ | ptions): /environmental effort (\$4.0 million is from |
| Environmental | 50 50 50 | 100 100 100 | December | TEVADA |
| % Design Complete | 50 | 100 | | |
| % Design Complete | 50 50 50 | 100 100 100 | 2020 | VDOT |



| US 95 Northwest - Phase | 9 3C | | |
|--|---|--|--|
| Clark County 215 Interchan | Clark County 215 Interchange | | |
| Project Sponsor: NDOT, City of Las Vegas | Project Sponsor: NDOT, City of Las Vegas and Clark County | | |
| Senior Project Manager: Jenica Ke | eller, P.E. | | |
| (775) 888-7592 | | | |
| Project Description: | Schedule: | | |
| This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road Construct new system to system interchange at CC 215 This third phase is anticipated to be constructed in 3 subparts (A, C and D) Phase 3C: Ramps providing north to west, south to east and south to west movements | Final Design: Complete Advertise: Complete Construction: Start January 2019 Construction: End December 2020 Project Cost Range (Final Design Phase Esti Engineering (All Phases) \$14 - \$15 million Right of Way (All Phases) \$0 - \$1 million | mates):): s): | |
| Project Benefits: Increase capacity Improve safety Improve access Improve travel time reliability | Construction (All Phases \$204 - \$268 million Construction (3C): \$61 - \$73 million Total Project Cost (All Pl \$218 - \$284 million What's Changed Si • Scope - No cl • Schedule - No • Cost - No cha | hases): ince Last Update? hange o change | |
| Project risks: Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost | Total funding ex Total funding exphases): \$5 mil | calation (2.30%) to midpoint of construction 2019 :: nillion | |
| % Design Complete | 100 | December December | |
| % Construction 0 50 Complete | 100 | 2020 | |

| Clark County 215 Interchange Project Sponsor: NDOT, City Las Vegas and Clark County Senior Project Manager: Jonica Kollor, P.E. (75) 888-7592 Schedule: Project Description: Schedule: Notice the system interchange at CC 215 Origin Complete Project Description: Schedule: Project Intervey stem to system interchange upgreded colspan="2">Complete Project Son Change provided to the construction: Construction: Construction: Construction: Construction: Construction: Construction: Construction: Construction: Construction (All Phases): Schedule Phases): Schedule Phase Project Cost Range: (Design Phase Estimates): Construction (3D): Schedule Phases): Schedule Phases Proje | US 95 Northwest - P | hase 3D | | | |
|---|--|-------------------------|---|--|--|
| Senior Project Manager: Janica Koller, P.E. (776) 888-7592 Project Description: Schedule: Planning: Complete Schedule: Planning: Complete Project Description: Construction: Construction: Project Manager: Construction (All Phases): S204 - \$268 million Construction (All Phases): S204 - \$268 million Construction (3D): 313 - \$185 million Construction (2D): 313 - \$185 million Construction (2D): 313 - \$185 million Construction (2D): 314 - \$15 million Construction (2D): 313 - \$185 million Construction (2D): 314 - \$15 million Construction (2D): 313 - \$185 million Construction (2D): 314 - \$15 million Construction (2D): 315 - \$185 million Construction (2D): 316 - \$16 funding sepended for Phase 2 \$ \$133.24 million Construction (2D): 316 funding sepended for Phase 2 \$ \$133.24 million Construction (2D): 316 funding sepended for Phase 2 \$ \$133.24 million Construction (2D): 316 funding sepended for Phase 2 \$ \$133.24 million Constructi | Clark County 215 Interchange | | 5 | | |
| (776) 888-7592 Forject Description: | Project Sponsor: NDOT, City Las Vegas and Clark County | | 2 Million 20 | er of the second | |
