

**STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS
For Quarter Ending December 31, 2022**



**Steve Sisolak
Governor**

**.....Kristina Swallow, PE
Director**

Nevada Department of Transportation

QUARTERLY REPORT FOR MAJOR PROJECTS

December 31, 2022

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1.0 INTRODUCTION

The primary purpose of this quarterly report, ending December 31, 2022, 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. n

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

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I 15 North - Phase 3

Speedway Boulevard to Garnet Interchange

Project Sponsor: NDOT

Project Manager: Christine Chia, P.E.

(775) 888-7767



Project Description:

- Last phase of improvements associated with the I-15 North Corridor Environmental Assessment. Original project limits were from Speedway Boulevard to Apex Interchange (May 2007 Environmental Assessment). Project limits were extended 6.1 miles to the north from the Apex Interchange to the Garnet Interchange (US 93)
- Widen I-15 from four to six lanes from Speedway Boulevard Interchange to the Garnet Interchange, approximately 10.7 miles
- Project also includes: drainage improvements, bridge rehabilitation and widening, highway maintenance facility, landscape and aesthetic enhancements, improved and additional lighting, and truck parking

Schedule:

Planning:
Complete

Environmental Phase:
Complete

Final Design:
Complete

Construction:
2022 - 2024



Project Cost Range:

Engineering:
\$3.4 - \$4.9 million

Right-of-Way:
\$1.5 - \$2.0 million

Construction:
\$79.3 - \$93.3 million

Total Project Cost:
\$84.2 - \$100.2 million

Project Benefits:

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

What's Changed Since Last Update?

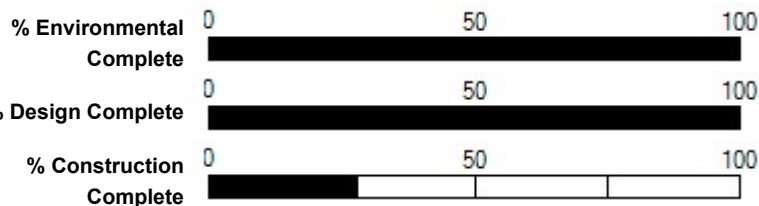
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

- Timely completion of construction

Financial Fine Points(Key Assumptions):

- Total funding expended for phase 3: \$ 2,164,000 (design and environmental)
- Total funding expended for original Environmental phase: \$214,000



December
2022



I 15 North - Phase 4

I 15 / CC 215 Northern Beltway Interchange

Project Sponsor: NDOT

Project Manager: Christine Chia, P. E.

(775) 888-7767



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:

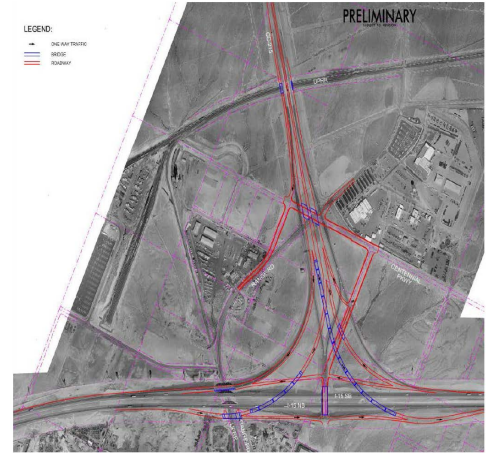
Complete

Final Design:

Complete

Construction:

2020 - 2023



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?

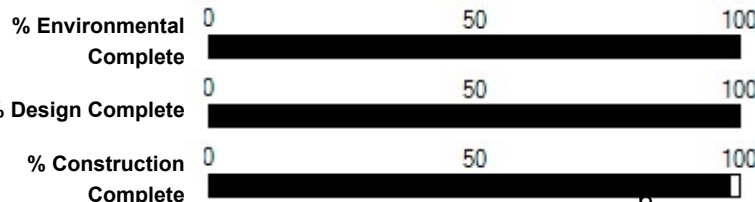
- Scope - No Change
- Schedule - No Change
- Cost - No Change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended for construction: \$ 65,833,000
- Total funding expended for construction engineering: \$ 6,088,000
- Total funding expended for engineering: \$10,828,000
- Total funding expended for right of way: \$3,901,000
- 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



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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 :

November/December 2021

Construction:

2022 - 2025



Project Cost Range:

Engineering:

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

Right of Way:

\$40,000,000.00

Construction:

\$305,000,000.00

Project Benefits:

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

What's Changed Since Last Update?

