

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

TABLE OF CONTENTS

	Page
1.0 INTRODUCTION	2
2.0 PROJECT STATUS SHEET EXPLANATION	3
3.0 MAJOR PROJECTS	4
4.0 COMPLETED MAJOR PROJECTS	23

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

I-15 North Phase 3: Speedway Boulevard to Garnet Interchange	5
I-15 North Phase 4 I-15/CC-215 Northern Beltway Interchange	6
I-15 Central Corridor	7
I-15 Tropicana Interchange Reconstruction	8
I-15 South Via Nobila Interchange (formerly Bermuda Rd.)	9
I-15 South Pebble Road Overpass	10
I-15 South Phase 2 Widening	11
I-15 South Via Inspirada Interchange (formerly Sloan Rd.)	12

I-515 Projects


Downtown Access Project	13
Henderson Interchange: I-515/CC-215 System Connection	14

US-95 Northwest Projects

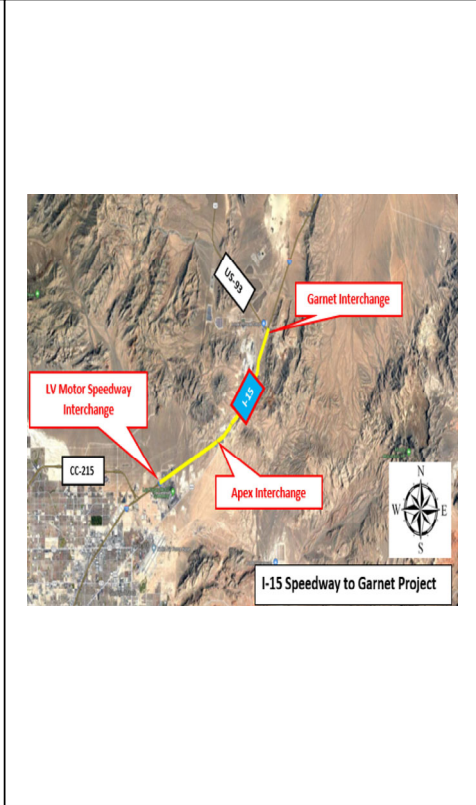
US-95 Northwest Phase 3C CC 215 Beltway Interchange	15
US-95 Northwest Phase 3D CC 215 Beltway Interchange	16

Northern Nevada Projects

Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase 1)	17
I-80 East: Vista Boulevard to USA Parkway	18
Pyramid Highway /US 395 Connection	19
US-395 North Valleys Phase 1A: Parr-Dandini Bridge Replacement	20
US-395 North Valleys Phase 1B	21
US-395 Carson City Freeway Phase 2B: S. Carson St. to Fairview Dr.	22

<p>I 15 North - Phase 3</p> <p>Speedway Boulevard to Garnet Interchange</p> <p>Project Sponsor: NDOT</p> <p>Project Manager: Dwayne Wilkinson, P.E.</p> <p>(702) 671-8879</p>	
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<p>Project Description:</p> <ul style="list-style-type: none"> • 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 additional 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 	<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental Phase: 2019 -2021</p> <p>Final Design: 2020- 2021 (First Construction Package)</p> <p>Construction: See Financial Fine Points Below</p>
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<p>Project Benefits:</p> <ul style="list-style-type: none"> • Improve safety • Improve travel time reliability • Improve access to areas planned for development in North Las Vegas • Improve operations 	<p>Project Cost Range:</p> <p>Engineering: \$5.6 - \$5.9 million</p> <p>Right-of-Way: \$0.8 - \$0.9 million</p> <p>Construction: \$81.2 - \$85.2 million</p> <p>Total Project Cost: \$87.6 - \$92.0 million</p>
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<p>Project risks:</p> <ul style="list-style-type: none"> • Timely completion of environmental • Timely completion of design • Availability of construction funds 	<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> • Scope - No Change • Schedule - No Change • Cost - No Change. The southbound weigh station cost is not included
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<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> • Total funding expended for phase 3: \$ 1,355,000 (design and environmental) • Total funding expended for original Environmental phase: \$214,000 • As per the Regional Transportation Plan, this project will be funded for construction between FY2021 and FY2025.

<p>Environmental complete 0 50 100 </p> <p>Design Complete 0 50 100 </p>	<p>December 2020</p>	
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I 15 North - Phase 4

I 15 / CC 215 Northern Beltway Interchange

Project Sponsor: NDOT

Project Manager: Dwayne Wilkinson, P. E.

