

**STATE OF NEVADA  
DEPARTMENT OF TRANSPORTATION**

**QUARTERLY REPORT FOR MAJOR PROJECTS  
For Quarter Ending September 30, 2023**



**Joe Lombardo  
Governor**

**Tracy Larkin Thomason, PE  
Director**

**Nevada Department of Transportation**

**QUARTERLY REPORT FOR MAJOR PROJECTS**

September 30, 2023

**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 September 30, 2023, 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

#### 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 3D: CC 215 Beltway Interchange	15
--	----

#### Northern Nevada Projects

Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase 1)	16
Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase 2)	17
I-80 East: Vista Boulevard to USA Parkway	18
Pyramid Highway /US 395 Connection	19
US-395 North Valleys Phase 1B	20
US-395 North Valleys Phase 2	21
US-395 Carson City Freeway Phase 2B: S. Carson St. to Fairview Dr.	22

<p><b>I 15 North - Phase 3</b></p> <p><b>Speedway Boulevard to Garnet Interchange</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Christine Chia, P.E.</b></p> <p><b>(775) 888-7767</b></p>	
--	--

**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

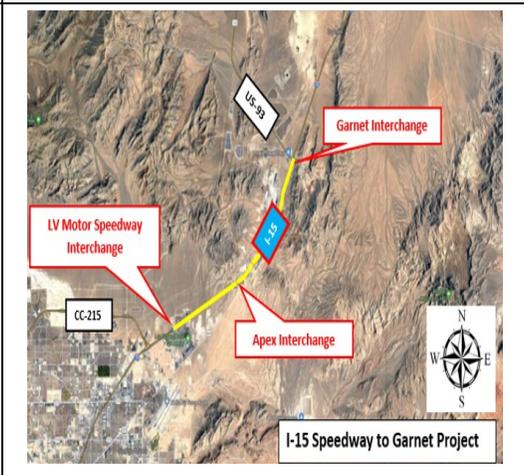
**Schedule:**

**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?**

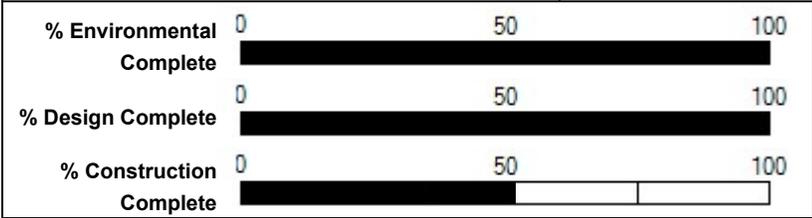
- Scope - No Change
- Schedule - No Change
- Cost - No Change

**Project risks:**

- Timely completion of construction

**Financial Fine Points(Key Assumptions):**

- Total funding expended for design, environmental, right of way: \$ 3,489,000
- Total funding expended for construction: \$28,476,000
- Total funding expended for construction engineering: \$3,610,000



<p>September, 2023</p>	
----------------------------	---

## 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:

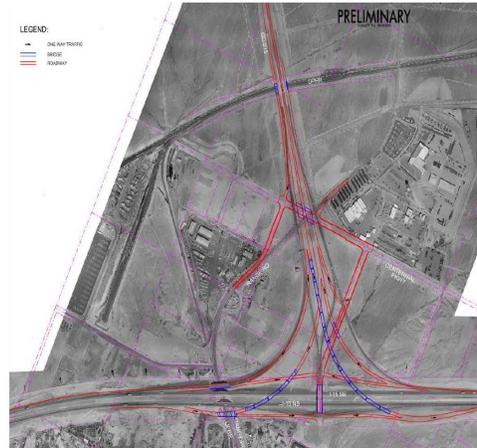
Complete

#### Final Design:

Complete

#### Construction:

2020 - 2023



### Project 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

### 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

### What's Changed Since Last Update?

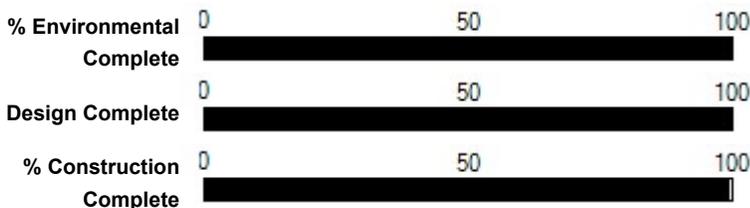
- Scope - No Change
- Schedule - No Change
- Cost - No Change