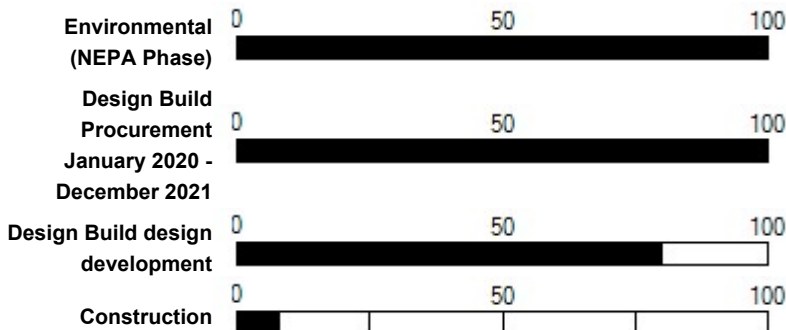
- FONSI - February 6, 2020
- Scope - No Change
- Schedule - Updated to reflect design and construction progress
- Budget - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- N/A



December 2022



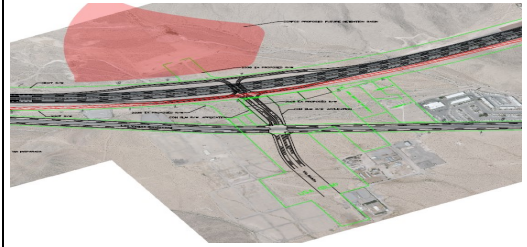
I 15 South - Via Nobila Interchange

(formerly Bermuda Road)

Project Sponsor: City of Henderson

Project Manager: Danja Petro, PE

(702) 671-8865



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:

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

What's Changed Since Last Update?

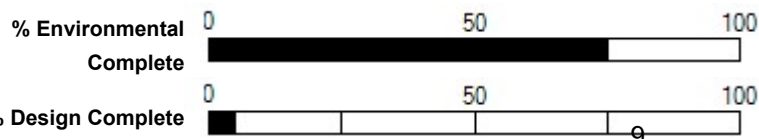
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

- Unit price 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



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I 15 South - Pebble Road Overpass

Project Sponsor: Clark County

Project Manager: Danja Petro, PE

(702) 671-8865



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:

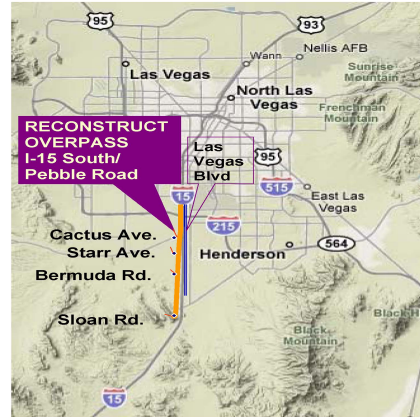
Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021

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
- No connections to I-15, so interstate traffic will not be negatively impacted

What's Changed Since Last Update?

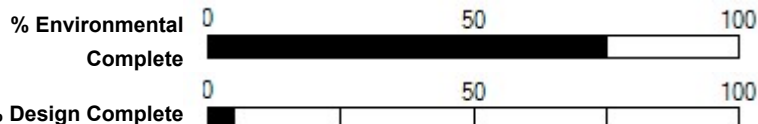
- Scope - No change
- Schedule - No change
- Cost - No change

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 2022



I 15 South - Phase 2

Sloan Road to Blue Diamond (SR-160)

Project Sponsor: NDOT

Project Manager: Danja Petro, PE

(702) 671-8865



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:

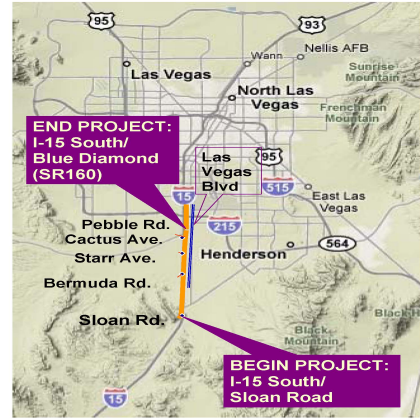
Re-evaluation of 2008 EA to be complete 2nd Quarter SY 2021

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
- Improve travel time reliability

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



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I 15 South - Via Inspirada Interchange

(formerly Sloan Road)

Project Sponsor: City of Henderson

Project Manager: Danja Petro, PE

(702) 671-8865



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:

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

What's Changed Since Last Update?