| Project Description: Schedule: • Notives travel the US 95 Notifue textends from Washington Avenue to Kyle Canyon Road Schedule: • Construct new system to system interchange at CZ 216; and construct 64 co and 0), onch, south to west and east to north movements; local interchange: upgrade CC215; and construct Mult-Use Path Construction: Construction: Construction: Construction: Construction: Construction: Construction: End 2nd Quarter SY 2024 Project Benefits: • Increase capacity • Improve safety • Increase capacity • Improve safety • Increase capacity • Improve safety • Increase capacity • Improve safety • Sobe - No change • Cost - No change • Increase capacity • Improve travel time reliability Sobe - No change • Cost - No change • Increase: • Complet risks: • Improve travel time reliability Financial Fine Points(Key Assumptions): • Cost - No change • Cost - No change • Cost - No change • Cost - No change • Cost - No change • Unit projec escalation may affect project • Complete inft of way and utility issues may impact schedule and cost • Total funding expended for Puse 5: \$133.24 million • Total funding expended for US 96 Northwest Environmental Studies (all phases): \$50 - 100 • 100 * ROW Complete * ROW Complete 50 - 100 • 100 December 2020 | Senior Project Manager: Jen | ica Keller, P.E. | at states | | |
| This is the thirder phase of the US 95 more waiting on Avenue to Kyte Caryon Weakington Avenue to Kyte Caryon Weakington Avenue to Kyte Caryon Weakington Avenue to Kyte Caryon Phase SD: Ramps providing west to exceed the exceeded to be constructed in Subparks (A, C and D) Phase SD: Ramps providing west to complete 2020 Construction: Camplete 2020 Construction (All Phases): Start 4.315 million Right of Way (All Phases): S20 - 53 million Construction (All Phases): S20 - 53 million Construction (All Phases): S214 - 515 million Construction (C (All Phases)): S214 - 515 million Construction (C (All Phases)): S214 - 515 million Construction (C (All Phases) | (775) 888-7592 | | | Contraction of the second s | |
| Northwest project that extends from Read Oranitude in system interchange at CC 215 oranitude in 3 subparts (A, C and complete interchange at CC 215 oranitude in 3 subparts (A, C and complete 2020 Construction: CC215; and construct Multi-Use Paint CC215; and construct Multi-Us | Project Description: | Schedule: | 1 . | Deer Springe Way | |
| Washington Avenue to Kyle Canyon Road Environmental: Complete • Constructionage at C215 Final Dasign: constructed in 3 subparts (A, C and D) Phase 3D: Ramps providing was to movements: local interchange: upgate C215; and construct Multi-Use Path Complete 2020 Construction: Start January 4, 2021 Construction: End 2nd Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): S14 - \$15 million Project Cost Range: (Design Phase Estimates): Engineering (All Phases): S14 - \$15 million Project Benefits: • Increase capacity • Improve access • Improve travel time reliability Construction (All Phases): S20 - \$1 million Project Cost (All Phases): S214 - \$185 million S204 - \$268 million Value Val | | • | | ¢ | |
| Constructione system to system interchange at C2 15 This third phase is anticipated to be constructed in 3 subparts (A, C and D) Phase 3D: Ramps providing west to nowements; local interchange; upgrade CC215; and construct Multi-Use Path Cardina Complete Cardina Complete Construction: End 2nd Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Project Benefits: Increase capacity Improve safety Improve sacess Improve stravel time reliability Project risks: Unit price escalation may affect project soft Complex right of way and utility issues may impact schedule and cost Project risks: Unit price escalation may affect project soft Complex right of way and utility issues may impact schedule and cost Project risks: Unit price escalation may affect project soft Complex right of way and utility issues may impact schedule and cost Project risks: Unit price escalation may affect project soft Complex right of way and utility issues may impact schedule and cost Some 100 Some 100 Function 227% December 2020 | Washington Avenue to Kyle Canyon | | Contraction of the second | | |