### Project risks:

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

### Financial Fine Points(Key Assumptions):

- Total funding expended for construction: \$ 101,645,000
- Total funding expended for construction engineering: \$ 10,242,000
- Total funding expended for engineering: \$10,894,000
- Total funding expended for right of way: \$3,215,000
- 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



September ,  
2023



# I 15 Central Corridor

**Project Sponsor: NDOT**

**Project Manager: Christine Chia, PE**

**(775) 888-7767**



## Project Description:

- Environmental study along I-15 from Flamingo Road to Sahara Avenue.
- Enhance access and mobility within the I-15 corridor.
- Evaluate extension of Martin Luther King Jr Boulevard.
- Define needs and examine potential improvements to the I-15 within the resort corridor area.
- Engage stakeholders in an environmental study and alternative analysis that meets project goals.
- Create a phased implementation strategy and prioritization for future construction.

## Schedule:

### Feasibility Study:

2019 - 2021

### Environmental:

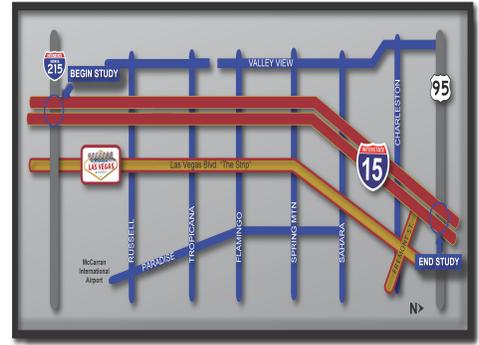
2023 - 2026

### Final Design:

TBD

### Construction:

TBD



## Project Cost Range:

### Engineering:

TBD

### Right-of-Way:

TBD

### Construction:

TBD

### Total Project Cost:

TBD

## Project Benefits:

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

## What's Changed Since Last Update?

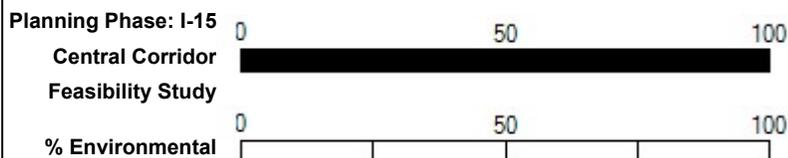
- Planning Phase: Feasibility Study Completed Fall 2021
- Environmental Phase: Beginning Q1 2023
- Scope, Schedule and Cost - No Change

## Project risks:

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

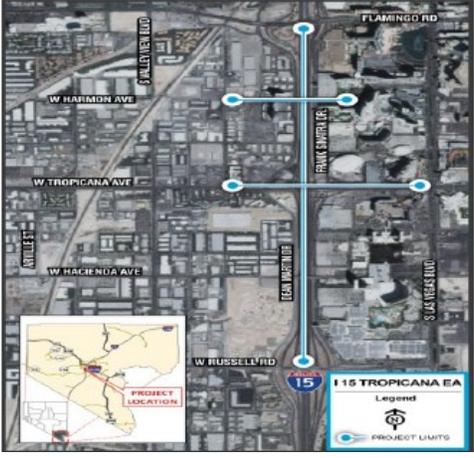
## Financial Fine Points(Key Assumptions):