(702)-671-8879



Project Description:

- This is one of four phases of improvements to the I-15 North Corridor between US 95 and Apex Interchange (15 miles)
- Construct new direct connect ramps to upgrade the I-15 and CC 215 (Las Vegas Beltway) Interchange
- Construct I-15 SB ramps and reconstruct I-15 NB ramps for the I-15 and Tropical Parkway Interchange
- Reconstruct local streets to match interchange re-configurations
- Provide landscape and aesthetic enhancements in accordance with the I-15 Landscape and Aesthetics Corridor Plan
- Improvements will be constructed within the existing I-15 and CC-215 rights-of-way to the extent possible. However, a total of approximately 3.8 acres has been acquired for these improvements

Schedule:

Planning:

Complete

Environmental:

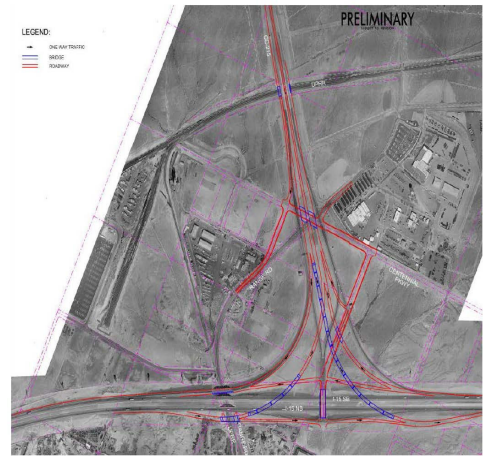
Complete

Final Design:

Complete

Construction:

2020 - 2022



Project Benefits:

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

Project Cost Range:

Engineering:

\$10.5 - \$10.9 million

Right-of-Way:

\$1.7 - \$3.7 million

Construction:

\$112.9 - \$117.9 million

Total Project Cost:

\$125.1 - \$132.5 million

What's Changed Since Last Update?

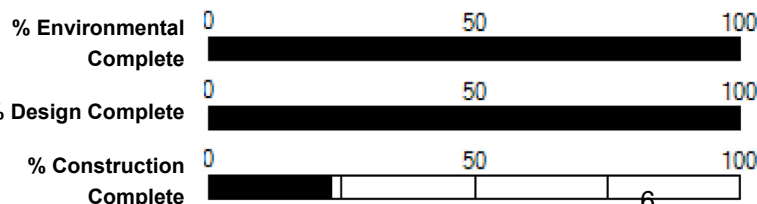
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Timely completion of utility relocations
- Timely completion of UPRR construction reviews

Financial Fine Points(Key Assumptions):

- Total funding expended for construction: \$ 23,329,000
- Total funding expended for construction engineering: \$ 1,915,000
- Total funding expended for engineering: \$10,644,000
- Total funding expended for right of way: \$1,775,000
- Total funding expended for I-15 North environmental phase: \$875,000
- NDOT Average Escalation Rates applied
- Awarded 01/13/2020 to Fisher Sand & Gravel. Bid \$98,989,898.98



December
2020



I 15 Central Corridor

Project Sponsor: NDOT

Project Manager: Jenica Keller, PE

(775) 888-7592



Project Description:

- Feasibility study along I-15 from 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.

Schedule:

Feasibility Study:

2019 - 2021

Environmental:

TBD

Final Design:

TBD

Construction:

TBD



Project Cost Range:

Engineering:

TBD

Right-of-Way:

TBD

Construction:

TBD

Total Project Cost:

TBD

Project Benefits:

- Improve operations, safety, access and mobility.
- Support economic development.
- Improve travel time reliability.

What's Changed Since Last Update?

- Planning Phase (Feasibility Study) - Began February, 2019
- Scope - Consider MLK Extension Project Impacts
- Schedule - Delayed 9 months to consider MLK Extension Project Impacts
- Cost - No Change

Project risks:

- Consensus building among the stakeholders.
- Funding uncertainty.
- Economic development along the corridor could require design changes affecting scope, schedule and budget.

Financial Fine Points(Key Assumptions):

- Total funding: TBD



December
2020



I 15 Tropicana Interchange Reconstruction

Project Sponsor: NDOT

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

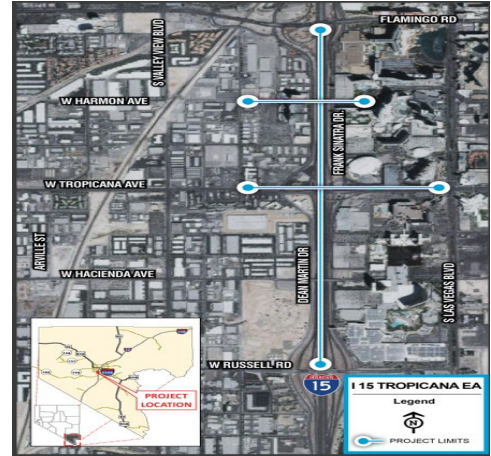
Design Build

Contractor award :

August/ September 2021

Construction:

2022 - 2025



Project Cost Range:

Engineering:

\$8,000,000.00 to \$12,000,000.00

Right of Way:

\$26,000,000.00

Construction:

\$171,000,000.00 to \$187,000,000.00

Project Benefits:

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

What's Changed Since Last Update?