| This third phase is anticipated to be complete 2020 Phase 3D: Ramps providing west to north movements; local interchange; upgrade CC215; and construct Multi-Use Path Castruction: Castruction: End 2D Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): S14 - S15 million Right of Way (All Phases): S0 - S1 million Construction (All Phases): S20 - S1 million Construction (All Phases): S14 - S15 million Right of Way (All Phases): S24 - S268 million Construction (All Phases): S24 - S268 million Construction (3D): S14 - S185 million Cost - No change Scope of Phase 3: \$133.24 million Total funding expended for Phase 3: \$133.24 million Schedule - No change Schedule no cost schedule and cost Schedule - No cha | | | Internet in the second sec second second sec | 34 | |
| constructed in 3 subparts (A, C and D) orth, south to west and east to north movements; local interchange: upgrade CC215; and construct Multi-Use Path Path CC215; and cons | | | Arther Rubye Are | Str Anna Daning Ba | |
| north, south to west and east to noth movements; local interchange; update Construction: Start January 4, 2021 Construction: End 2nd Quarter SY 2024 Image: Construction: Start January 4, 2021 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): S14 - \$15 million Right of Way (All Phases): S0 - \$1 million Project Benefits: Increase capacity Improve access Increase capacity Improve access Increase capacity Improve access Increase capacity Improve travel time reliability Value You for the reliability Project risks: Improve travel time reliability Project risks: Increase capacity Improve travel time reliability Project risks: Improve travel time reliability Project risks: Improve travel time reliability Improve travel time reliability Socpe - No change Improve travel time reliability Improve travel time reliability Impro | constructed in 3 subparts (A, C and D) | - | and the second s | | |
| CC215; and construct Multi-Use Path Start January 4, 2021 Start January 4, 2021 Construction: End 2nd Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Right of Way (All Phases): \$0 - \$1 million Construction (All Phases): \$0 - \$1 million Construction (All Phases): \$0 - \$1 million Construction (All Phases): \$204 - \$268 million Construction (3D): \$114 - \$185 million Construction (3D): \$134 - \$185 million Vhat's Changed Since Last Update? • \$cope - No change Scope - No change • Cord Function right of way and utility issues may impact schedule and cost Total funding expended for Plase 3: \$133.24 million • Complex right of way and utility issues may impact schedule and cost Total funding expended for US 95 Northwest Environmental Studies (all phases): \$35 million % Design Complete 50 100 | | Complete 2020 | Standard Cantar Bird | | |
| Start January 4, 2021 Construction: End 2nd Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Project Benefits: • Increase capacity • Improve safety • Improve access • Improve stravel time reliability • Increase capacity • Improve safety • Improve safety • Improve stravel time reliability • Socope - No change • Cost - No | | | 6 | | |