- Total funding: TBD



September , 2023



<p align="center"><b>I 15 Tropicana Interchange Reconstruction</b></p> <p align="center"><b>Project Sponsor: NDOT</b></p> <p align="center"><b>Project Manager: Lynnette Russell, PE</b></p> <p align="center"><b>(702) 671-6601</b></p>																		
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>Demolish and reconstruct the Tropicana Avenue interchange at I-15</li> <li>Grade separate the intersection of Tropicana Avenue and Dean Martin Drive</li> <li>Construct HOV ramps at Harmon Avenue</li> <li>Extend the Active Traffic Management System South on I-15</li> <li>Pavement preservation Warm Springs to Harmon</li> </ul>	<p><b>Schedule:</b></p> <p><b>Environmental:</b> FONSI - February 6, 2020</p> <p><b>RFQ :</b> September 2020</p> <p><b>RFP :</b> January 2021</p> <p><b>Design Build Contractor award :</b> November/December 2021</p> <p><b>Construction:</b> 2022 - 2025</p>																	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>Improve operations, safety, and mobility</li> <li>Provide for future expansion of I-15</li> <li>Improve travel time reliability.</li> </ul>	<p><b>Project Cost Range:</b></p> <p><b>Engineering:</b> \$8,000,000.00 to \$12,000,000.00</p> <p><b>Right of Way:</b> \$40,000,000.00</p> <p><b>Construction:</b> \$305,000,000.00</p>																	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Mega-Project schedule impacts</li> <li>Stakeholder buy-in</li> <li>Right of Way</li> <li>Utility conflicts and coordination</li> </ul>	<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>Scope - No Change</li> <li>Schedule - Updated to reflect design and construction progress</li> <li>Budget - No change</li> </ul>																	
<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>	<table border="0"> <tr> <td data-bbox="139 1566 357 1650">Environmental (NEPA Phase)</td> <td data-bbox="357 1566 951 1650">0 50 100</td> <td data-bbox="357 1650 951 1682">[Progress bar]</td> </tr> <tr> <td data-bbox="139 1650 357 1713">Design Build Procurement</td> <td data-bbox="357 1650 951 1713">0 50 100</td> <td data-bbox="357 1713 951 1745">[Progress bar]</td> </tr> <tr> <td data-bbox="139 1713 357 1776">January 2020 - December 2021</td> <td data-bbox="357 1713 951 1776">0 50 100</td> <td data-bbox="357 1776 951 1808">[Progress bar]</td> </tr> <tr> <td data-bbox="139 1776 357 1860">Design Build design development</td> <td data-bbox="357 1776 951 1860">0 50 100</td> <td data-bbox="357 1860 951 1892">[Progress bar]</td> </tr> <tr> <td data-bbox="139 1860 357 1917">Construction</td> <td data-bbox="357 1860 951 1917">0 50 100</td> <td data-bbox="357 1917 951 1948">[Progress bar]</td> </tr> </table> <div data-bbox="951 1566 1474 1917" style="text-align: center;"> <p>September 2023</p>  </div>			Environmental (NEPA Phase)	0 50 100	[Progress bar]	Design Build Procurement	0 50 100	[Progress bar]	January 2020 - December 2021	0 50 100	[Progress bar]	Design Build design development	0 50 100	[Progress bar]	Construction	0 50 100	[Progress bar]
Environmental (NEPA Phase)	0 50 100	[Progress bar]																
Design Build Procurement	0 50 100	[Progress bar]																
January 2020 - December 2021	0 50 100	[Progress bar]																
Design Build design development	0 50 100	[Progress bar]																
Construction	0 50 100	[Progress bar]																

## 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?

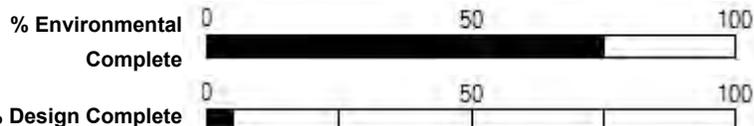
- Scope - No change
- Schedule - No change
- Cost - No change

### 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



September 2023



## 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?

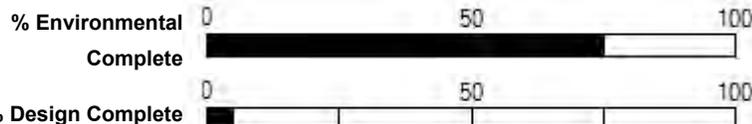
- Scope - No change
- Schedule - No change
- Cost - No change

### 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



September 2023



<p><b>I 15 South - Phase 2</b></p> <p><b>Sloan Road to Blue Diamond (SR-160)</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Danja Petro, PE</b></p> <p><b>(702) 671-8865</b></p>	
--	--

**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 Benefits:**

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

**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 risks:**

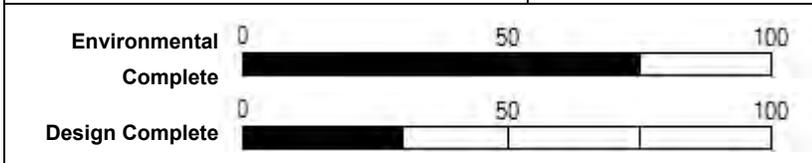
- Complexity in maintaining traffic staging, relocating utilities and reducing impacts to traveling public.