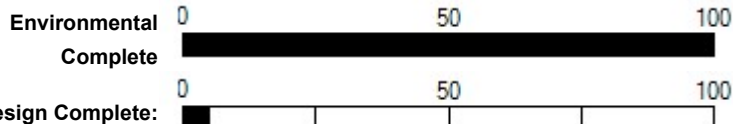
- Scope - No change
- Schedule - No change
- Cost - No change

Project risks:

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

Financial Fine Points(Key Assumptions):

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



December 2022



Downtown Access Project

I-515/US-95 from Rancho Blvd Interchange to Mojave Rd

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 adding braided ramps connecting I-15 and I-515 in both directions. The project will also add additional access to/from I-515 and the Downtown area with two new HOV interchanges. One at City Parkway and the other at Maryland Parkway.
- This current scope of work on the project is to implement the necessary studies, documentation, and outreach to complete the NEPA phase of the project. This will be done by analyzing three proposed build alternatives that have been conceptually designed to 15% and a no-build alternative.
- The proposed build alternatives include replacing the existing viaduct but not building a lengthy bridge OR recessing the highway into a trench below existing ground level.
- 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.
- Please visit the project website at www.ndotdap.com

Schedule:

The project is currently estimated to be 10-13 years in total:

Environmental (3-4 years):

In progress

Final Design (3-4 years):

TBD

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

TBD

Construction (4-5 years):

TBD



Project Cost Range:

Environmental:

\$6.0 million

Engineering:

TBD

Right-of-Way:

TBD

Construction:

TBD

Total Project Costs:

TBD

What's Changed Since Last Update?

- View project information at www.ndotdap.com
- Mar 8-April 12 Temporary test closures of streets proposed to be closed permanently

Project Benefits:

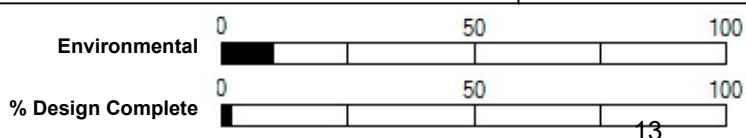
- Improved safety, operations, and air quality through the I-515/US-95 corridor
- Remedy aging infrastructure by replacing or removing the 1.6 mile viaduct
- Improve operations by adding freeway capacity and braiding ramps to/from I-15 and I-515
- Extend HOV network to downtown along I-515/US-95 freeway,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

Project risks:

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

Financial Fine Points(Key Assumptions):

- \$6million for pre-NEPA studies
- \$5million for NEPA work



December 2022



Henderson Interchange NEPA Study

Project Sponsor; NDOT

Project Manager; David Bowers, P.E.

702-671-6672



Project Description:

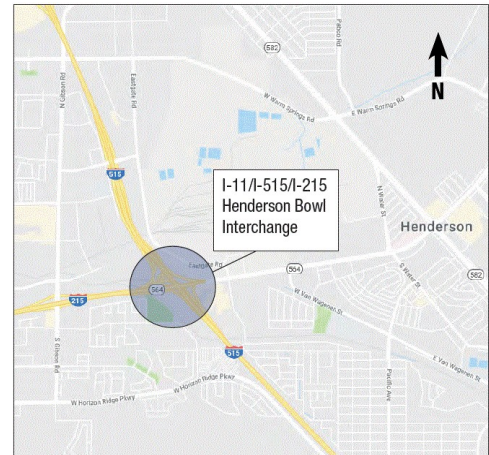
- This NEPA Study for the Henderson Interchange will determine the preferred alternative and system wide improvements.
- The project limits extend south along I-11 to Horizon Drive, north along I-515 to Galleria Drive, west along I-215 to Valley Verde Drive, and east along Lake Mead Parkway to Van Wagenen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

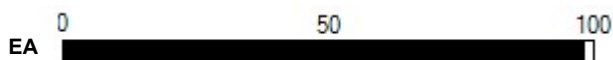
- Improved operations
- Improved travel time reliability
- Improved safety

What's Changed Since Last Update?