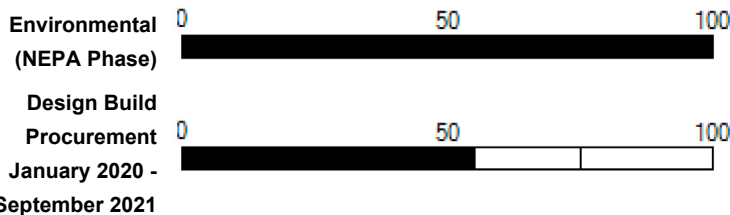
- FONSI - February 6, 2020
- Scope - Changed see Project Description
- Schedule - See Project Schedule
- Budget - anticipated to increase as a result of adding pavement preservation work

Project risks:

- Timing of funding
- Stakeholder buy-in
- Right of Way
- Utility conflicts and coordination

Financial Fine Points(Key Assumptions):

- N/A



December 2020



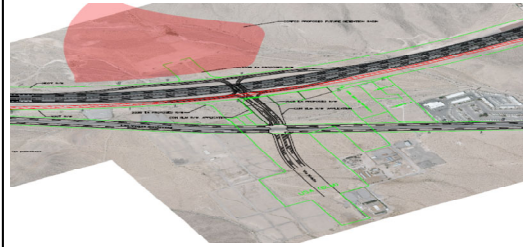
I 15 South - Via Nobila Interchange

(formerly Bermuda Road)

Project Sponsor: City of Henderson

Project Manager: Jenica Keller, P.E.

(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 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 corridor.

Schedule:

Planning:
Complete

Environmental:
Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021

Final Design:
TBD

Construction:
TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:
\$11 million - \$15 million

Right-of-Way:
\$8 million - \$25 million

Construction:
\$73 million - \$106 million

Total Project Cost:
\$92 million - \$146 million

Project Benefits:

- Improves travel time reliability
- Improves access
- Improves safety

What's Changed Since Last Update?

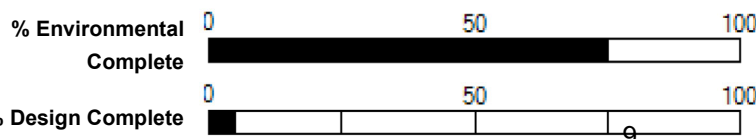
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



December
2020



I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Project Manager: Jenica Keller, P.E.

(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



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:

\$5 million - \$6 million

Right-of-Way:

\$0

Construction:

\$33 million - \$43 million

Total Project Cost:

\$38 million - \$49 million

Project Benefits:

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

What's Changed Since Last Update?

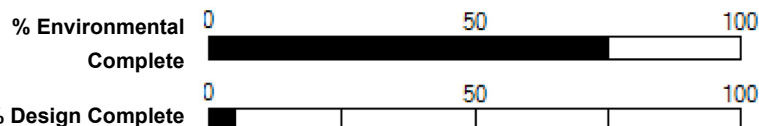
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

- Unit price and property escalation may affect project cost.
- Lack of funding may push this project well into the future

Financial Fine Points(Key Assumptions):

- Funding not available
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million
- Funding Source (2019 EA Update): Clark County Fuel Revenue Index Funding



December 2020



I 15 South - Phase 2

Sloan Road to Blue Diamond (SR-160)

Project Sponsor: NDOT

Project Manager: Jenica Keller, P.E.

(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.
- 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.

Schedule:

Planning:

Complete

Environmental:

Re-evaluation of 2008

EA to be complete 2nd

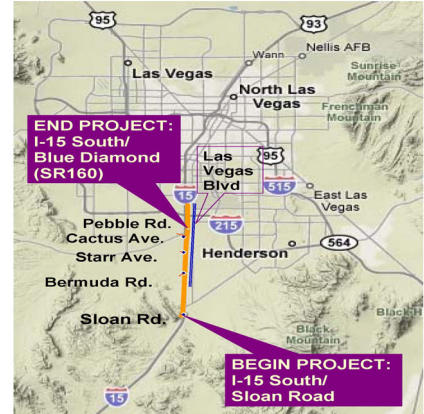
Quarter SY 2021

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:

\$22 - \$25 million

Right-of-Way:

\$0

Construction:

\$138 million - \$284 million

Total Project Cost:

\$160 million - \$309 million

Project Benefits:

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

What's Changed Since Last Update?