| End 2nd Quarter SY 2024 Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Project Benefits: • Increase capacity • Sole \$1 million • Total Project (All Phases): • \$218 - \$284 million • Total Project Cost (All Phases): • \$218 - \$284 million • Total Project Cost (All Phases): • \$218 - \$284 million • Total funding expended for Phase 3: \$133.24 million • Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million • 3D: Inflation escalation (2.27%) to midpoint of construction 2021 • Funding source: TBD % Design Complete * Construction 50 100 December 2020 December 2020 | | Start January 4, 2021 | 2 | | |
| Project Cost Range: (Design Phase Estimates): Engineering (All Phases): \$14 - \$15 million Project Benefits: • Increase capacity • Improve safety • Sol - \$1 million Construction (All Phases): \$204 - \$268 million Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million Project risks: • Unit price escalation may affect project cost Scope - No change • Cost - No change • Schedule - No change • Cost - No change • Schedule of US 95 Northwest Environmental Studies (all phases): \$50 million • 30: inflation escalation (2.27%) to midpoint of construction 2021 • Funding source: TBD % Design Complete % Construction 50 100 December 2020 | | Construction: | 1 | and - | |
| Project Benefits: (Design Phase Estimates): Increase capacity \$14 - \$15 million Project Benefits: Construction (All Phases): * Increase capacity \$0 - \$1 million Improve safety S204 - \$268 million * Improve access \$204 - \$268 million * Improve safety S14 - \$15 million * Improve safety S204 - \$268 million * Improve access \$204 - \$268 million Value System S14 - \$15 million Project risks: Sope - No change • Unit price escalation may affect project cost Sope - No change • Complex right of way and utility issues may impact schedule and cost Financial Fine Points(Key Assumptions): • Unit price escalation may affect project of function escalation (2.27%) to midpoint of construction 2021 • Complex right of way and utility issues may impact schedule and cost \$100 % Design Complete 50 100 % ROW Complete 50 100 % Construction 50 100 | | End 2nd Quarter SY 2024 | N | A Day D | |
| Frigineering (All Phases): \$14 - \$15 million Right of Way (All Phases): \$0 - \$1 million Project Benefits: • Increase capacity • Improve safety • Improve safety • Improve sacess • Improve safety • Improve sacess • Improve travel time reliability State \$268 million Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? • Scope - No change • Cost - No change • Total funding expended for Phase 3: \$133.24 million • Total funding expended for US 95 Northwest Environmental Studies (all phases): \$55 million • Total funding expended for US 95 Northwest Environmental Studies (all phases): \$55 million • Station escalation (2.27%) to midpoint of construction 2021 | | Project Cost Range |): | | |
| \$14 - \$15 million Right of Way (All Phases): \$0 - \$1 million Project Benefits: • Increase capacity • Improve safety • Improve travel time reliability State - \$100000000000000000000000000000000000 | | | - | | |
| Right of Way (All Phases): \$0 - \$1 million Project Benefits: • Improve safety • Improve safety • Improve safety • Improve safety • Improve safety • Improve safety • Improve travel time reliability Construction (All Phases): \$204 - \$268 million Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million Project risks: • Unit price escalation may affect project cost • Complex right of way and utility issues Financial Fine Points(Key Assumptions): • Total funding expended for Phase 3: \$133.24 million • Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million • 30: inflation escalation (2.27%) to midpoint of construction 2021 • Funding source: TBD % Design Complete 50 100 December 2020 | | | Engineering (All Phases): | | |