**What's Changed Since Last Update?**

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

**Financial Fine Points(Key Assumptions):**

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



<p><b>September 2023</b></p>	
----------------------------------	---

## 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?

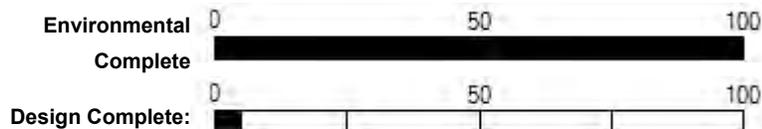
- Scope - No change
- Schedule - No change
- Cost - No change

### 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



September  
2023



<p><b>Downtown Access Project</b></p> <p><b>I-515/US-95 from Rancho Blvd Interchange to Mojave Rd</b></p> <p><b>Project Sponsor: NDOT</b></p> <p><b>Project Manager: Ryan Wheeler, P.E.</b></p> <p><b>(702) 278-3391</b></p>			
<p><b>Project Description:</b></p> <ul style="list-style-type: none"> <li>This project proposes to improve the freeway by adding two additional lane in each direction. It will also fix the closely spaced ramps spacing by adding a collector distributor road from I-515 to I-15 in both directions.</li> <li>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. Four proposed build alternatives have been developed to a 10% level of design and are being evaluated along with a no-build alternative.</li> <li>The proposed build alternatives are to reconstruct the existing freeway entirely. Our team has held several kitchen table type community conversations to determine the best way to build a new freeway while minimizing impacts to adjacent residents while keeping the community connected and enhancing the neighborhood.</li> <li>A virtual public information meeting is available from August 14 to September 14, 2023 and can be accessed at <a href="http://www.ndotdap.com">www.ndotdap.com</a></li> </ul>		<p><b>Schedule:</b></p> <p><b>The project is currently estimated to be 10-13 years in total:</b></p> <p><b>Environmental (4-5 years):</b> In progress</p> <p><b>Final Design (3-4 years):</b> TBD</p> <p><b>Right-of-way (concurrent with final design, 3-4 years):</b> TBD</p> <p><b>Construction (4-5 years):</b> TBD</p>	
			
		<p><b>Project Cost Range:</b></p> <p><b>Environmental:</b> \$17 million</p> <p><b>Engineering:</b> TBD</p> <p><b>Right-of-Way:</b> TBD</p> <p><b>Construction:</b> TBD</p> <p><b>Total Project Costs:</b> TBD</p>	
<p><b>Project Benefits:</b></p> <ul style="list-style-type: none"> <li>NDOT is collaborating with the adjacent neighborhoods about the proposed design alternatives to ensure how a reconstructed freeway will enhance their quality of living.</li> <li>NDOT is collaborating with the adjacent neighborhoods to ensure the community feels connected with the proposed alternatives to reconstructed freeway.</li> <li>Freeway operations will be improved to increase safety and travel time reliability along US-95 and its connections to I-15.</li> <li>The reconstruction of this segment of the freeway will address the 1.6 mile aging viaduct bridges that were constructed in the mid 1960s and early 1980s.</li> <li>Planned improvements include extending the HOV network to downtown along I-515/US-95 freeway.</li> <li>NDOT will be working with local artists to enhance the freeway corridor with improved landscaping and aesthetics</li> </ul>		<p><b>What's Changed Since Last Update?</b></p> <ul style="list-style-type: none"> <li>View project information at <a href="http://www.ndotdap.com">www.ndotdap.com</a></li> <li>Public information meeting is available virtually at the website from August 14 to September 14, 2023.</li> </ul>	
<p><b>Project risks:</b></p> <ul style="list-style-type: none"> <li>Funding availability to move project into the next phases of: design, right-of-way acquisitions, and construction</li> <li>Utility relocation, groundwater, right-of-way acquisitions, crossing the UPRR tracks, and maintenance of traffic during construction.</li> <li>The project team will manage risks through project development.</li> </ul>		<p><b>Financial Fine Points(Key Assumptions):</b></p> <ul style="list-style-type: none"> <li>\$6million for pre-NEPA studies</li> <li>\$11million for NEPA work</li> </ul>	
<p><b>Environmental</b></p> <p>0 50 100</p> <p><b>% Design Complete</b></p> <p>0 50 100</p>		<p><b>September 2023</b></p> 	

## Henderson Interchange

Project Sponsor; NDOT

Project Manager; Dallan Affleck, P.E.