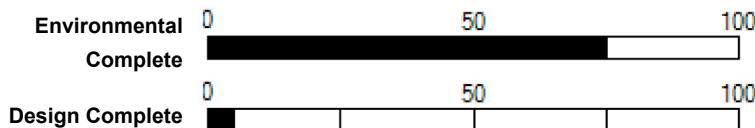
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



December 2020



I 15 South - Via Inspirada Interchange

(formerly Sloan Road)

Project Sponsor: City of Henderson

Project Manager: Jenica Keller, P.E.

(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 a new interchange at Via Inspirada (formerly Sloan 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 corridor.

Schedule:

Planning:

Complete

Environmental:

Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021

Final Design:

TBD

Construction:

TBD



Project Cost Range:

(Estimates per January 2019 CRA)

Engineering:

\$10 million - \$12 million

Right-of-Way:

\$13 million - \$22 million

Construction:

\$54 million to \$73 million

Total Project Cost:

\$77 million - \$107 million

Project Benefits:

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

What's Changed Since Last Update?

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

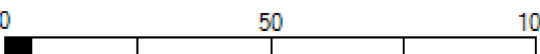
Project risks:

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

Financial Fine Points(Key Assumptions):

- Funding not available until 2022 per current Financial Plan
- Total funding expended for I-15 South Environmental Studies (all phases): \$3.5 million

Environmental Complete 

Design Complete: 

December 2020




Downtown Access Project

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

Project Sponsor: NDOT

Project Manager: Ryan Wheeler, P.E.

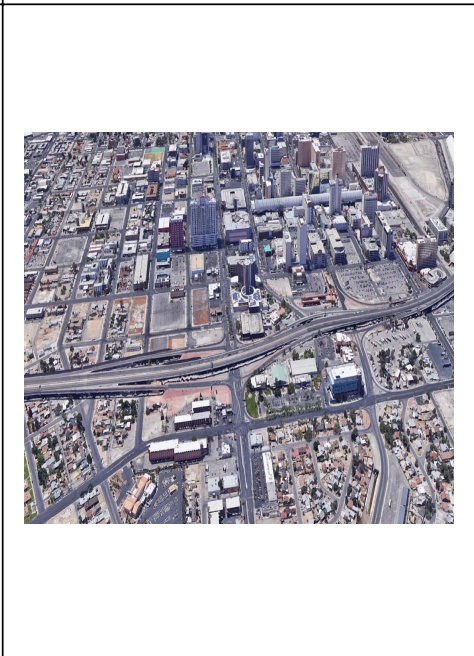
(702) 278-3391



Project Description:

- This project proposes to improve freeway capacity by adding more lanes and fixing ramp spacing by braiding ramps connecting I-15 and I-515. The project will also add additional access to downtown with two new HOV interchanges at City Parkway and Maryland Parkway.
- This current scope of work on the project is to implement the necessary studies, documentation, and outreach to meet NEPA requirements; and to develop up to fifteen percent (15%) level designs for each of three alternatives under consideration
- The construction alternatives being considered include replacing the existing viaduct with a similar structure OR recessing the highway into a trench below grade
- Each construction alternative will include similar proposed improvements: remove or replace the 1.6 mile viaduct; add freeway capacity; fix ramp spacing by adding ramp braiding to/from I-15 and I-515; add HOV lanes on I-515/US-95; and new HOV interchanges at City Parkway and Maryland Parkway
- *** This project was originally the I-515 alternatives development study with project limits from the Wyoming grade separation to the MLK interchange. The alternatives development study had 5 separate task orders to perform general environmental work, develop lists of potential projects and pursue project development. Task Orders 1-4 have been completed. Task order 5 is the pursuit of the Downtown Access Project.

Schedule:
The project is currently estimated to be 10-13 years in total:
Environmental (3-4 years):
 In progress
Final Design (3-4 years):
 TBD
Right-of-way (concurrent with final design, 3-4 years):
 TBD
Construction (4-5 years):
 TBD



Project Benefits:

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

Project Cost Range:
Environmental:
 \$6.0 million
Engineering:
 TBD
Right-of-Way:
 TBD
Construction:
 TBD
Total Project Costs:
 TBD

Project risks:

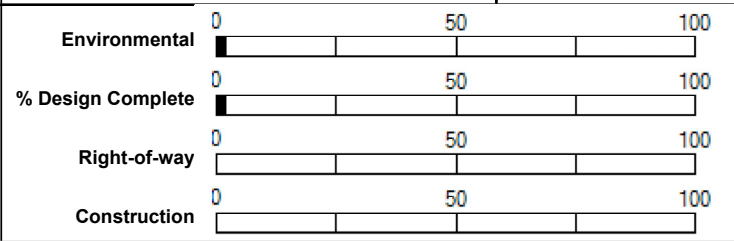
- Funding availability to move project forward into design and construction
- Utility relocation, groundwater, right-of-way acquisitions, crossing the UPRR, and maintenance of traffic through the construction phase
- The project team will manage risks through project development.

