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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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	

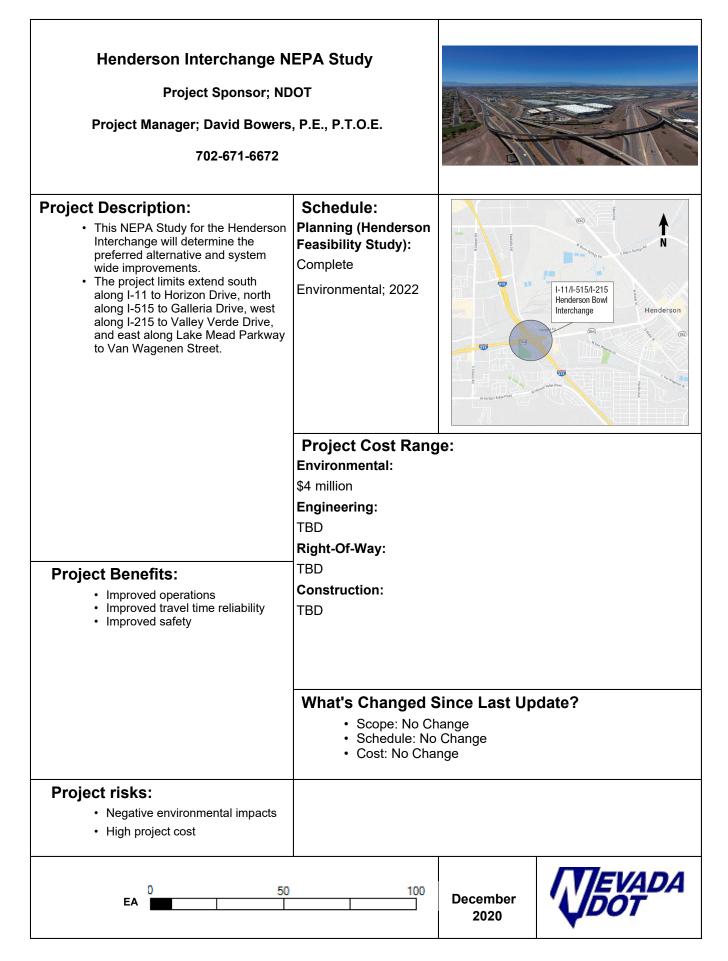
l 15 South - Via Nobila In	terchange		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
(formerly Bermuda R	(formerly Bermuda Road)		X
Project Sponsor: City of H	Project Sponsor: City of Henderson		
Project Manager: Jenica K	eller, P.E.		
(775) 888-7592	1		and the second second
 Project Description: The I-15 South 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):		
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 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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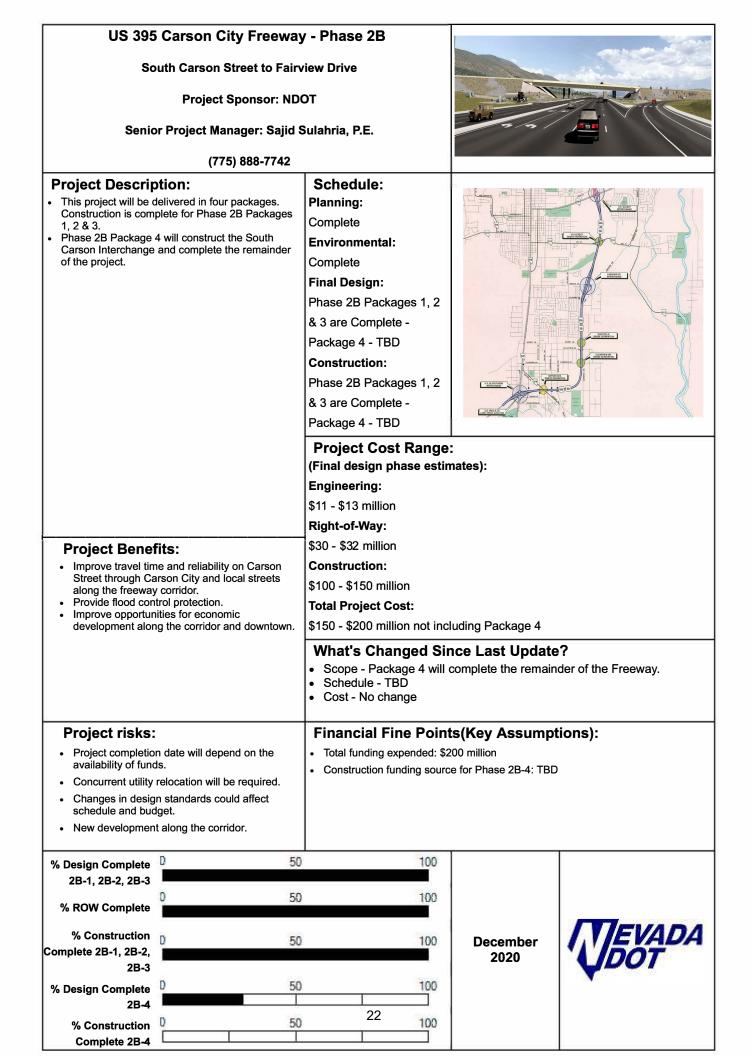
C.	I-80 East			
Vista Blvd. to USA Parkway (SR 439)		-	20	
Projec	Project Sponsor : NDOT Project Manager: Amanda Callegari, P.E.			Ros
	(775) 888-7603			<i>77.</i> 666
Ducie et De cont	, , ,	0.4.4.4.4.4		
 Vista Blvd. and US Freeway capacity widening I-80 in ea three lanes Freeway safety im widening 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.