702-671-8879



### Project Description:

- 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.
- This project will reconstruct the Henderson Interchange to include operational and safety improvements and restore lost connectivity.

### Schedule:

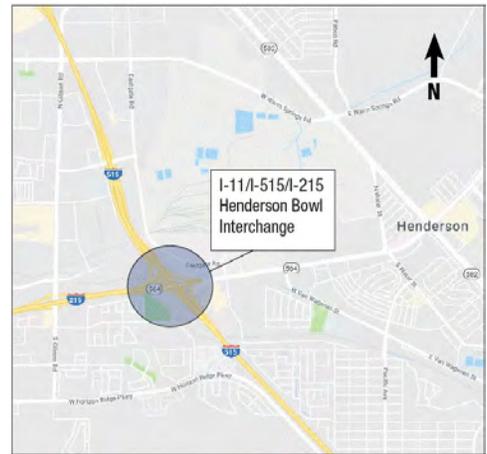
Planning (Henderson Feasibility Study)

Environmental

### Design:

Build Procurement

Final design & construction



### Project Cost Range:

#### Environmental:

\$4 million

#### Engineering:

TBD

### Project Benefits:

- Improved operations
- Improved travel time reliability
- Improved safety

### Right-Of-Way:

TBD

### Construction:

TBD

### What's Changed Since Last Update?

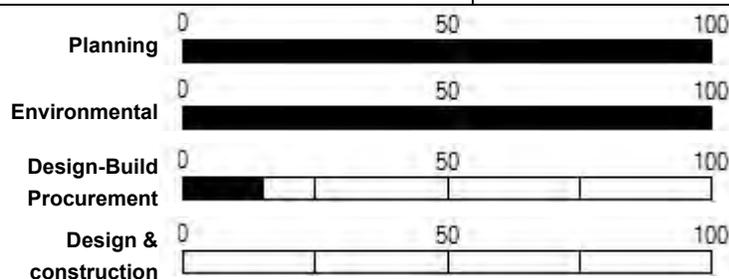
- Scope: Alternative 2A, which utilizes a crossover on the E-W route, has been selected to advance into the NEPA Study.
- Schedule: Design-build procurement began early 2023
- Cost: No Change

### Project risks:

- Negative environmental impacts
- High project cost

### Financial Fine Points(Key Assumptions):

- Project funding identified



September 2023



**US 95 Northwest - Phase 3D**

**Clark County 215 Interchange**

**Project Sponsor: NDOT, City Las Vegas and Clark County**

**Senior Project Manager: Fred Shakal, PE**

**(775) 888-7335**



**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?**

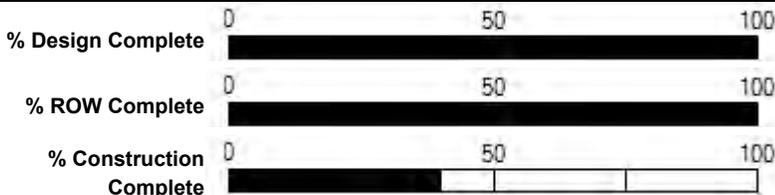
- Scope - No change
- Schedule - No change
- Cost - No change

**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



September 2023



# The Reno Spaghetti Bowl & Spaghetti Bowl Express (Phase1)

180/ I580/ US 395 System Interchange

Project Sponsor: NDOT

Project Manager: Fred Shakal, PE

775-888-7589



## 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:**  
Complete

**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?

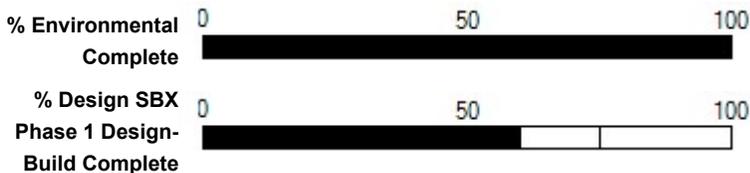
- Scope - No changes
- Schedule - Environmental and Phase1 Complete. Later phases beginning 2025
- Budget - Updated based on Cost Risk Assessment