What's Changed Since Last Update?

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

Financial Fine Points(Key Assumptions):

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



December 2020



Henderson Interchange NEPA Study

Project Sponsor; NDOT

Project Manager; David Bowers, P.E., P.T.O.E.

702-671-6672



Project Description:

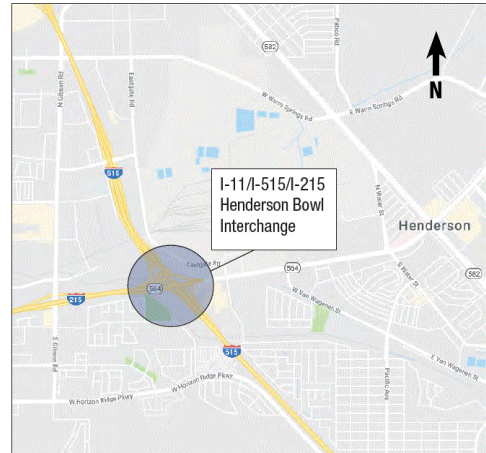
- This NEPA Study for the Henderson Interchange will determine the preferred alternative and system wide improvements.
- The project limits extend south along I-11 to Horizon Drive, north along I-515 to Galleria Drive, west along I-215 to Valley Verde Drive, and east along Lake Mead Parkway to Van Wagenen Street.

Schedule:

Planning (Henderson Feasibility Study):

Complete

Environmental; 2022



Project Cost Range:

Environmental:

\$4 million

Engineering:

TBD

Right-Of-Way:

TBD

Construction:

TBD

Project Benefits:

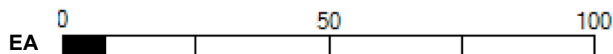
- Improved operations
- Improved travel time reliability
- Improved safety

What's Changed Since Last Update?

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


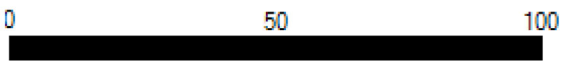
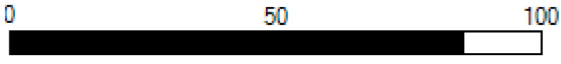

Project risks:

- Negative environmental impacts
- High project cost



December
2020



<p>US 95 Northwest - Phase 3C</p> <p>Clark County 215 Interchange</p> <p>Project Sponsor: NDOT, City of Las Vegas and Clark County</p> <p>Senior Project Manager: Jenica Keller, P.E.</p> <p>(775) 888-7592</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road Construct new system to system interchange at CC 215 This third phase is anticipated to be constructed in 3 subparts (A, C and D) Phase 3C: Ramps providing north to west, south to east and south to west movements 		<p>Schedule:</p> <p>Planning: Complete</p> <p>Environmental: Complete</p> <p>Final Design: Complete</p> <p>Advertise: Complete</p> <p>Construction: Start January 2019</p> <p>Construction: End December 2020</p>	
<p>Project Benefits:</p> <ul style="list-style-type: none"> Increase capacity Improve safety Improve access Improve travel time reliability 		<p>Project Cost Range: (Final Design Phase Estimates):</p> <p>Engineering (All Phases): \$14 - \$15 million</p> <p>Right of Way (All Phases): \$0 - \$1 million</p> <p>Construction (All Phases): \$204 - \$268 million</p> <p>Construction (3C): \$61 - \$73 million</p> <p>Total Project Cost (All Phases): \$218 - \$284 million</p>	
		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope - No change Schedule - No change Cost - No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Unit price escalation may affect project cost Complex right of way and utility issues may impact schedule and cost 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Total funding expended for Phase 3: \$133.24 million Total funding expended for US 95 Northwest Environmental Studies (all phases): \$5 million 3C: inflation escalation (2.30%) to midpoint of construction 2019 Funding source: <ul style="list-style-type: none"> - Federal: \$19 million - State: \$54 million 	
<p>% Design Complete </p> <p>% Construction Complete </p>		<p>December 2020</p> 	

US 95 Northwest - Phase 3D

Clark County 215 Interchange

Project Sponsor: NDOT, City Las Vegas and Clark County

Senior Project Manager: Jenica Keller, P.E.