| \$0 - \$1 million Project Benefits: Increase capacity Improve safety Improve safety Improve travel time reliability State State Improve travel time reliability State State Project risks: • Unit price escalation may affect project cost • Cost - No change • Total funding expended for Phase 3: \$133.24 million • Total funding expended for US 95 Northwest Environmental Studies (all phases): \$50 million • 3D: inflation escalation (2.27%) to midpoint of construction 2021 • Funding source: TBD % Design Complete 50 million % Construction 50 million | | | | | |
| Project Benefits: Construction (All Phases): Improve safety Improve access Improve travel time reliability \$204 - \$268 million Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? • Schedule - No change • Cost - No change • Cost - No change • Cost - No change • Unit price escalation may affect project cost • Unit price escalation may affect project cost • Complex right of way and utility issues may impact schedule and cost * Design Complete % ROW Complete % ROW Complete % Construction % Construction | | | s): | | |
| * Increase capacity • Increase capacity • Improve safety • Improve safety • Improve access • Improve travel time reliability \$204 - \$268 million Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? • Scope - No change • Schedule - No change • Cost - No change • Complex right of way and utility issues may impact schedule and cost * Design Complete • Project misses * ROW Complete • So 0 • Complex right of way and utility issues may | | | | | |
| Improve safety Improve access Improve travel time reliability Construction (3D): \$134 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? \$200 + No change \$200 + No change | Project Benefits: | - | s): | | |
| Improve access Improve travel time reliability Sta4 - \$185 million Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? Scope - No change Schedule - No change Cost - No change Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD % Poesign Complete 50 100 Getting source: TBD December 2020 | | | | | |
| Total Project Cost (All Phases): \$218 - \$284 million What's Changed Since Last Update? • Scope - No change • Schedule - No change • Cost • Unit price escalation may affect project cost • Unit price escalation may affect project cost • Complex right of way and utility issues may impact schedule and cost * Design Complete • 50 * ROW Complete • 50 • 0 • 50 • 100 * ROW Complete • 50 • 0 • 50 • 100 * ROW Complete • 50 • 50 • 100 * ROW Complete • 50 • 50 • 100 * ROW Complete • 50 • 50 • 100 • 2020 | Improve access | | | | |
| \$218 - \$284 million What's Changed Since Last Update? • Scope - No change • Schedule - No change • Cost - No change • Unit price escalation may affect project cost • Complex right of way and utility issues may impact schedule and cost * Design Complete • ROW Complete • Solution • Solution • Design Complete • Solution • Construction • Solution • Design Complete • Solution | Improve travel time reliability | | | | |
| What's Changed Since Last Update? • Scope - No change • Schedule - No change • Cost - No change • Unit price escalation may affect project cost • Unit price escalation may affect project cost • Complex right of way and utility issues may impact schedule and cost * Design Complete % Construction * Gonstruction | | | hases): | | |
| Scope - No change Schedule - No change Cost - No change Cost - No change Cost - No change Cost - No change Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD | | \$218 - \$284 million | | | |
| Schedule - No change Cost - No change Cost - No change Financial Fine Points(Key Assumptions): Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD % Design Complete 50 100 S0 100 Construction 50 100 December 2020 | | What's Changed Si | nce Last Upda | ate? | |