## 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



September 2023



## 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:**

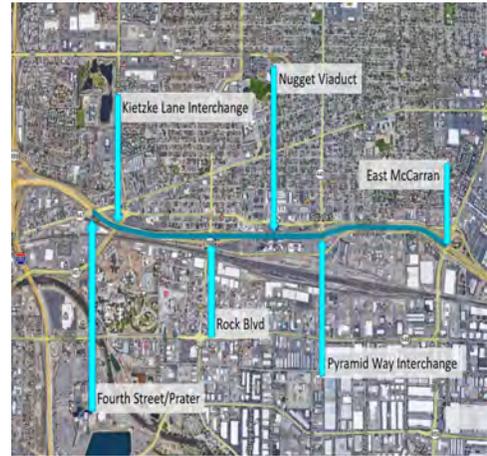
2022

**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

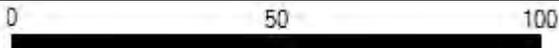
### Project risks:

- Funding uncertainty for construction
- Consensus building among stakeholders

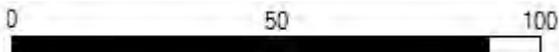
### Financial Fine Points(Key Assumptions):

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

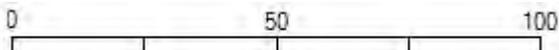
Environmental



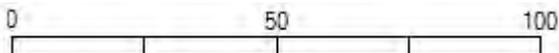
Preliminary Design



Final Design



Right of Way



September  
2023



**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:**  
Complete

**Milestones / Deliverables:**

**Environmental:**  
NEPA initiated Q2 2023

**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?**

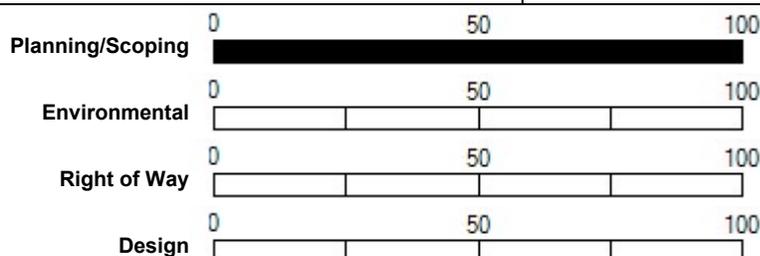
Project NEPA initiated in June 2023

**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



**September  
2023**



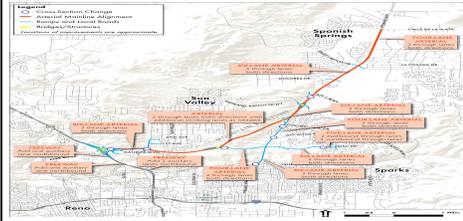
# SR 445 Pyramid Highway/US 395 Connection

**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

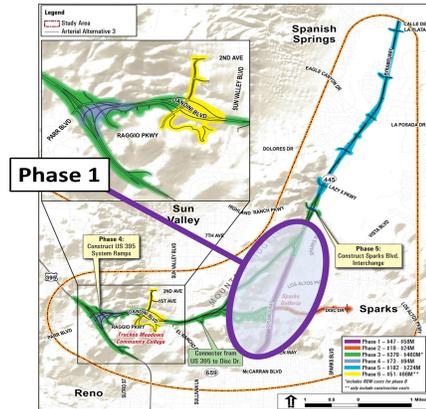
**Environmental:**  
2010 - 2018

**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



September 2023



## US 395 North Valleys - Phase 1B

Highway Project Manager: Robert Vrooman, P.E.

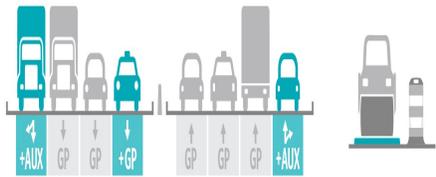
Phone: (775) 888-7317

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 the US 395 North Valleys Projects. Phase 1B 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.