(775) 888-7592



Project Description:

- This is the third phase of the US 95 Northwest project that extends from Washington Avenue to Kyle Canyon Road
- Construct new system to system interchange at CC 215
- This third phase is anticipated to be constructed in 3 subparts (A, C and D)
- Phase 3D: Ramps providing west to north, south to west and east to north movements; local interchange; upgrade CC215; and construct Multi-Use Path

Schedule:

Planning:

Complete

Environmental:

Complete

Final Design:

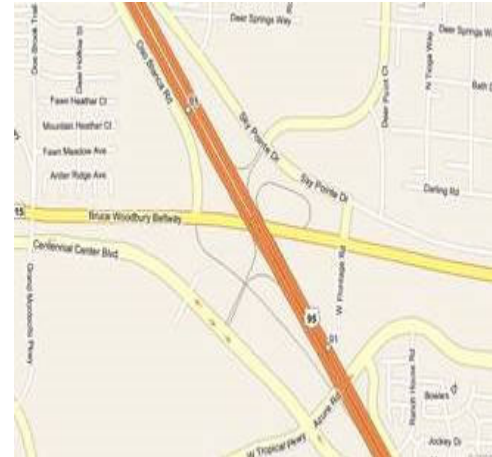
Complete 2020

Construction:

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):

\$204 - \$268 million

Construction (3D):

\$134 - \$185 million

Total Project Cost (All Phases):

\$218 - \$284 million

Project Benefits:

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

What's Changed Since Last Update?

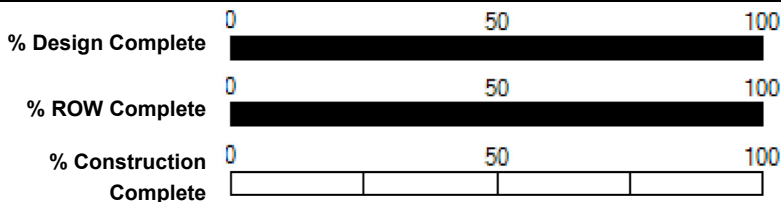
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for Phase 3: \$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



**December
2020**



The Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase1)

180/ I580/ US 395 System Interchange

Project Sponsor: NDOT

Project Manager: Sajid Sulahria, PE

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



Project Cost Range:

Engineering:

\$107 - \$153 million

Right of Way:

\$342 - \$495 million

Construction:

\$1.5 - \$2.2 billion

Total Project Cost (All Phases):

\$1.9 - 2.8 billion

Project Benefits:

- Improve freeway safety and operations
- Improve travel time reliability
- Accommodate current and future travel demands
- Improved freeway maintenance

What's Changed Since Last Update?

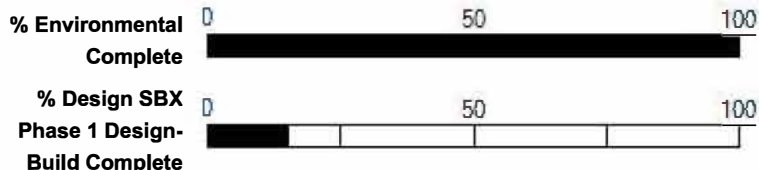
- Scope - No changes
- Schedule - Environmental Phase Complete
- Budget - Updated based on Cost Risk Assessment

Project risks:

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




Financial Fine Points(Key Assumptions):

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



December 2020



<p>I-80 East</p> <p>Vista Blvd. to USA Parkway (SR 439)</p> <p>Project Sponsor : NDOT</p> <p>Project Manager: Amanda Callegari, P.E.</p> <p>(775) 888-7603</p>			
<p>Project Description:</p> <ul style="list-style-type: none"> This project consists of corridor improvements on 13.1 miles of I-80 between Vista Blvd. and USA Parkway Freeway capacity improvements include widening I-80 in each direction from two to three lanes Freeway safety improvements include widening shoulders for emergency access Interchange improvements will enhance acceleration lanes/merging distances and freeway access management The current scope of work on the project is to implement the necessary studies, outreach, and documentation to fulfill the NEPA requirements as well as to develop preliminary design alternatives 		<p>Schedule:</p> <p>Planning: Anticipated scoping completion 2021</p> <p>Milestones / Deliverables:</p> <p>Environmental: 2021 - 2023</p> <p>Intermediate Design: 2023</p> <p>Final Design and Right-of-way : 2023 - 2025</p> <p>Construction: 2025</p>	
			
<p>Project Benefits:</p> <ul style="list-style-type: none"> Improve Safety and Emergency Service Access Improve Travel Time Reliability Improve Freight Movement Accommodate Future Planned Growth Improve Operations and Maintenance 		<p>Project Cost Range:</p> <p>Engineering: TBD</p> <p>Right-of-Way: TBD</p> <p>Estimated Construction Costs: \$300-\$400M</p>	
		<p>What's Changed Since Last Update?</p> <ul style="list-style-type: none"> Scope: Scope development in progress Schedule: No change Cost: No change 	
<p>Project risks:</p> <ul style="list-style-type: none"> Funding uncertainty for project construction Environmental study outcomes could impact schedule Challenging topography between steep rock slopes, the Truckee River and the UPRR adjacent to I80 Significant utilities located adjacent to I80 could impact schedule and budget 		<p>Financial Fine Points(Key Assumptions):</p> <ul style="list-style-type: none"> Environmental effort programmed to use state funds Preliminary Engineering Anticipated to use state funds Funding for Construction not yet identified 	
<p>Planning/Scoping <input type="checkbox"/> 50 <input type="checkbox"/> 100</p> <p>Environmental <input type="checkbox"/> 50 <input type="checkbox"/> 100</p> <p>Right of Way <input type="checkbox"/> 50 <input type="checkbox"/> 100</p> <p>Design <input type="checkbox"/> 50 <input type="checkbox"/> 100</p>		<p>December 2020</p> 	