| Cost - No change Project risks: Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost Financial Fine Points(Key Assumptions): Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD Mession Complete for the second studies of the | | | | | |
| Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD | | | | | |
| cost Complex right of way and utility issues may impact schedule and cost Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD | • | | | | |
| Complex right of way and utility issues may impact schedule and cost 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD M Design Complete 50 100 50 100 December 2020 | | | | | |
| may impact schedule and cost 3D: inflation escalation (2.27%) to midpoint of construction 2021 Funding source: TBD % Design Complete % ROW Complete % Construction 50 100 50 100 December 2020 | Complex right of way and utility issue | | | | |
| % Design Complete 50 100 % ROW Complete 50 100 December % Construction 50 100 December | | | | idpoint of construction 2021 | |
| % Design Complete 50 100 % ROW Complete 50 100 % Construction 50 100 | | Funding source: | TBD | | |
| % Construction 0 50 100 2020 | | 50 100 | | | |
| % Construction 0 50 100 2020 | | 50 100 | December | IN EVADA | |
| | | 50 100 | | YDUI | |
| | Complete | | | | |

| The Reno Spaghetti Bowl & Spagl (Phase1) | netti Bowl Express | | >>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>> |
|--|--|--|-------------------------------------|
| 180/ I580/ US 395 System Interchange | | SPAGH | ETTI BOWL |
| Project Sponsor: NDOT | | MOVING | A RUARD |
| Project Manager: Sajid Sul | ahria, PE | HE TRUC | TEE MEADOWS P |
| 775-888-7742 | | | |
| Project Description: Freeway capacity, safety, and operational improvements to and surrounding the Spaghetti Bowl Interchange Freeway access management improvements Modify service interchanges I-80 limits: Virginia/Sierra/Center Street Interchange to Pyramid Highway Interchange I-580/US 395 limits: McCarran/Clear Acre Interchange to Virginia/Kietzke Interchange | Schedule: Environmental: Complete SBX Phase 1 Design and Construction: 2019 - 2023 SBX Phase 1 Design- Build: | | |
| | 2020 - 2023 Future Construction Phases: 2025 and Later | Example in the second s | |
| Project Benefits: Improve freeway safety and operations Improve travel time reliability Accommodate current and future travel demands Improved freeway maintenance | Project Cost Range Engineering: \$107 - \$153 million Right of Way: \$342 - \$495 million Construction: \$1.5 - \$2.2 billion Total Project Cost (All Ph \$1.9 - 2.8 billion What's Changed Sin • Scope - No changes | ases): nce Last Update | ? |
| | Schedule - Environment Budget - Updated based | d on Cost Risk Asses | |
| Project risks: Complex access management strategies Railroad Truckee River Socio-economic environment Fragmented Local Network Right of Way Historical and cultural impacts 4f and 6f impacts | Financial Fine Point Total funding expended for | | - |
| % Environmental 0 50 Complete 50 % Design SBX 0 50 Phase 1 Design- 50 Build Complete 0 | | December 2020 | VEVADA DOT |

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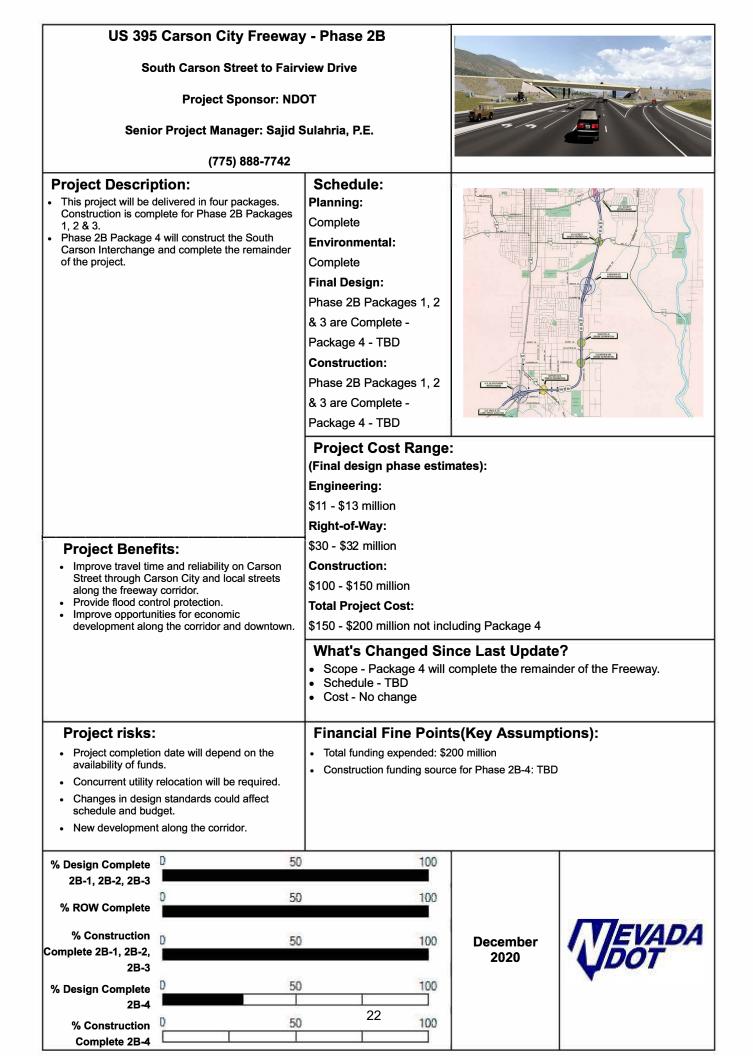
| C. | I-80 East | | | |
|--|--|--|---------------------|--|
| Vista Blvd. to USA Parkway (SR 439) | | - | 20 | |
| Projec | Project Sponsor : NDOT Project Manager: Amanda Callegari, P.E. | | | Ros |
| | (775) 888-7603 | | | <i>77.</i> 666 |
| Ducie et De cont | , , , | 0.4.4.4.4.4 | | |