- Scope: Alternative 2A, which utilizes a crossover on the E-W route, has been selected to advance into the NEPA Study.
- Schedule: No Change
- Cost: No Change

Project risks:

- Negative environmental impacts
- High project cost



**December
2022**



US 95 Northwest - Phase 3D

Clark County 215 Interchange

Project Sponsor: NDOT, City Las Vegas and Clark County

Senior Project Manager: Pedro Rodriguez, PE

(775) 888-7321



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: \$141.62 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:
 - - Federal: 113 million
 - - State: \$40 million
 - - Local: \$2 million



**December
2022**



The Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase1)

180/ I580/ US 395 System Interchange

Project Sponsor: NDOT

Project Manager: Robert Vrooman, PE

775-888-7317



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 2022



Reno Spaghetti Bowl - Phase 2 Nugget Viaduct

East of I80/I580/US395 Interchange to East McCarran Blvd (SR659)

Project Sponsor : NDOT

Project Manager : Fred Shakal, P.E.

(775) 888-7589



Project Description:

- This project is the second phase of the Reno Spaghetti Bowl (RSB) I80/I580/US395 System Interchange Improvements to address necessary operational improvements in the Truckee Meadows area
- The current scope of work for this project includes conducting a feasibility study for the replacement of the Nugget Viaduct and preliminary design for necessary improvements for the eastern leg of the Reno Spaghetti Bowl FEIS limits
- Improvements include reconstructing I-80 from east of the Spaghetti Bowl to East McCarran Blvd
- Replace I-80 Bridge H-866 E/W over the Nugget Casino
- Construct new interchange at Kietzke Lane
- Reconstruct Rock Blvd. and Pyramid Way Interchanges

Schedule:

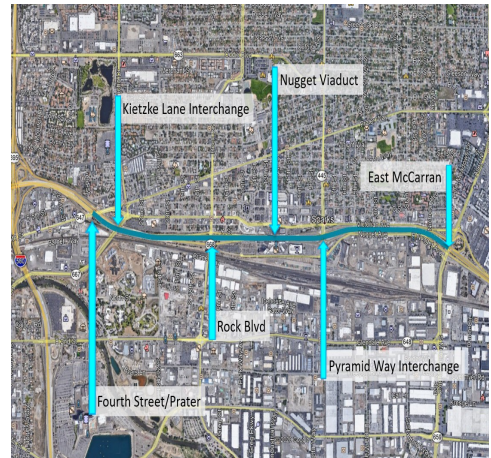
Milestones and Deliverables:

Environmental :
Complete

Preliminary Engineering and Preliminary Design:
2022

Final Design and Right-of-Way :
TBD

Construction :
TBD



Project Cost Range:

Engineering :
TBD

Right-of-Way :
TBD

Construction :
TBD

Total Project Cost:
TBD

Project Benefits:

- Improve Safety
- Improve Travel Time Reliability
- Optimize Local and Regional System Connections
- Improve Freeway Operations

What's Changed Since Last Update?

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

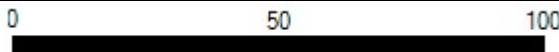
Project risks:

- Funding uncertainty for construction
- Consensus building among stakeholders

Financial Fine Points(Key Assumptions):

- State funds programmed to conduct preliminary engineering including feasibility study to determine estimated costs for design, right-of-way, and construction

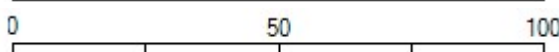
Environmental



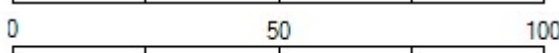
Preliminary Design



Final Design



Right of Way



December
2022



I-80 East

Vista Blvd. to USA Parkway (SR 439)

Project Sponsor : NDOT

Project Manager: Chris Kuhn, P.E.

(775) 888-7728



Project Description:

- 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

Schedule:

Planning:
Anticipated scoping completion 2022

Milestones / Deliverables:

Environmental:
TBD

Intermediate Design:
TBD

Final Design and Right-of-way :
TBD

Construction:
TBD



Project Cost Range:

Engineering:
TBD

Right-of-Way:
TBD

Estimated Construction Costs:
\$400-\$500M

Project Benefits:

- Improve Safety and Emergency Service Access
- Improve Travel Time Reliability
- Improve Freight Movement
- Accommodate Future Planned Growth
- Improve Operations and Maintenance

What's Changed Since Last Update?