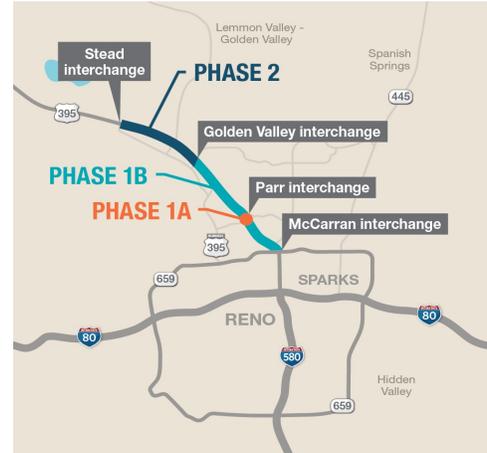
### Schedule:

**Planning:**  
Complete

**Intermediate Design Submittal:**  
January 2022

**Advertise:**  
April 2023

**Construction Contract Award:**  
September 2023



### Project Cost Range:

**Engineering:**  
\$4 to \$6 million

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

**Construction:**  
\$230 million

**Total Project Cost:**  
\$240 to \$260 million

### Project Benefits:

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

### What's Changed Since Last Update?

- Project Construction Costs have been revised based on the bids received. Contract award is pending and is anticipated at the September 2023 Transportation Board Meeting.

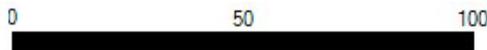
### Project risks:

- Bridge widening within UPRR right-of-way

### Financial Fine Points(Key Assumptions):

- Total project construction costs have been updated to reflect the bid(s) received.

Design Complete



September  
2023



## 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.
- In 2022 the project was awarded a Federal INFRA Grant for nearly \$89M. The grant added work on North Virginia Street to construct multi-modal and safety related improvements as well as to provide additional funding for the Phase 2 improvements.



Southbound & Northbound widening

### Project Benefits:

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

### Schedule:

**Planning:**  
Complete

**Intermediate Design Submittal:**  
September 2023

**Right-of Way/ Environmental:**  
Begin September 2023

**Advertise Project:**  
November 2025



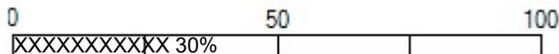
### Project Cost Range:

**Engineering:**  
\$5 to \$6 million

**Construction:**  
\$170 to \$190 million

**Total Project Cost:**  
\$175 to \$196 million

Design Complete



September 2023



## 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:

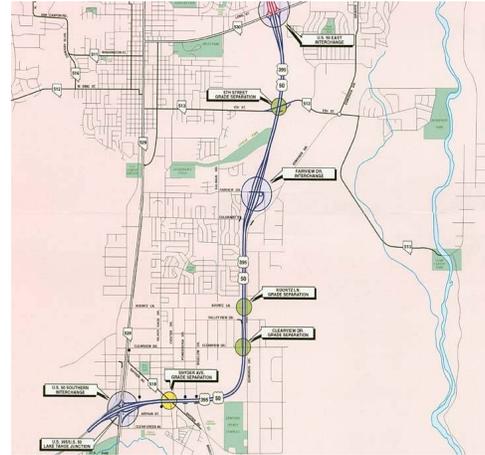
Complete

#### 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?

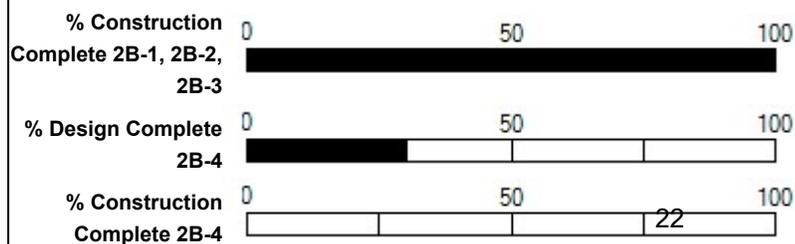
- Scope - Package 4 will complete the remainder of the Freeway.
- Schedule - TBD
- Cost - No change

### 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



September 2023



## **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 September 30, 2023 there were no projects completed.