| Vista Blvd. and US Freeway capacity widening I-80 in ea three lanes Freeway safety im widening shoulder Interchange impro acceleration lanes freeway access m The current scope to implement the r outreach, and doc | sts of corridor 13.1 miles of I-80 between SA Parkway improvements include ach direction from two to provements include s for emergency access wements will enhance //merging distances and anagement of work on the project is necessary studies, umentation to fulfill the ts as well as to develop | Schedule: Planning: Anticipated scoping completion 2021 Milestones / Deliverables: Environmental: 2021 - 2023 Intermediate Design: 2023 Final Design and Right-of-way : 2023 - 2025 Construction: 2025 Project Cost Rang Engineering: TBD | Vista Boulevard Int | Bo Patrick Interchange terchange |
| | | Right-of-Way: | | |
| Project Bene | | тво | | |
| Improve Safety Access | and Emergency Service | Estimated Constructio | on Costs: | |
| Improve Travel | | \$300-\$400M | | |
| Improve Freight Movement Accommodate Future Planned Growth Improve Operations and Maintenance | | What's Changed Since Last Update? Scope: Scope development in progress Schedule: No change Cost: No change | | |
| Project risks | : | Financial Fine Poi | nts(Key Assum | nptions): |
| Funding uncerta | | Environmental effort pro | | |
| construction Environmental s impact schedule | study outcomes could | Preliminary Engineering Anticipated to use state fundsFunding for Construction not yet identified | | |
| Challenging top | ography between steep Truckee River and the | | | |
| | es located adjacent to I80 hedule and budget | | | |
| Planning/Scoping | D 50 D 50 | 100 | | |
| Environmental | 50 | | December | VEVADA |
| Right of Way | D 50 | 100 | 2020 | VDOT |
| Design | D 50 | 100 | | |

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| Pyramid Highway/US 395 | Connection | TIMANA NA NA ANA ANA | |
|---|---|--|---|
| Project Sponsor: Washoe County | RTC and NDOT | | |
| Washoe RTC Project Manager: D | oug Maloy, P.E. | -3 ¹¹ | Final Dector |
| NDOT Project Manager: Sajid | Sulahria, P.E. | Constant days and a second d | |
| Phone: (775) 888-77 | /42 | | Assister FAR 300 PTP (Proved) (1993) Stody (1993) |
| Project Description: | Schedule: | | |
| Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway La Pasada to Sparks Blvd Develop Pyramid alignment into 6 lane freeway with frontage roads. Continue 6 lane freeway from Sparks Blvd. to Disc Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west. Extend 6 lane freeway through Sun Valley to US-395. Widen and improve Pyramid highway from Disc Dr. to Queen Way. Widen and extend Disc Dr. to Vista Blvd. NEPA completed by Washoe RTC. This project will be delivered in 6 phases. Phase 1 from Queen Way to Golden View Drive is currently in the design process. | Planning: Complete Environmental: 2010 - 2018 Final Environmental Impact Statement (FEIS): Winter 2014-2017 Record of Decision (ROD): 2018 Final Design: Phase 1 - currently in design Phases 2 through 6 design TBD Construction: Phases 1 through 6 - TBD | | |
| | Project Cost Rang (Planning phase estimat Engineering: \$40M - \$60M Right-of-Way: | - | |
| Project Benefits: Address travel time reliability and safety along the Pyramid Highway and McCarran Blvd. corridors. Provide alternative access to freeway system. Improve safety. | \$100M - \$150M Construction: \$410M - \$660M Total Project Costs: \$550M - \$870M What's Changed S The Record of Decisi Phase 1 - Queen Way design process. | on has been receive | ed. |
| Project risks: Construction in a dense urban residential area. Funding sources for all phases not identified. Complex right of way and utility issues may impact schedule and costs. | Financial Fine Poi • Total RTC Funding Expr • Construction funding for | ended - \$7,300,000 | ptions): |
| % Environmental D 50 Complete % Design Complete D 50 Phase 1 | | December 2020 | |

| US 395 North Valleys Phase 1A: P Replacement | arr-Dandini Bridge | *Preliminary design concept and subject to change | |