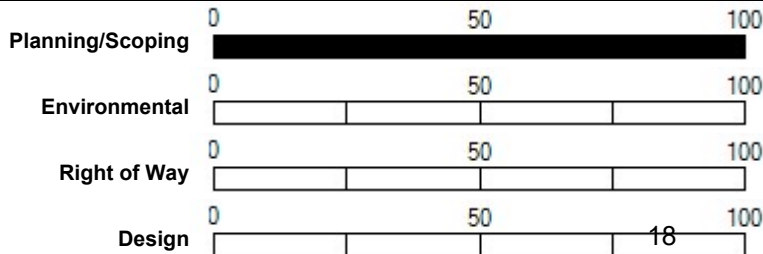
- Scope: NDOT scoping report addendum completed 2022
- Schedule: TBD
- Cost: Updated

Project risks:

- 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

Financial Fine Points(Key Assumptions):

- Environmental effort programmed to use state funds
- Preliminary Engineering Anticipated to use state funds
- Funding for Construction not yet identified



December 2022



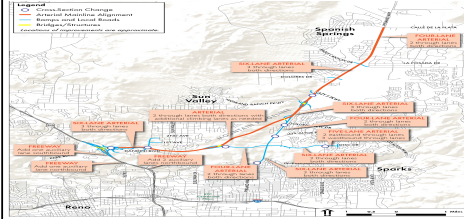
SR 445 Pyramid Highway/US 395 Connection

Project Sponsor: Washoe County RTC and NDOT

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

NDOT Project Manager: Nanette Maxwell, P.E.

Phone: (775) 301-8891



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 - Final Design complete

Schedule:

Planning:

Complete

Environmental:

2010 - 2018

Final Environmental Impact Statement (FEIS):

Winter 2014-2017

Record of Decision (ROD):

2018

Final Design:

Phase 1 - completed

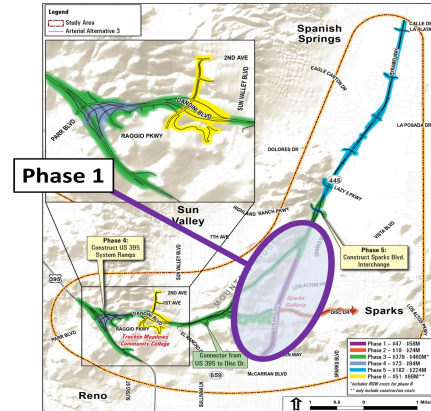
August 2022

Phases 2 through 6 design TBD

Construction:

Phase 1 - Spring 2023

Phases 2 through 6 construction 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?

- Phase 1 - Queen Way to Golden View Drive (Final Design - complete)

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):

- BUILD Grant received for Phase 1 Construction - \$23,000,000
- Construction funding for all phases: TBD



December 2022

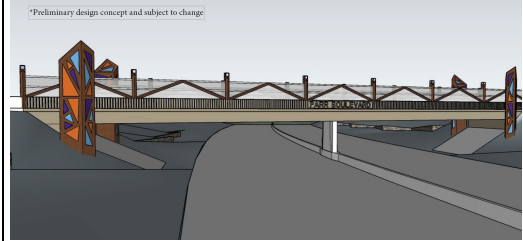


US 395 North Valleys Phase 1A: Parr-Dandini Bridge Replacement

Highway Project Manager: Pedro Rodriguez, P.E.

Phone: (775) 888-7321

E-mail: prodriguez@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

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?