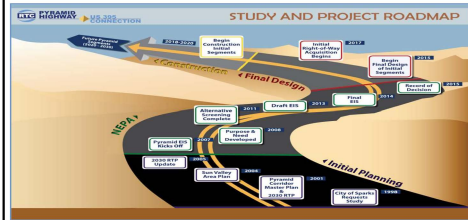
Pyramid Highway/US 395 Connection

Project Sponsor: Washoe County RTC and NDOT

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

NDOT Project Manager: Sajid Sulahria, P.E.

Phone: (775) 888-7742

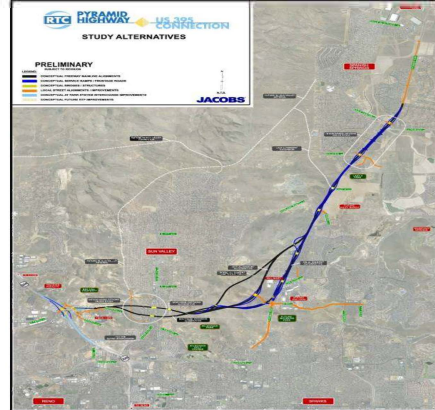


Project Description:

- Calle de la Plato to La Pasada- Transition from 4 Lane Arterial to 6 lane freeway
- La Pasada to Sparks Blvd. - Develop Pyramid alignment into 6 lane freeway with frontage roads.
- Continue 6 lane freeway from Sparks Blvd. to Disc Dr. either on the Pyramid alignment with frontage roads or on a separate alignment to the west.
- Extend 6 lane freeway through Sun Valley to US-395.
- Widen and improve Pyramid highway from Disc Dr. to Queen Way.
- Widen and extend Disc Dr. to Vista Blvd.
- NEPA completed by Washoe RTC.
- This project will be delivered in 6 phases.
- Phase 1 from Queen Way to Golden View Drive is currently in the design process.

Schedule:

- Planning:** Complete
- Environmental:** 2010 - 2018
- Final Environmental Impact Statement (FEIS):** Winter 2014-2017
- Record of Decision (ROD):** 2018
- Final Design:** Phase 1 - currently in design
Phases 2 through 6 design TBD
- Construction:** Phases 1 through 6 - TBD



Project Cost Range:

(Planning phase estimates)

Engineering:

\$40M - \$60M

Right-of-Way:

\$100M - \$150M

Construction:

\$410M - \$660M

Total Project Costs:

\$550M - \$870M

Project Benefits:

- Address travel time reliability and safety along the Pyramid Highway and McCarran Blvd. corridors.
- Provide alternative access to freeway system.
- Improve safety.

What's Changed Since Last Update?

- The Record of Decision has been received.
- Phase 1 - Queen Way to Golden View Drive is currently in the design process.

Project risks:

- Construction in a dense urban residential area.
- Funding sources for all phases not identified.
- Complex right of way and utility issues may impact schedule and costs.

Financial Fine Points(Key Assumptions):

- Total RTC Funding Expended - \$7,300,000
- Construction funding for all phases: TBD



December 2020



US 395 North Valleys Phase 1A: Parr-Dandini Bridge Replacement

Highway Project Manager: Jae Pullen, P.E., PTOE

Phone: (775) 888-7589

E-mail: jpullen@dot.nv.gov



Project Description:

- US 395 is the major connection between Reno/Sparks and the north valleys: Golden Valley, Lemmon Valley, and Cold Springs. This route also serves as the main connection to northeastern California.
- This is the first phase of the future widening of US 395 in the North Valleys
- This phase includes the removal of the aging and structurally deficient Parr-Dandini Bridge structure (I-1306) and construction of a new bridge that will be longer and wider to accommodate future phases of widening through this area

Schedule:

Final Design

Submittal:

December 2019

Advertise Project:

February 2020

Construction

Awarded:

April 2020

Anticipated

Construction

Completion:

December 2020



Project Cost Range:

Engineering:

\$500k to \$700k

Construction:

\$8 to \$9 million

Total Project Cost

\$8.5 to \$10 million

Project Benefits:

- Improved safety
- Decreased structure maintenance
- Multimodal design

What's Changed Since Last Update?