|--|--|---|-------------------------------|
| Highway Project Manager: Jae Pullen, P.E., PTOE | | | |
| Phone: (775) 888-75 | 89 | | |
| E-mail: jpullen@dot.nv | /.gov | | |
| Project Description: | Schedule: | | \$65. |
| US 395 is the major connection between | Final Design | | |
| Reno/Sparks and the north valleys: Golden Valley, Lemmon Valley, and Cold Springs. This | Submittal: | | the set |
| route also serves as the main connection to northeastern California. | December 2019 | - 152 | Parr-Dandini Bridge (Exit 71) |
| This is the first phase of the future widening of | Advertise Project: | | |
| US 395 in the North Valleys This phase includes the removal of the aging | February 2020 | | 395 |
| and structurally deficient Parr-Dandini Bridge | Construction | | |
| structure (I-1306) and construction of a new bridge that will be longer and wider to | Awarded: | | |
| accommodate future phases of widening | April 2020 | 10-x | 2.8 4.50 |
| through this area | Anticipated Construction | II . Company | |
| | Completion: | (B) B | |
| | December 2020 | | 1 B 88 |
| | | | |
| | Project Cost Range Engineering: | 8. | |
| | | | |
| | \$500k to \$700k | | |
| Droja of Dan ofita | Construction: | | |
| Project Benefits: Improved safety | \$8 to \$9 million | | |
| Decreased structure maintenance | Total Project Cost | | |
| Multimodal design | \$8.5 to \$10 million | | |
| | What's Changed S | ince Last Updat | te? |
| | Scope: No change | • | |
| | Schedule: No change Budget: No change | | |
| | Budget. No change | | |
| Project risks: | Financial Fine Poir | nts(Key Assum | otions): |
| Existing transmission line poses | • Total funding expended: | \$6 million | |
| constructability challengesWeather could delay construction | | | |
| completion | | | |
| Planning/Environmental | 0 100 | | |
| 0 54 | 0 100 | December | I JEVADA |
| Design Complete | hings. | 2020 | UDOT |
| Construction | 0 100 | | |

| US 395 North Valleys - F Highway Project Manager: Jae Po Phone: (775) 888-75 E-mail: jpullen@dot.n | ullen, P.E., PTOE 589 | → → → → → → → → → → → → → → → → → → → | |
|---|--|---------------------------------------|---|
| Project Description: US 395 is the major connection between Reno/Sparks and Golden Valley, Lemmon Valley, and Cold Springs areas. This route serves as the main connection to northeastern California. This the second phase of US 395 North Valleys Project, Phase 1B This phase will include a third southbound travel lane, auxiliary lanes between the interchanges in both the northbound and southbound directions, new braided ramp at Panther Valley and the rehabilitation of the existing roadway. | Schedule: Planning: Complete Intermediate Design Submittal: August 2021 Advertise: December 2022 | Stead interchange | Lemmon Valley Golden Valley IASE 2 olden Valley interchange Parr interchange McCarran interchange SPARKS RENO 680 Hidden Valley |
| Project Benefits: Increase capacity to accommodated projected traffic Improve travel time reliability Improve safety | Project Cost Rang Engineering: \$4 to \$6 million Right-of-Way: \$100,000 to \$150,000 Construction: \$75 to \$100 million Total Project Cost: \$80 to \$106 million What's Changed S • Pavement design stra | Since Last Upda | |
| Project risks:Bridge widening within UPRR right-of-way | Iong term maintenance costs Financial Fine Points(Key Assumptions): • Total preliminary engineering funding expended for Phase 1A/1B: \$3,600,000 | | |
| Design Complete | 100 | December 2020 | VEVADA DOT |



4.0 COMPLETED MAJOR PROJECTS

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

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

For the quarter ending on December 31, 2020 there were no projects completed.