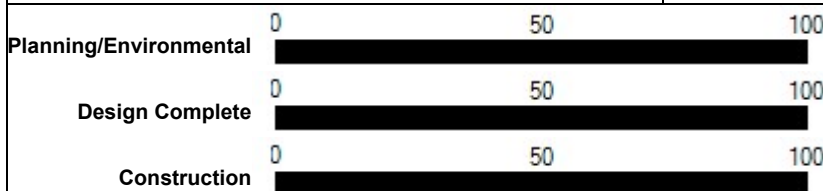
- Scope: No change
- Schedule: No change
- Budget: No change

Project risks:

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

Financial Fine Points(Key Assumptions):

- Total funding expended: \$6 million



December 2022

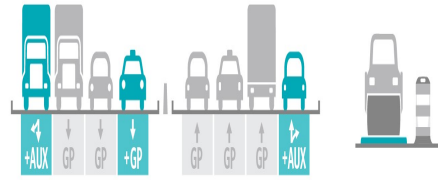


US 395 North Valleys - Phase 1B

Highway Project Manager: Robert Vrooman, P.E.

Phone: (775) 888-7317

E-mail: rvrooman@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, which begins just north of McCarran Boulevard and ends just south of Golden Valley Road interchange.
- 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:
January 2022

Advertise:
February 2023



Project Cost Range:

Engineering:
\$4 to \$6 million

Right-of-Way:
\$100,000 to \$150,000

Construction:
\$170 to \$185 million

Total Project Cost:
\$190 to \$200 million

Project Benefits:

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

What's Changed Since Last Update?

- Project Construction Costs and Total Project Costs. New Project Advertise Date.

Project risks:

- Bridge widening within UPRR right-of-way

Financial Fine Points(Key Assumptions):

- Total preliminary engineering funding expended for Phase 1A/1B: \$3,800,000



December 2022

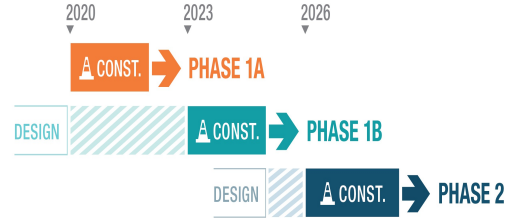


US 395 North Valleys - Phase 2

Highway Project Manager: Robert Vrooman, P.E.

Phone: (775) 888-7317

E-mail: rvrooman@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.
- US 395 North Valleys, Phase 2 will include a third southbound general purpose lane and auxiliary lanes between Golden Valley Road and Lemmon Valley Drive.
- Between Lemmon Valley Drive to Stead Boulevard, Phase 2 will include a general purpose lane in both the northbound and southbound direction.

Schedule:

Planning:
Complete

Intermediate Design Submittal:
March 2023

Advertise Project:
November 2025



Project Cost Range:

Engineering:
\$350,000 to \$450,000

Construction:
\$50 to \$70 million

Total Project Cost:
\$50.4 to \$70.5 million

Project Benefits:

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



December
2022



US 395 Carson City Freeway - Phase 2B

South Carson Street to Fairview Drive

Project Sponsor: NDOT

Senior Project Manager: Nanette Maxwell, 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:

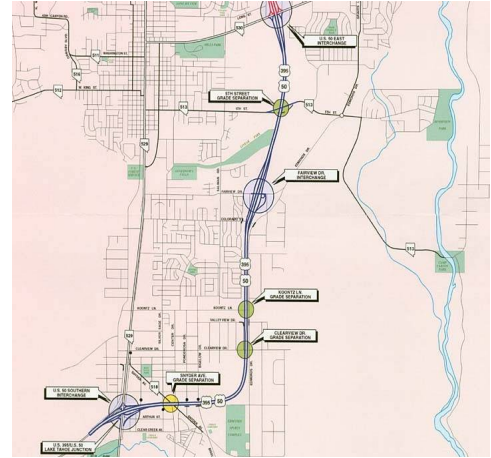
Complete

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?

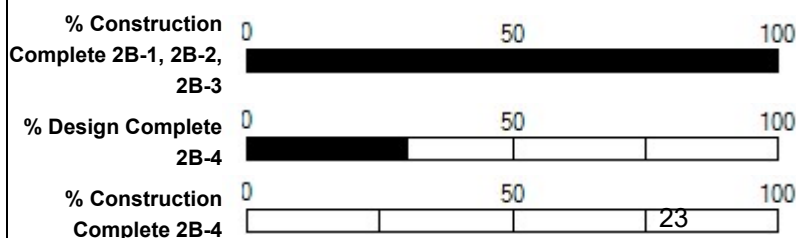
- Scope - Package 4 will complete the remainder of the Freeway.
- Schedule - TBD
- Cost - No change

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 2022



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, 2022 there were no projects completed.