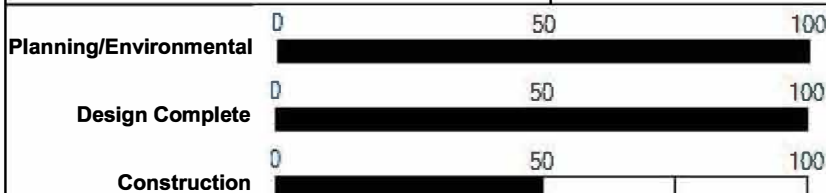
- Scope: No change
- Schedule: No change
- Budget: No change

Project risks:

- Existing transmission line poses constructability challenges
- Weather could delay construction completion

Financial Fine Points(Key Assumptions):

- Total funding expended: \$6 million



December 2020

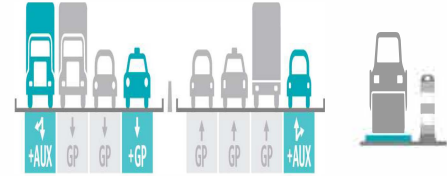


US 395 North Valleys - Phase 1B

Highway Project Manager: Jae Pullen, P.E., PTOE

Phone: (775) 888-7589

E-mail: jpullen@dot.nv.gov



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 is 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



Project Cost Range:

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

Project Benefits:

- Increase capacity to accommodate projected traffic
- Improve travel time reliability
- Improve safety

What's Changed Since Last Update?

- Pavement design strategy change for construction savings and long term maintenance costs

Project risks:

- Bridge widening within UPRR right-of-way

Financial Fine Points(Key Assumptions):

- Total preliminary engineering funding expended for Phase 1A/1B: \$3,600,000



December 2020



US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Senior Project Manager: Sajid Sulahria, P.E.

(775) 888-7742



Project Description:

- This project will be delivered in four packages. Construction is complete for Phase 2B Packages 1, 2 & 3.
- Phase 2B Package 4 will construct the South Carson Interchange and complete the remainder of the project.

Schedule:

Planning:

Complete

Environmental:

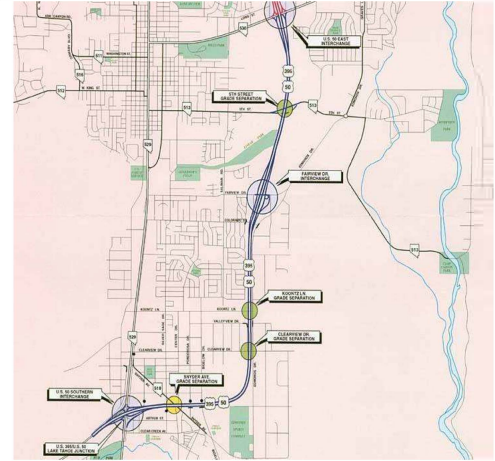
Complete

Final Design:

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

Construction:

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



Project Cost Range:

(Final design phase estimates):

Engineering:

\$11 - \$13 million

Right-of-Way:

\$30 - \$32 million

Construction:

\$100 - \$150 million

Total Project Cost:

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

Project Benefits:

- Improve travel time and reliability on Carson Street through Carson City and local streets along the freeway corridor.
- Provide flood control protection.
- Improve opportunities for economic development along the corridor and downtown.

What's Changed Since Last Update?

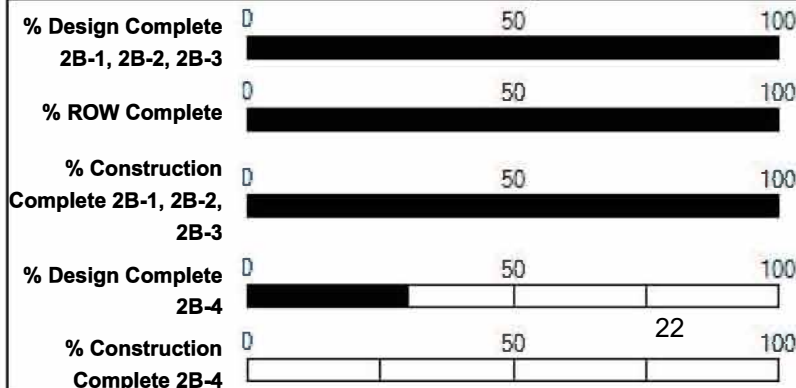
- Scope - Package 4 will complete the remainder of the Freeway.
- Schedule - TBD
- Cost - No change

Project risks:

- Project completion date will depend on the availability of funds.
- Concurrent utility relocation will be required.
- Changes in design standards could affect schedule and budget.
- New development along the corridor.

Financial Fine Points(Key Assumptions):

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



December 2020



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.